Integrated Sustainability Assessment of Isle of Wight Local Transport Plan 4

ISA Report - Appendices

Isle of Wight Council

December 2022

5207537

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Appendix A. Compatibility Assessment tables

LTP Element	Vision		
	An inclusive transport system that enables a low carbon, safe, prosperous and healthy future for all residents and visitors; and seeks to protect and enhance the Island's unique local natural and built environment.		
IIA Objectives		**Compatible?**	**Commentary**
1	Protect and Improve air quality	✓	Clear note is made of the need for the transport system to enable a healthy future for residents and visitors, as well as protect and enhance the Island's unique natural and built environment. It is anticipated these elements will lead to protection and improvement of air quality.
2	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Clear note is made within the vision that the transport system would enable a low carbon future. In addition it is anticipated that outcomes that lead to a healthy future for residents and visitors, as well as protecting the built and natural environment would require a reduction in pollution emissions. This is likely to help enable a reduction in carbon emissions.
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	It is anticipated that a transport system that enables a safe and healthy future for residents and visitors would result in outcomes that increase resilience to a changing climate, including 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	✓	It is anticipated that a transport system that enables the protection and enhancement of the natural environment would result in outcomes that provide for the protection and enhancement of biodiversity etc.
5	Protect and enhance sites designated internationally for nature conservation purposes	✓	It is anticipated that a transport system that enables the protection and enhancement of the natural environment would result in outcomes that provide for the protection and enhancement of sites designated for nature conservation purposes.
6	Protect, enhance and promote geodiversity	✓	It is anticipated that a transport system that enables the protection and enhancement of the natural environment would result in outcomes that provide for the protection and enhancement of features and sites designated for geodiversity.

7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	It is anticipated that a transport system that enables the protection and enhancement of the natural and built environment would result in outcomes that provide for the conservation and enhancement of heritage assets and the wider historic environment.
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	It is anticipated that a transport system that enables the protection and enhancement of the natural and built environment would result in outcomes that provide for the protection and enhancement of character and quality of landscapes etc.
9	Protect and enhance the water environment	✓	It is anticipated that a transport system that enables the protection and enhancement of the natural environment would result in outcomes that provide for the protection and enhancement of 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	✓	It is anticipated that a transport system that enables the protection and enhancement of the built and natural environment would result in outcomes that provide for the remediation of contamination, use of previously developed land and the conservation of soil resources.
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	✓	It is anticipated that a transport system that enables the protection and enhancement of the built and natural environment would result in outcomes that prudently use resources and reduce the level of waste.
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Note is made within the vision that the transport system would enable a prosperous future for all. Note is also made of a healthy future for all and this is anticipated to include wellbeing, which can be closely linked to economic outcomes. As such it is anticipated this element of the vision will lead to the promotion of economic growth etc.
13	Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	✓	A transport system that enables a low carbon, safe, prosperous and healthy future for all residents and visitors and protects and enhances the Island's unique local natural and built environment will require the coordination of land use, energy planning and transport planning across the island.
14	Improve health and well-being for all citizens and reduce inequalities in health	✓	Clear note is made within the Vision that there is a need for the transport system to enable a safe and healthy future for all residents and visitors.
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	Clear note is made within the Vision that there is a need for the transport system to be inclusive for all residents and visitors.

16	Promote community safety and reduce crime and fear of crime for all citizens	✓	Clear note is made within the Vision that there is a need for the transport system to enable a safe future for all residents and visitors.

LTP Element	Objective 1		
	A transport network which produces net zero greenhouse gas emissions and is resilient to the impacts of climate change		
IIA Objectives		**Compatible?**	**Commentary**
1	Protect and Improve air quality	✓	Meeting this LTP Objective will require policy measures which result in reduced GHG emissions. It is anticipated that such measures would include reducing the need to travel, reduction in vehicle kilometres, promotion of more sustainable and active modes such as public transport, walking and cycling. Such measures are also likely to result in lower pollution emissions and as such will help to protect and improve air quality.
2	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Meeting this LTP Objective will require policy measures which result in reduced GHG emissions. It is anticipated that such measures would include reducing the need to travel, reduction in vehicle kilometres, promotion of more sustainable and active modes such as public transport, walking and cycling. Such measures are also likely to result in lower pollution emissions and as such will help to reduce 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	✓	This Objective will require policy measures that increase the resilience of the transport network to the impacts of climate change. This is anticipated to include measures to reduce the risk of flooding and coastal erosion as these are a major risk to the transport network due to extreme weather events.
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Reduced emissions anticipated as a result of this LTP Objective will act to protect and reduce pressures on local vulnerable habitats and species. This objective is further anticipated to result in an increased modal shift towards active travel, public transport and reduced reliance on private transport. Consequently, pressures in respect of noise, air quality, habitat fragmentation, light among others will be reduced.
5	Protect and enhance sites designated internationally for nature conservation purposes	✓	Reduced emissions anticipated as a result of this objective will act to protect and reduce pressures on protected sites. This LPT Objective is anticipated to result in an increased modal shift towards active travel, public transport and reduced reliance on private transport. Consequently, pressures in respect of noise, air quality, habitat fragmentation, light among others on sites designated internationally will be reduced.

6	Protect, enhance and promote geodiversity	✓	Whilst this LTP Objective does not concern the protection of geodiversity assets specifically, efforts to reduce greenhouse gas emissions and in turn the magnitude of climate change, will reduce the frequency and severity of extreme weather that contribute to coastal erosion and flash flooding. Reducing the frequency and severity of these events will therefore act to protect geodiversity.
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Whilst this LTP Objective does not concern the protection of heritage assets specifically, efforts to reduce greenhouse gas emissions and in turn the magnitude of climate change will reduce the frequency and severity of extreme weather that contribute to deterioration or destruction of heritage assets. Reducing the frequency and severity of these events will therefore act to protect heritage assets. Reduced air pollution locally will also reduce acid rain related deterioration to historical buildings, structures and monuments.
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	?	Reducing the need to travel and decreasing the number of journeys made in private cars through this objective is anticipated to reduce congestion and may in turn reduce the need for new roads. This would help to protect and enhance landscapes and visual amenity.
9	Protect and enhance the water environment	✓	Meeting this LTP Objective will result in a greater emphasis on reducing traffic, reducing vehicle kilometres and more sustainable and active modes. This will reduce the reliance on vehicles powered by hydrocarbons and therefore reduce the potential for accidental spillage of hydrocarbons. There will also be less wear and tear on brakes and tyres and as such reduce the generation of polluted runoff to watercourses.
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	?	Reducing the need to travel and decreasing the number of journeys made in private cars through this objective is anticipated to reduce congestion and may in turn reduce the need for new roads. This may help to conserve soil resources.
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	✓	The LTP Objective aims to reduce greenhouse gas emissions in the transport sector and it is anticipated that likely interventions to achieve this will include modal shift away from vehicles powered by hydrocarbons and towards zero or ultra low carbon vehicles. This will reduce pressures on finite natural resources including hydrocarbons.
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	NR	**Not relevant**
13	Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	✓	Enabling this LTP Objective is expected to include maximum uptake of energy efficient and zero or ultra low carbon vehicles and waterborne transport. Provision of associated infrastructure such as charging facilities is expected to require coordination of various sectors across the Island.

14	Improve health and well-being for all citizens and reduce inequalities in health	✓	Meeting this LTP Objective will require measures which result in reduced GHG emissions. It is anticipated that such measures would include promotion of more sustainable and active modes such as walking and cycling, which will help to improve health and wellbeing. Such measures are also likely to result in lower pollution emissions and as such will help to protect health, particularly in areas adjacent major roads - these areas are frequently relatively more deprived and as such improvements in health outcomes in such areas could help reduce inequalities in health.
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	**NR**	**Not relevant**
16	Promote community safety and reduce crime and fear of crime for all citizens	✓	Increasing resilience of the transport network to the impacts of a changing climate is likely to help promote community safety as it will make the network more robust and resilient to extreme weather events which could endanger safety.

LTP Element	Objective 2		
	People and goods can travel sustainably and efficiently to and from, and around the Island to help grow the local economy		
IIA Objectives		**Compatible?**	**Commentary**
1	Protect and Improve air quality	✓	Sustainable and efficient movement of goods and people around the island will require policy measures that are likely to encourage more sustainable and active modes, with likely benefits in terms of reducing transport emissions etc. This will act to protect and improve air quality.
2	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Sustainable and efficient movement of goods and people around the island will require policy measures that are likely to encourage more sustainable and active modes, with likely benefits in terms of reducing transport emissions etc.
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	?	The LTP Objectives do not contribute to this ISA Objective. It is suggested that the LTP Objective be strengthened by ensuring that any sustainable travel connectivity options and repurposment of streets are designed to be resilient to the effects of climate change and / or to mitigate the effects of climate change through, for example, incorporating SUDS and flood protection measures.
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	?	Reduced congestion and a reduction on dependency on private anticipated as a result of this LTP Objective will act to protect and reduce pressures such as noise, air quality, habitat fragmentation, light on local vulnerable habitats and species. The Objective may also result in new infrastructure to provide multi-modal transport and internet connectivity which could cause disturbance to protected habitats and species.
5	Protect and enhance sites designated internationally for nature conservation purposes	?	Reduced congestion and a reduction on dependency on private anticipated as a result of this LTP Objective will act to protect and reduce pressures such as noise, air quality, habitat fragmentation, light on internationally designated sites. The Objective may also result in new infrastructure to provide multi-modal transport and internet connectivity which could cause disturbance to internationally designated sites.
6	Protect, enhance and promote geodiversity	NR	No relationship between objectives has been identified.
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	?	Sustainable and efficient movement of goods and people around the island will require policy measures that are likely to encourage more sustainable and active modes, with likely benefits in terms of reducing transport emissions etc. Reduced air pollution locally will also reduce acid rain related deterioration to historical buildings, structures and monuments. There may be negative impacts on the historic environment if the construction of any new infrastructure is required through this objective.

8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	The LTP Objective is likely to result in the repurposing of streets by reducing the dominance of motorised transport in local neighbourhoods, this is likely to protect and enhance the quality of townscape and visual amenity.
9	Protect and enhance the water environment	✓	Meeting this LTP Objective will result in a greater emphasis on reducing private cars and congestion, and more sustainable and active modes. This will reduce the reliance on vehicles powered by hydrocarbons and therefore reduce the potential for accidental spillage of hydrocarbons. There will also be less wear and tear on brakes and tyres and as such reduce the generation of polluted runoff to watercourses.
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	?	If construction of new connections is required, soils may be affected.
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	?	If construction of new connections is required, resources would be needed and waste may be generated.
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	This LTP Objective will result in policy measures that will promote and encourage economic growth.
13	Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	✓	Sustainable and efficient movement of goods and people around the island will require the coordination of different sectors of planning.
14	Improve health and well-being for all citizens and reduce inequalities in health	✓	Sustainable and efficient movement of goods and people around the island will require policy measures that are likely to encourage more sustainable and active modes, with likely benefits in terms of making people more active, reducing traffic emissions, reducing noise etc.
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	This LTP Objective will provide sustainable and reliable connections as well as affordable internet connectivity.
16	Promote community safety and reduce crime and fear of crime for all citizens	✓	Whilst the Objective does not specifically note reducing crime and fear, a modal shift towards active travel (included within sustainable travel) will require providing a street environment where people feel safer with direct and convenient routes for travel without a car. It is also noted that removing the dominance of motorised transport in local neighbourhoods will bring added benefits such as improving safety for those living in the areas.

LTP Element	Objective 3		
	An inclusive, accessible, and affordable transport system for all		
IIA Objectives		**Compatible?**	**Commentary**
1	Protect and Improve air quality	✓	Whilst the motive for change is not specifically aimed at protecting and improving air quality, there is a clear emphasis placed on providing safe, attractive and convenient alternatives to the private car / increasing active modes of travel and micro-mobility, which will in turn reduce air pollution.
2	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Whilst the motive for change is not specifically aimed at reducing CO2, the push to provide safe, attractive and convenient alternatives to the private car / increase active modes of travel and micro-mobility will in turn reduce CO2 emissions.
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	?	The LTP Objectives do not contribute to this ISA Objective. It is suggested that the LTP Objective be strengthened by ensuring that any new travel connectivity options are designed to be resilient to the effects of climate change and / or to mitigate the effects of climate change through, for example, incorporating SUDS and flood protection measures.
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Increased use of public transport and active travel and the subsequent reduced use of private cars use as a result of this LTP Objective will act to protect and reduce pressures such as noise, air quality, habitat fragmentation, light on local vulnerable habitats and species.
5	Protect and enhance sites designated internationally for nature conservation purposes	✓	Increased use of public transport and active travel and the subsequent reduced use of private cars use as a result of this LTP Objective will act to protect and reduce pressures such as noise, air quality, habitat fragmentation, light on internationally designated sites.
6	Protect, enhance and promote geodiversity	NR	No relationship between objectives has been identified.
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	?	Whilst the motive for change is not specifically aimed at protecting heritage assets, there is a clear emphasis placed on providing safe, attractive and convenient alternatives to the private car / increasing active modes of travel and micro-mobility, which will in turn reduce air pollution, which may also reduce acid rain related deterioration to historical buildings, structures and monuments.
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	The LTP Objective is likely to result in the reduced the dominance of motorised transport in local neighbourhoods through the encouragement to use public transport and active travel modes, this is likely to protect and enhance the quality of townscape and visual amenity.

9	Protect and enhance the water environment	✓	The LTP Objective is likely to result in the reduced the dominance of motorised transport in local neighbourhoods through the encouragement to use public transport and active travel modes, therefore reduce the potential for accidental spillage of hydrocarbons from private vehicles. There will also be less wear and tear on brakes and tyres and as such reduce the generation of polluted runoff to watercourses.
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	?	Improving accessibility and affordability to public transport and active travel through this objective will work to decrease the number of journeys made in private cars which may in turn reduce the need for new roads. This may help to conserve soil resources.
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	?	It is unclear what the implications for natural resources, production of waste and re-use / recycling will be. All of these effects could be adverse, but opportunities will also be provided, for example through more active travel leading to more prudent use of and less waste of natural resources such as hydrocarbons.
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	This LTP Objective will improve access and connectivity for all by providing frequent, accessible and affordable public transport between key destinations as well as across the Solent. It will also ensure new development is served by public transport and provide better access to services and opportunities through digital media.
13	Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	?	No reference has been made with respect to the coordination of land use, energy planning and transport planning directly within this LTP objective however, it is anticipated that in order to achieve the interventions required to deliver on this objective, coordination with land use and transport planning will be needed.
14	Improve health and well-being for all citizens and reduce inequalities in health	✓	The LTP Objective will require policy measures that are likely to encourage more sustainable and active modes, with likely benefits in terms of making people more active, reducing traffic emissions, reducing noise etc.
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	The LTP Objective will provide transport system that is inclusive, accessible and affordable for all, therefore promoting greater equality of opportunity for all citizens.
16	Promote community safety and reduce crime and fear of crime for all citizens	✓	Meeting this LTP Objective will make journeys safer and improve the perception of safety.

LTP Element	Objective 4		
	A safe transport network that supports thriving, healthier communities.		
IIA Objectives		**Compatible?**	**Commentary**
1	Protect and Improve air quality	✓	It is anticipated that the LTP Objective will improve air quality through the increased access to services locally or digitally, the higher share of trips by active travel or public transport and the reduction in NOX, PM10 and PM2.5 emissions from transport.
2	Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	✓	Whilst the motive for change is not specifically aimed at reducing CO2, the push to provide a safe transport network through a higher share of trips by active travel or public transport will in turn reduce CO2 emissions.
3	Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	?	The LTP Objectives do not contribute to this ISA Objective. It is suggested that the LTP Objective be strengthened by ensuring that any new travel connectivity options are designed to be resilient to the effects of climate change and / or to mitigate the effects of climate change through, for example, incorporating SUDS and flood protection measures.
4	Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	It is anticipated that the LTP Objective will protect and enhance protected habitats, sites, as it will protect and enhance the natural environment and the reduction in traffic congestion and encouragement of active travel will consequently reduce pressures in respect of noise, air quality, habitat fragmentation, light among others.
5	Protect and enhance sites designated internationally for nature conservation purposes	✓	It is anticipated that the LTP Objective will protect and enhance designated sites, as it will protect and enhance the natural environment and the reduction in traffic congestion and encouragement of active travel will consequently reduce pressures in respect of noise, air quality, habitat fragmentation, light among others.
6	Protect, enhance and promote geodiversity	**NR**	No relationship between objectives has been identified.
7	Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	?	It is anticipated that the LTP Objective will could conserve heritage assets by improving air quality through the increased access to services locally or digitally, the higher share of trips by active travel or public transport and the reduction in NOX, PM10 and PM2.5 emissions from transport. This may also reduce acid rain related deterioration to historical buildings, structures and monuments.
8	Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	The LTP Objective is likely to result in the reduced the dominance of motorised transport in local neighbourhoods through the encouragement to use public transport and active travel modes, this is likely to protect and enhance the quality of townscape and visual amenity.

9	Protect and enhance the water environment	?	It is anticipated that the development of a safe transport network could require the development of new or upgraded transport facilities such as travel hubs, as well as active travel routes. Such developments could have implications for the water environment depending upon the specific implementation measure.
10	Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	?	It is anticipated that the development of a safe transport network could require the development of new or upgraded transport facilities such as travel hubs, as well as active travel routes. Such developments could have implications for soils and reuse of previously developed land depending upon the specific implementation measure.
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	?	It is unclear what the implications for natural resources, production of waste and re-use / recycling will be. All of these effects could be adverse, but opportunities will also be provided, for example through more active travel leading to more prudent use of and less waste of natural resources such as hydrocarbons.
12	Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	In providing services and opportunities and services in closer proximity and reducing traffic congestion and delays the LTP Objective will improve access and connectivity to jobs.
13	Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	?	No reference has been made with respect to the coordination of land use, energy planning and transport planning directly within this LTP objective however, it is anticipated that in order to achieve the interventions required to deliver on this objective, coordination with land use and transport planning will be needed.
14	Improve health and well-being for all citizens and reduce inequalities in health	✓	The LTP Objective is anticipated to improve the personal wellbeing and quality of life of citizens as well as increasing physical activity.
15	Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	The LTP Objective will increase ability to access services locally or digitally which will provide greater equality of opportunity.
16	Promote community safety and reduce crime and fear of crime for all citizens	✓	The LTP objective will provide a safe transport system through improved road safety and personal security as well as reducing the need for journeys with increased ability to access services locally or digitally.

Appendix B. Assessment of LTP4 policy areas

B.1. Accessibility and Safety

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.

The following criteria for assessing significance of effects was utilised:

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

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and improve air quality	✓	Reg	MT-LT	Perm	Med	+	++	++	++

Commentary

This policy 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. 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.

Overall, in relationship to this objective it is anticipated there will be slight beneficial effects in the short term, and moderate beneficial effects in the medium to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target	-	Reg	LT	Perm	Low	**+/-**	**++ -**	**++ -**	**++ -**

Commentary

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. However, the policy area has a strong focus on creating reliable, affordable public transport supported by cycling and walking, and an improved reliable public transport service may help to encourage people to choose public transport over the private car and therefore have a net reduction in carbon emissions. However this is dependent on the success and uptake of the measures introduced. 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.

Overall, in relation to this objective it is anticipated there will be slight beneficial impacts in the short term, and a mix of moderate beneficial and slight adverse in the medium to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	-	Reg	LT	Perm	Low	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

This policy area is focused on making active travel, and public transport more accessible. 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.

Overall in relation to this objective it is anticipated there will be a mix of slight adverse and slight beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Note the need to increase resilience of the transport network to a changing climate.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	-	Reg	MT-LT	Perm	Low	**--**	**+/-**	**+/-**	**--**

Commentary

This policy area has a number of elements that will potentially benefit habitats, sites species etc. 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. 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.

Overall, in relation to this objective it is anticipated there will be a mix of adverse and beneficial effects in the short term through to the long term as travel network improvements are made. Greatest effects would be in the short term due to construction activities and potential loss, with habitats and biodiversity re-establishing in the longer term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Note the need to incorporate Green Infrastructure and general planting etc., as schemes are developed.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	✓	Local-Reg	St-LT	Perm	Low	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

This policy area makes no note of protecting and enhancing sites designated for nature conservation. Some elements of the policy area may potentially benefit sites designated for nature conservation purposes. 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). However, there is also a potential that the transport investment could also result in adverse effects (direct and indirect) on sites designated for nature conservation. This could be caused by direct loss or habitat through encroachment, or through increased disturbance e.g through increased rail frequency, or the expanded rail / light rail network.

It is anticipated that effects could be both beneficial and adverse, though it is not possible at this stage to be certain as to the significance as this will be largely dictated by precise locational issues.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Note the importance of ensuring protection of sites designated for nature conservation and provide a focus on areas previously developed if possible.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	?	Local	LT	Perm	Low	-	-	-	-

Commentary

This policy makes no note of promoting and enhancing geodiversity as it is not concerned with this therefore it is anticipated there will mostly be neutral effects. 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 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.

Overall, in relation to this objective it is anticipated that there will be slight adverse effects in the short to long term, with a potential that these could be significant depending upon precise routes.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Local-Reg	ST-LT	Perm	Med	+/-	+/-	+/-	+/-

Commentary

This policy area has a number of elements that will potentially benefit the wider historic environment and settings of heritage assets. 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. 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. 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.

Overall, in relation to this objective it is anticipated there will be a mix of slight beneficial and slight adverse effects in the short through to the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Note the need to protect the setting of cultural heritage assets, as well as the assets themselves.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Local	MT-LT	Perm	Med	++ -	++ -	++ -	++ -

Commentary

This policy area has a number of elements that will potentially benefit or protect landscapes and townscapes, as well as visual amenity. For example, some proposed measures e.g. Walking zones, extended cycle routes protected from high flow/ speed motor traffic, and improvements to the PROW network are anticipated to have beneficial effects for the character and setting of local landscapes and townscapes and improve tranquillity through reducing traffic congestion.

This policy area notes expanding the Variable Messaging Signage network at key locations, this 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 also makes no note of how improvements to the active travel network will link with the natural environment 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.

Overall, in relation to this objective it is anticipated there will be a mix of moderate beneficial effects and slight adverse effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	✓	Local	ST-LT	Perm	Med	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

Reduction in car usage (e.g. through enhanced public transport) and a greater focus on walking and cycling and digital connectivity will reduce the potential for polluted runoff as well as reduce potential for spillage of hydrocarbons through accidents or during refuelling. This will have clear benefits for the water environment. However, polluted runoff could occur from new transport infrastructure e.g. transport hubs, new cycle paths, and potential railway extension.

It is anticipated that effects could be a mix of beneficial and adverse and mainly within a local context (though the nature of the water environment means that effects can quickly become more widespread).

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	Local-Reg	MT	Perm	Low	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

This policy area makes no note of re-using previously developed land. 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.

Overall in relation to this objective it is anticipated there will be a mix of slight beneficial effects and slight adverse effects particularly in the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Note the need to protect those areas of high quality soils and focus on previously developed land if possible.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	?	Local-Reg	ST-LT	Perm	Low	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

Many of the measures discussed by this policy area include measures 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.

However, there is a potential for the improvements to result in slight beneficial effects due to a reduction in the use of petrol and diesel-powered cars for private use.

Overall, in relation to this objective, it is anticipated there will be a mix of slight beneficial and slight adverse effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Note the importance of reducing use of natural resources, use of secondary materials, waste reduction and the circular economy.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Reg	LT	Perm	Med	+	+	++	+

Commentary

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.

Overall, in relation to this objective it is anticipated there will be slight beneficial effects in the short and medium term, increasing to moderate beneficial effects in the long term and more major improvements are constructed and become operational.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	✓	Reg	LT	Perm	High	+	+	+	+

Commentary

This policy area includes 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. 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. Policy AS3 also includes

consideration for how the transport network will maintain current choice of routes and methods of crossing the Solent to ensure flexibility and this will also ensure the benefits of the policy area are felt regionally as well as locally on and off the island. All of these measures are anticipated to have beneficial effects.

Overall, in relation to this objective it is anticipated there will be slight beneficial effects in the short term to long term, as the various measures are implemented.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health	✓✓	Reg	LT	Perm	Med	+	++	++	++

Commentary

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.

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 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. 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.

The policy area intends to enhance Public Transport and active travel connections across the region. It 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 enhanced Public Transport and active travel connections will likely lead to a reduction in congestion and overall vehicle use. This 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.

Policy AS1 aims to make it easier to access key services by active travel modes. There will be comprehensive walking and cycling network with investment in both urban and rural areas.

There will be improved Public Transport, with 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.

Overall, in relation to this objective it is anticipated there will be slight beneficial effects in the short term and moderate beneficial effects in the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓✓	Reg	LT	Perm	Med	++	++	++	++

Commentary

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 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 to a greater range of people.

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.

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.

The enhanced Public Transport and active travel connections will likely lead to a reduction in congestion and overall vehicle use. This 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.

Overall, in relation to this objective it is anticipated there will be moderate beneficial effects in the short term to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens	✓✓	Reg	LT	Perm	Med	++	++	++	++

Commentary

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 Policy area aims to improve the safety, security and perceived safety of the Island's transport system. It will do this 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.

Overall, in relation to this objective it is anticipated there will be moderate beneficial effects in the short term to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	**Assessment summary**	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+	++	++	++	++	+	+	++	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.
2	Improve affordability of transport	+	+	+	+++	++	+	+	++	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.

HIA sub-objective		Scale of Effect														Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people		Disabled/other health problems		Low-income groups		Cyclists, pedestrians, commuters	Residents		Employees		Assessment summary		
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	-	+ +	-	+ +	-	+ +	-	++	+ +	-	+ +	-	+ +	-	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.
4	Reduce severance	+++	+++		+++		++		++	++		++		++		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

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										need to be considered in the design of any new transport infrastructure. Opportunities may be taken when upgrading facilities to reduce severance.
5	Improve connections between and within communities	++	++	++	++	+++	++	++	++	The policy area intents to enhance Public Transport and active travel connections across the region. It 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.
6	Reduce air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	The enhanced Public Transport and active travel connections will likely lead to a reduction in congestion and overall vehicle use. This 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.
7	Improve access to active travel modes	++	+	+	++	++	++	++	++	Policy AS1 aims to make it easier to access key services by active travel modes. 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.
8	Improve access to public transport	++	++	++	++	++	++	++	++	There will be improved Public Transport, with accessible and travel information and booking systems noted as a key element. Specific note is

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	**Assessment summary**	
										made of a programme of Bus Infrastructure Improvements to address accessibility and inclusivity.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	**Gender**	**Disability**	**Ethnicity**	**Faith**	**Sexual Orientation and Gender Reassignment**	**Pregnancy and Maternity**	**Marriage and Civil Partnerships**	**Assessment summary**	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	+	++	+	++	++	++	+	++	++	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

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											those with certain disabilities, or those who are heavily pregnant.
2	Improve affordability of transport	+	+	+	+	+	+	+	+	+	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 to a greater range of people, although this may have less benefits for the elderly or those with certain disabilites.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	-	++	++ -	++ -	++ -	++ -	++ -	++ -	++ -	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.
4	Improve provision of public transport in rural areas or to those areas experiencing	++	++	++	++	++	++	++	++	++	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

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	constraint in public transport provision										between main towns and rural areas seamless. This will be beneficial for all groups.
5	Reduce severance	++	++	++	++	++	++	++	++	++	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.
6	Reduce air, noise, odour and light pollution from transport	+	+	+	+	+	+	+	+	+	The enhanced Public Transport and active travel connections will likely lead to a reduction in congestion and overall vehicle use. This 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.

CSA sub-objective		Scale of Effect																		Description of effect/Recommendations for mitigation or enhancement
		Age		Gender		Disability		Ethnicity		Faith		Sexual Orientation and Gender Reassignment		Pregnancy and Maternity		Marriage and Civil Partnerships		Assessment summary		
1	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	-		++	-	++	-	++	-	++	-	++	-	++	-	++	-	++	-	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.
2	Improve actual and perceived safety and security issues	++		++		++		++		++		++		++		++		++		The Policy area aims to improve the safety, security and perceived safety of the Island's transport system. It will do this 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.

B.2. Behaviour Change

Policy BC1 –Behaviour Change

Through engagement with residents and businesses, we will understand the barriers to walking, cycling, use of public transport and Zero Emission Vehicles (ZEVs). We will use this knowledge to develop services, campaigns and other activities (including requirements for developer travel plans) to support behaviour change.

The following criteria for assessing significance of effects was utilised:

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

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and improve air quality	✓	Local	LT	Perm	Low	+	++	++	++

Commentary

Policy BC1 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. 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.

The policy area 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. It is anticipated this will have beneficial effects through reducing carbon emissions released from vehicles.

Policy BC1 notes that it will seek to encourage Zero Emission Vehicles, however the policy area supporting text does not note how this will be achieved in the list of suggested campaigns and services, there is no note made to how people will be encouraged to use zero emission vehicles, e.g., through greater provision of charging points however this may be addressed by other policy areas.

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

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. Particularly the solutions targeted around schools, and children, may help reduce traffic and congestion around schools at peak times and therefore have localised beneficial effects on air quality. Additionally, the suggested application of personalised travel planning techniques, marketing when delivering physical transport improvements may help people to plan travel to avoid congestion and traffic and create a more balanced transport network, and therefore improve air quality. However, as acknowledged within the policy, 'habitual behaviour is hard to change' so the potential beneficial effects on air quality, are dependent on the uptake of the solutions discussed in the policy.

Overall, it is anticipated there will be slight beneficial impacts in the short term, and moderate beneficial impacts in the medium and long term as behavioural change becomes habitual overtime, however this is highly dependent on the success of the solutions and campaigns implemented.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target	✓	Local	MT	Perm	Low	**+/-**	**++/-**	**++/-**	**++/-**

Commentary

The policy area aims to encourage behaviour change through services, campaigns, and other activities to encourage walking, cycling, use of public transport and zero emission vehicles. This promotion of sustainable transport to reduce car use is likely to reduce carbon dioxide emissions and thus contribute to meeting net zero carbon goals.

The policy area does not promote any forms of carbon removal either through removing residual carbon from the atmosphere or in identifying opportunities for enhancing green infrastructure.

Policy BC1 notes that it will seek to encourage Zero Emission Vehicles, however the policy area supporting text does not note how this will be achieved, in the list of suggested campaigns and services, there is no note made to how people will be encouraged to use zero emission vehicles, e.g. through greater provision of charging points.

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.

If behavioural change shift is successful, there will be beneficial effects in relation to this objective as walking, cycling and public transport replace car journeys, thus reducing CO2 emissions, and contributing to net zero carbon ambitions.

Overall, in relation to this objective it is anticipated there will be a mix of moderate beneficial and slight adverse impacts in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures:

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✕	Local-Reg	LT	Perm	Med	**0**	**0**	**-**	**-**

Commentary

This policy area is focused on the approach to encouraging a modal shift in travel behaviour, and therefore makes no note to increasing the resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding.

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.

Overall, in relation to this objective it is anticipated there will be neutral effects in the short and medium term, and slight adverse impacts in the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Encourage green and blue infrastructure around active travel routes to provide more comfortable walking and cycling environments which are adaptable to changing climatic conditions.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	-	Reg	MT	Perm	Low	**0**	**+**	**+**	**+**

Commentary

The scope of this policy area is focused on encouraging a behavioural change towards walking, cycling, public transport and zero emissions vehicles through use of campaigning, marketing and services. It 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 this aspect. Encouraging a shift away from motorised vehicles, or to more sustainable forms may reduce effects on biodiversity through disturbance or could help reduce deposition of pollutants. Effects would be slight beneficial in the medium to longer term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	-	Reg	MT	Perm	Low	**0**	**+**	**+**	**+**

Commentary

The scope of this policy area is focused on encouraging a behavioural change towards walking, cycling, public transport and zero emissions vehicles through use of campaigning, marketing and services. It makes no note of specific physical development which would require significant land take, therefore it is anticipated that there will be limited impacts to designated nature conservation sites. Encouraging a shift away from motorised vehicles, or to more sustainable forms may reduce direct or indirect effects on designated sites through disturbance or could help reduce deposition of pollutants. Effects would be slight beneficial in the medium to longer term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	-	Reg	MT	Perm	Low	**0**	**0**	**0**	**0**

Commentary

The scope of this policy area is focused on encouraging a behavioural change towards walking, cycling, public transport and zero emissions vehicles through use of campaigning, marketing and services. It makes no note of specific physical development which would require significant land take, therefore it is anticipated that there will be neutral effects on geodiversity resources in the short medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Local	MT	Perm	low	**-/+**	**+**	**+**	**+**

Commentary

The scope of this policy area is focused on encouraging a behavioural change towards walking, cycling, public transport and zero emissions vehicles through use of campaigning, marketing and services. There is no note made of conservation and enhancement of heritage assets. 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.

Overall, it is anticipated there will be slight beneficial effects in the medium to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment				
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT		Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Local-Reg	MT	Perm	Med	**+**	**+**	**+ +**	**-**	**+**

Commentary

This policy area makes no note to ensuring character and quality of landscapes, townscapes and visual amenity are protected and enhanced. It's focus on encouraging a behavioural shift towards walking, cycling, public transport and use of zero emissions vehicles 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, however this is not acknowledged.

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 areas of National Landscape causing visual intrusion, though this would be slight.

Overall, in relation to this objective it is anticipated there will be slight beneficial effects in the short term and medium term and a mix of moderate beneficial effects and slight adverse effects in the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	-	Reg	LT	Perm	Low	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

This policy makes no note of the protection and enhancement of the water environment. The scope is focused on using campaigns, services and activities to encourage a behaviour shift to walking, cycling, public transport and zero emissions vehicles. It is anticipated that a shift to walking, cycling will have beneficial effects in relation to this objective e.g. by reducing the potential for accidental spillage of hydrocarbons. However, there may be a need to increase impermeable hard surfacing in order to deliver improvements to active travel networks e.g., road widening to accommodate cycle lanes, or improving footpath surfacing to accord with active travel design requirements. This may have adverse impacts on the water environment through increasing run-off rates and impacting on flood risk, particularly cumulatively across the island as the active travel network improves over time.

Overall in relation to this objective it is anticipated there will be a mix of slight beneficial and slight adverse effects in the short and medium term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Incorporate green infrastructure solutions with walking and cycling to mitigate potential adverse impacts anticipated from road and footpath upgrades.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	-	Local-Reg	MT	Perm	Low	**0**	**0**	**0**	**0**

Commentary

The scope of this policy area does not address this objective; however it is anticipated other policies of the LTP will address this objective. It is therefore anticipated that there will be neutral effects in the short medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	Local-Reg	LT	Perm	Med	+	+	+	+

Commentary

This policy indirectly promotes the prudent use of finite natural resources by encouraging a behavioural shift towards walking, cycling, public transport and zero emissions vehicles, 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, those 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.

Overall, in relation to this objective it is anticipated there will be slight beneficial impacts in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	LT	Perm	Med	+	+	++	+

Commentary

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.

Overall, in relation to this objective, it is anticipated that there will be slight beneficial impacts in the short term and medium term, and moderate beneficial effects in the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	-	Reg	LT	Perm	Low	**0**	**0**	**+/-**	**+/-**

Commentary

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.

Overall, in relation to this objective it is anticipated there will be neutral impacts in the short and medium term and a mix of slight beneficial and slight adverse impacts in the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

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. 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.

A focus on Behavioural Change will likely decrease traffic volumes and improve the uptake of / provide better opportunity for more sustainable modes. This is likely to 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 such as walking and cycling. Promotion will also be made of Public transport and the use of ZEVs. 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 made within the Policy in relation to encouraging use of public transport and the supporting text notes the need to encourage people to use public transport infrastructure. This will be of benefit to all groups.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	Reg	LT	Perm	Med	+	+	+	+

Commentary

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. 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.

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.

A focus on Behavioural Change will likely decrease traffic volumes and this could 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 in terms of active travel may also help to reduce severance by making facilities and services more accessible by a greater range of modes.

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 such as walking and cycling. Promotion will also be made of Public transport and the use of ZEVs. 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.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens	✓	Reg	ST-LT	Perm	Med	+	+	+	+

Commentary

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.

Children will also benefit as the Policy area seeks cycle/scooter funding for schools wanting to promote these modes of transport but are hindered by the lack of on-site facilities. The provision of on-site facilities is likely to allow secure storage of bikes/scooters and therefore reduce the fear of theft and may increase the perception of safety and security.

Reducing traffic volumes through the encouragement to use active travel and public transport, will improve actual and perceived safety, with benefits for all.

Overall, in relation to this objective, it anticipated there will be slight beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+	+	+	+	+++	++	++	++	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

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										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.
2	Improve affordability of transport	++	+	+	++	++	+	+	++	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.

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	**Assessment summary**	
										Recommendation: Provide more detail on affordability of public transport.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	+	+	+	++	+	+	+	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. **Recommendation:** Specific note could be made of the need to reduce speed as part of wider behavioural change.
4	Reduce severance	+	+	+	+	+	+	+	+	A focus on Behavioural Change will likely decrease traffic volumes and improve the uptake of / provide better opportunity for more sustainable modes. This is likely to 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

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										help to reduce severance by making facilities and services more accessible by a greater range of modes.
5	Improve connections between and within communities	+	+	+	+	+	+	+	+	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.
6	Reduce air, noise, odour and light pollution from transport	++	+	++	+	+	+	+	+	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 such as walking and cycling. Promotion will also be made of Public transport and the use of ZEVs. 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.
7	Improve access to active travel modes	+	+	+	+	+	+	+	+	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

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										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.
8	Improve access to public transport	+	+	+	+	+	+	+	+	Note is made within the Policy in relation to encouraging use of public transport and the supporting text notes the need to encourage people to use public transport infrastructure. This will be of benefit to all groups. **Recommendation:** 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.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	+	++	+	+	+	+	+	++	+	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. **Recommendation:** 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.
2	Improve affordability of transport	++	++	++	++	++	++	++	++	++	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.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											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.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	+	++	+	+	+	+	+	+	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. 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.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	?	?	?	?	?	?	?	?	?	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.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											Recommendation: Provide clarity that public transport provision will increase in rural areas, or those areas not well served.
5	Reduce severance	+	+	+	+	+	+	+	+	+	A focus on Behavioural Change will likely decrease traffic volumes and this could 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 in terms of active travel may also help to reduce severance by making facilities and services more accessible by a greater range of modes. **Recommendation:** Provide greater clarification that training should also be focused on wider population groups and not just focused on children.
6	Reduce air, noise, odour and light pollution from transport	++	+	+	+	+	+	++	+	+	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 such as walking and cycling. Promotion will also be made of Public transport and the use of ZEVs. The supporting text notes measures such as scrapping of older diesel vehicles. This Policy area will likely result in reduced air, noise and odour

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											pollution. All groups will benefit but children and pregnant mothers may benefit most.

CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	++	+	+	+	+	+	+	+	+	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. **Recommendation:** Provide additional clarity to note that education elements will include personal safety in

CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											terms of utilising public transport or other elements of the transport network.
2	Improve actual and perceived safety and security issues	++	+	+	+	+	+	+	+	+	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, with children benefitting particularly. **Recommendation:** Clarity to be provided on the need to increase actual and perceived safety / security on the wider transport network.

B.3. Infrastructure

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 footprint 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, improved public realm etc), and routine maintenance.

In keeping with our UNESCO Biosphere Reserve designation, 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 (ZEV)

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 and Climate Change 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.

The following criteria for assessing significance of effects was utilised:

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

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and improve air quality	□□	Local - Reg	MT	Perm	Med	+	++	+++	++
Commentary									

Some of the measures included in the policy area are anticipated to have beneficial effects on Air Quality. Policy I1s measures of parking restrictions and charges are likely disincentivise private car use for short journeys, and therefore reduce traffic growth and congestion, therefore improving air quality. It is noted that car journeys are likely to stay important and as such there is a real need to make these zero emission as quickly as possible. Policy I2 will also include 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. I3s requirement for Biodiversity Gain through tree planting schemes are likely to also improve air quality through absorption of pollutants from highways, though this will be of very localised benefit only. Policy I4s 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. Policy I5 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. Nevertheless, it remains that there may be some requirement for additional road capacity and this may lead to continued emissions, particularly in the short term, prior to other measures fully taking effect.

Overall, in relation to this objective it is anticipated there will be moderate beneficial effects in the medium term, and large beneficial effects in the long term as the modal shift occurs in light of the measures introduced.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target	□□	Local - Reg	LT	Perm	Med	++	++	+++	++

Commentary

This policy area includes measures which encourage greater carbon efficiency in the movement of goods and people through policy I1 and I2 which include measures which will disincentivise private car use for visiting district centre and includes provision for macro and micro fright-consolidation at key locations. Policy I3 which stipulates there should be net gain in biodiversity for all new transport infrastructure schemes is also likely to help contribute to the removal of residual carbon emissions in the atmosphere e.g. through tree planting and increasing street trees. The policy area also includes initiatives to reduce traffic speed in residential areas. The policy area also has a focus on increasing uptake in Zero Emissions Vehicles (ZEVs), through enabling charging infrastructure across the island, including rural areas, accelerating the uptake of ZEV amongst council and wider fleets and expanding EV car clubs which should help to facilitate the transition to decarbonise road vehicles as quickly as possible, it is anticipated it may take some years for the full network to become established, therefore it is anticipated the benefits from this measure will increase in the long term. 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.

It is considered that the policy area will result in a reduction in car use for shorter journeys in the short term to long term, increase ZEV use in the medium to long term, include biodiversity features which all contribute to removing carbon emissions to the atmosphere, particularly in the long term as vegetation matures and carbon absorption and dissipation is optimised.

Overall, in relation to this objective it is anticipated there will be moderate beneficial effects in the short and medium term and large beneficial effects in the long term.

Mitigation / Recommendations

Mitigation Measures:

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	□	Reg	LT	Perm	Low	0	-	--	-

Commentary

This policy area notes that transport infrastructure and services are at risk of disruption during severe weather events, particularly along the coastline, adjacent to river network and links to the mainland are regularly affected by weather events and notes that there is a need to ensure these links are more resilient to climate change. However the measures included in policy I5 do not identify 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.

Overall, in relation to this objective it is anticipated there will be neutral effects in the short term, and slight adverse effects in the medium term and moderate adverse effects in the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	□	Reg	ST-LT	Perm	Med	+/-	+/-	++/-	+/-

Commentary

This policy area has included note to protect and enhance the built and natural environment in policy I3 which 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 measures included in I1 and I2 are expected to bring further beneficial effects in the short term through reducing use of the private car and decreasing the use of goods vehicles which will help to reduce pollution and disturbance to species and habitats. Reduced traffic may also result in a reduction in 'roadkill'. There is 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 could have some adverse effects on habitats and species (through loss or disturbance), though it would also provide opportunities for green infrastructure to be developed.

Overall in relation to this objective, it is anticipated there will be a mix of slight beneficial and slight adverse effects in the short, medium and long term, with beneficial effects increasing over time as planting and other measures becomes established.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	-	Reg	ST-LT	Perm	Low	+/-	+/-	+/-	+/-

Commentary

This policy area makes no note to protection or enhancement of sites designated internationally for nature conservation purposes; however it is anticipated that policies I1 and I2 will reduce the number of private cars and HGV goods vehicles on the road network and therefore is likely to reduce air and noise pollution which will have beneficial effects for designated habitats and protected species. There is 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) could have some adverse effects on habitats and species (through loss or disturbance), though it would also provide opportunities for green infrastructure to be developed.

Overall, in relation to this objective it is anticipated there will be a mix of slight beneficial and slight adverse effects, depending on the locations and types of measures that are implemented.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	-	Local	MT	Perm	Low	+/-	+/-	+/-	+/-

Commentary

This policy area makes no note of geodiversity. It is focussed on infrastructure improvements to support the modal shift away from the private car. It notes that providing additional road capacity will only be considered where absolutely necessary, and this will reduce the need to remove/ disturb RIGS on a major scale. 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.

Overall, in relation to this objective, it is anticipated there will be a mix of slight adverse and slight beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	□	Local	Mt-LT	Perm	Low	+/-	+/-	+/-	+/-

Commentary

The measures included in this policy area such as policy I3's aim to protect the built environment, and policies I1 and I2s 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, car parks, as well as reducing air, noise and light pollution which may adversely effect vulnerable heritage assets. 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.

Overall, in relation to this objective, it is anticipated there will be a mix of slight beneficial effects in the short term, and a mix of slight beneficial and slight adverse effects in the medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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 e.g., appropriate signage/ lighting etc.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	□	Local	MT-LT	Perm	Low	+/-	+/-	+/-	+/-

Commentary

The policy area is likely to reduce the numbers of private car and goods vehicles, and manage parking in urban areas of the island, and it is anticipated the measures included with these will reduce traffic congestion, and the impact of parking on townscapes, and have beneficial effects for the setting. In addition, policy I4 is anticipated to increase the use of ZEV's which may have the additional benefit of reducing noise, and air pollution in urban areas, 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.

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.

Overall in relation to this objective, it is anticipated there will be a mix of slight beneficial and slight adverse effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

9. Protect and enhance the water environment	□	Local	MT	Perm	Low	+/-	+/-	+/-	+/-

Commentary

This policy area acknowledges that there are areas of the Island at risk of disruption from severe weather events including flooding, e.g. along the coastline, and the effects extreme weather has on the Solent Crossings. Policy I5 notes that as response to climate change, they 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 resulting from policies I1 and I2 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. The policy does not note this potential benefit or how the measures introduced may effect/ improve the WFD water body status.

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 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.

Overall, in relation to this objective it is anticipated there will be a mix of slight beneficial and slight adverse effects in the short, medium and long term,

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	□	Local-Reg	ST-LT	Perm	Med	+/-	+/-	+/-	+/-

Commentary

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.

The policy area has made no note to avoid the sterilization of mineral resources, and to ensure the protection of soil resources from transport-related infrastructure construction activities, however it is anticipated this will addressed by other policy areas, or the waste and minerals plan for the island.

Overall, in relation to this objective it is anticipated there will be a mix of slight beneficial and slight adverse effects in the short medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	□	Local - Reg	ST-LT	Perm	Med	+/-	+/-	+/-	+/-

Commentary

This policy area includes a focus on reducing the use of the private car and goods delivery vehicles while increasing the supporting infrastructure for EV charging and ZEVs and it is anticipated that this will help to 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.

Overall, it is anticipated that effects would be a combination of slight beneficial and slight adverse in the short through to the long term. Adverse effects will be particularly in short term as facilities are constructed.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Note should be made of the need to minimise waste and promote the circular economy.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	□	Local	ST-LT	Perm	Med	+/-	+/-	+/-	+/-

Commentary

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. This 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. Policies I1 and I2 will also result in reduced congestion and 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.

Overall, in relation to this objective it is anticipated there will be a combination of slight beneficial and slight adverse effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	□	Local - Reg	ST-LT	Perm	Med	+	+	+	+

Commentary

This policy area supports the development of EV charging networks through policy I4 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. It is anticipated that these measures together will have beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health	✓	Local - Reg	ST-LT	Perm	Med	+	+	+	+

Commentary

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 are typically less able 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 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 is often lower cost than public transport. Encouraging car sharing options could help to make transport more affordable for some groups.

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.

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.

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.

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.

Managing the operation and maintenance of the Island's highway network to support the ITP's active travel objectives may help to improve access to active travel modes.

Managing the operation and maintenance of the Island's highway network may help to improve access to public transport.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	Local - Reg	ST-LT	Perm	Med	+	+	+	+

Commentary

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 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 is often 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.

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

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. Construction of new infrastructure may have negative effects on pollution levels.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens	✓	Local - Reg	ST-LT	Perm	Med	+	+	+	+

Commentary

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.

The Policy Area discusses the advancement of Pedestrian First Zones, reviewing the allocation of space within built up areas in line with the measures under the Accessibility and Safety Policy Area and our future Movement and Place framework and reviewing the parking strategy and supply and pricing will help to reduce the volume of traffic as well as improve parking systems. This will be beneficial for those with disabilities such as poor eyesight to navigate the townscape. Those with other disabilities such as wheelchair users and those pushing prams may also experience benefits. Similar benefits and the potential reduction in accidents will be seen through the proposed traffic calming and removal schemes such as School Streets and through the development of an integrated command and control centre, combining data feeds and operators from Island Roads & Public Transport with emergency responders.

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.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	**Assessment summary**	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+	+	+	+	+	+	+	+	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 low-income groups, and therefore improve accessibility to services and facilities.
2	Improve affordability of transport	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	Increasing parking restrictions and charges and introducing road user charging schemes 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 be particularly beneficial for those on a low income.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	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

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										operation and maintenance of the Island's highway network to support the ITP'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.
4	Reduce severance	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	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 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.
5	Improve connections between and within communities	+	+	+	+	+	+	+	+	Managing the operation and maintenance of the Island's highway network to support the ITP's policies and objectives may improve connections between and within communities
6	Reduce air, noise, odour and light pollution from 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

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										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.
7	Improve access to active travel modes	+	+	+	+	+	+	+	+	Managing the operation and maintenance of the Island's highway network to support the ITP's active travel objectives may help to improve access to active travel modes.
8	Improve access to public transport	+	+	+	+	+	+	+	+	Managing the operation and maintenance of the Island's highway network may help to improve access to public transport.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	+/-	+	+/-	+	+	+	+/-	+	+	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 low-income groups, and therefore improve accessibility to services and facilities.
2	Improve affordability of transport	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	Increasing parking restrictions and charges and introducing road user charging schemes 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.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	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 ITP's safety objectives and implementation of a 'Safe Design' approach will help to improve the

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											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.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	0	0	0	0	0	0	0	0	0	The policy area makes no reference to the provision of public transport in rural areas or those experiencing constraint.
5	Reduce severance	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	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.
6	Reduce air, noise, odour and light pollution from 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

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											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).

CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	+	+	+	+	+	+	+	+	+	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 ITP'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.
2	Improve actual and perceived safety and security issues	+	+	+	+	+	+	+	+	+	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 ITP's safety objectives and policies.

B.4. Land Use Planning

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 Developments

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 delivery vehicles, in accordance with the 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.

The following criteria for assessing significance of effects was utilised:

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

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and improve air quality	✓	Local	MT-LT	Perm	Med	+	+	++	++

Commentary

Policy LUP1 seeks to design and improve local neighbourhoods and towns to provide opportunities to live and work locally. The supporting text notes that rural villages and communities will be improved in terms of local services with the 20-minute neighbourhood principles in mind. Policy LUP2 includes provision to ensure 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.

This is likely to reduce the need to travel long distances to access community facilities and services, and therefore reduce the need to use car or public transport. Therefore, it is anticipated there will be a reduction in emissions and pollutants from transport.

Overall, in relation to this objective, it is anticipated there will be slight beneficial effects in the short and medium term, and moderate beneficial effects in the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

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ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target	✓	Local	MT-LT	Perm	Med	+	+	++	++

Commentary

This policy area includes solutions that reduce the need to travel e.g., LUP1 notes design and improvements to local neighbourhoods to create opportunity for people to live and work locally, through 20-minute neighbourhood and health streets approaches. The policy area also notes the use of an Island Movement and Place Framework to manage the

transport network, and part of this includes establishing where 20mph speed zones could be implemented, this initiative to reduce traffic speeds, and coordination and integration of different transport modes is likely to contribute to reduce CO2 emissions from transport and have beneficial effects in relation to meeting net zero carbon targets.

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. Further support could be provided in this policy area to ensure there are sufficient charging points distributed across the island, to further encourage use of EVs.

Overall in relation to this objective it is anticipated there will be slight beneficial effects in the short and medium term, and moderate beneficial effects in the long term.

Mitigation / Recommendations

Mitigation Measures:

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✕	Local	LT	Perm	Low	**0**	**-**	**-**	**-**

Commentary

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. The policy area introduces a number of measures which can help to locate residents closer to facilities, as well as improving active travel and sustainable travel options. A reduced need to travel will reduce the potential adverse effects associated with the changing climate, however there is still a reliance on active travel for most elements of travel. The supporting text 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.

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.

Overall, in relation to this objective, it is anticipated there will be neutral effects in the short term, and slight adverse impacts in the medium to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Reference to be made to increasing resilience of the transport network to a changing climate

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	-	Local	MT	Perm	Low	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

This policy area makes no note of protecting or enhancing habitats, sites or species. It is focused on reducing the need to travel by providing environments for people to increase opportunities to live and work locally (LUP1). It is anticipated that itself focusing on improving local facilities is likely to have some slight beneficial effects as it is likely to reduce the need for direct physical loss of greenfield land and habitats for development, as well as reduce disturbance. However, the increased provision of pedestrian and cyclist

facilities may require lighting where traditional roads for cars do not and this may have slight adverse impacts on nature conservation sites, species and habitats, however this is dependent on the nature of the measures that are implemented.

Providing attractive environments is also anticipated to likely require planting and this could help deliver improved habitat / biodiversity.

Overall, in relation to this objective it is anticipated there will be a mix of slight adverse and slight beneficial effects in the short term through to the long term

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	-	Local	MT	Perm	Low	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

This policy area makes no note of protection or enhancement of sites designated internationally for nature conservation purposes. It is anticipated that the effects will be limited, however as with any land use change activities there is the potential for slight adverse impacts to nature conservation sites where there is direct land take, cumulative effects of changes, or changes to environmental pollutants e.g. noise, light and vibration which may affect sites, particularly during construction phases. Additionally, the increased provision of pedestrian and cyclist facilities may require lighting where traditional roads for cars do not and this may have slight adverse impacts on nature conservation sites, species and habitats, however this is dependent on the nature of the measures that are implemented. Nevertheless, it is anticipated this Policy area provides opportunities to reduce disturbance e.g. reduced noise or provide enhancement features that could indirectly help protect designated areas, or to meet their conservation objectives.

Overall in relation to this objective it is anticipated there will be a mix of slight adverse and slight beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	✓	Local	MT	Perm	Med	**0**	**0**	**0/+**	**0**

Commentary

This policy makes no specific note to geodiversity, the focus is on improving local networks and services so people can live and work locally and employ the 20-minute neighbourhood principles. This should ensure that minimal land take is required, and therefore help avoid the potential degradation and removal of RIGS or other areas of geodiversity importance. There is no note made to protecting and enhancing SSSIs for their designated geological interest, or enhancing accessibility to designated sites of geological interest, however it is anticipated this policy area will have neutral effects in relation to this.

Overall, in relation to this objective it is anticipated there will neutral effects in the short and medium term and a mix of neutral and slight beneficial impacts in the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Local	LT	Perm	Med	+	+	+	+

Commentary

This policy makes no note of conserving or enhancing heritage assets, however the measures discussed in LUP1 and LUP2 which seek to reduce 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.

Overall, in relation to this objective it is anticipated there will be slight beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Local - Reg	LT	Perm	High	+	++	++	++

Commentary

This policy area includes measures to reduce car usage, increase public transport usage and increase active travel, all of which are anticipated to result in a slight benefit to the townscape in the short through to long term by reducing congestion. Managing demand effectively through the Movement and Place Framework (LUP2) 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).

The policy area also notes support for council plans that revitalise town centres, neighbourhood centres and local villages, projects like this, along with more controls on parking at key destinations and in busy locations are likely to result in benefits to the townscape in the short through to long term.

Overall, in relation to this objective, it is anticipated there will be slight beneficial effects in the short term, and moderate beneficial effects in the medium to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	✓	Local	MT	Perm	Med	+	+	+	+

Commentary

This policy area aims to reduce the need to travel through improving local services (LUP1), and through ensuring new developments don't lock in car dependency. A reduction in car usage and overall car numbers, would potentially reduce the effect on the water environment by reducing polluted runoff (including from tyre degradation) and reducing the chance of accidents from which water pollution could occur.

There is no note made to the water environment e.g. protecting surface water quality, safeguarding water resources, minimising impermeable surfacing as the Policy area is not concerned with the water environment.

It is anticipated that effects would be slight beneficial in the short through to the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✓	Local	LT	Perm	Low	+	+	+	+

Commentary

This policy area includes measures which aim to reduce car usage, increase public transport use and increase active travel. Alongside managing demand effectively through the Island Movement and Place Framework, these measures could also result in less requirement for large scale transport infrastructure such as roads which would be of benefit to conserving soil and agricultural resources. Support for council to revitalise town centres, neighbourhood centres and local villages could also provide opportunities to remediate contaminated land or help to facilitate the re-use of previously developed land.

It is anticipated that effects would be slight beneficial from the short term to the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Specific note to be made of the importance of remediating areas of contamination / avoiding creating areas of contamination.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	-	Reg	LT	Perm	low	+/-	+/-	+/-	+/-

Commentary

This policy does not note any specific measures or solutions which promote the prudent use of finite resources. The policy area is focused on reducing the need to travel, and this will have beneficial effects by reducing the need to fossil fuels, particularly where walking and cycling is made the preferred travel option.

Additionally, the policy notes that there will be support for EVs through ensuring parking in new developments provides charging facilities and encourages shared mobility solutions such as car clubs, which should further help reduce the need for petrol- and diesel-powered vehicles.

The policy includes measures such as Healthy Streets to design inclusive networks, as well as note of other development types, which will all require use of natural resources. However there is no note made to encourage resource efficiency, use of recycled materials, or circular economy, which could be incorporated into design e.g. for public realm improvements.

Overall, in relation to this objective it is anticipated there will be a mix of slight beneficial and slight adverse effects in the short medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Note requirement to encourage resource efficiency, use of recycled materials and circular economy.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	MT	Temp	Med	+	+	+	+

Commentary

LUP1 seeks to design and improve local neighbourhoods and towns to increase opportunities to live and work locally. There is note made to redesigning rural areas to have improved public spaces, local community, educational facilities. 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. LUP2 also notes 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.

Overall in relation to this objective it is anticipated there will be slight beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	✓✓	Local	LT	Perm	med	+	++	++	++

Commentary

Clear note is made that there is a need to ensure that development does not 'lock in' car dependency and is instead focused on sustainable travel options. This policy area also supports the development of EV charging networks through LUP2 with all new developments expected to have provision for EV charging in car parks, and through shared use EVs e.g. car clubs. This is likely to have slight beneficial effects across the island in the medium to long term as the developments are constructed. 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. LUP2 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.

Overall, in relation to this objective it is anticipated there will be slight beneficial effects in the short term and moderate beneficial effects in the medium to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health	✓✓	Local	LT	Perm	med	+	++	++	++

Commentary

The '20 minute neighbourhood' will allow greater access for all population groups to local services and facilities, as well as open spaces and job opportunities through both active and sustainable transport modes. This will have the potential for health and wellbeing benefits for all groups. 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 be potential to utilise private cars though. 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 therefore help to reduce issues such as 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. 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.

The '20 minute neighbourhood' concept will improve connection within communities for all groups, although older and disabled groups may experience some reduced access through reduced mobility, with a 20 minute walk or cycle potentially not practical in some cases. The 'Healthy Streets' approach will have similar benefits.

The greater focus on active travel modes 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. Light levels may be unchanged, though this will help to provide for a safer night time environment for all.

The '20 minute neighbourhood' concept intends to create better walking and cycling environments and Policy LUP2 outlines the prioritisation of people walking and cycling. The improved access to active travel will have benefits for all groups. Older and disabled groups may experience some reduced access through reduced mobility, with a 20 minute walk or cycle potentially not practical in some cases.

The '20 minute neighbourhood' concept intends to allow faster routes for buses and Policy LUP2 outlines the prioritisation of public transport users. The improved access to public transport will have benefits for all groups.

Overall, in relation to this objective it is anticipated there will be slight beneficial effects in the short term and moderate beneficial effects in the medium to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓✓	Local	LT	Perm	med	+	++	++	++

Commentary

The '20 minute neighbourhood' will allow greater access to all protected groups to local services and facilities 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 ethnic minorities or lone travellers.

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 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 disabled and pregnant may still be more at risk to traffic incidents. The 'Healthy Streets' approach will have similar benefits by ensuring safe networks.

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.

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.

The greater focus on active travel modes 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. Light levels may be unchanged, though this will help to provide for a safer night time environment for all.

Overall, in relation to this objective it is anticipated there will be slight beneficial effects in the short term and moderate beneficial effects in the medium to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Provide clarity that public transport provision will increase in rural areas, or those areas not well served

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

16. Promote community safety and reduce crime and fear of crime for all citizens	✓	Local	LT	Perm	med	+	+	+	+

Commentary

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.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	+	+	++	+++	++	++	++	The ’20 minute neighbourhood’ will allow greater access for all population groups to local services and facilities through both active and sustainable transport modes. This will have the potential for health and wellbeing benefits for all groups. 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 be potential to utilise private cars though. 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

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										therefore help to reduce issues such as obesity) as well as reduce the potential for traffic accidents.
2	Improve affordability of transport	+	+	+	+	+	+	+	+	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 facilities for charging electric vehicles and cycle parking in new developments.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	+	+	++	+	+	++	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.
4	Reduce severance	++	++	++	++	++	++	++	++	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.

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
5	Improve connections between and within communities	++	+	+	++	++	++	++	++	The '20 minute neighbourhood' concept will improve connection within communities for all groups, although older and disabled groups may experience some reduced access through reduced mobility, with a 20 minute walk or cycle potentially not practical in some cases. The 'Healthy Streets' approach will have similar benefits.
6	Reduce air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	The greater focus on active travel modes 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. Light levels may be unchanged, though this will help to provide for a safer night time environment for all.
7	Improve access to active travel modes	++	+	+	++	++	++	++	++	The '20 minute neighbourhood' concept intends to create better walking and cycling environments and Policy LUP2 outlines the prioritisation of people walking cycling. The improved access to active travel will have benefits for all groups. Older and disabled groups may experience some reduced access through reduced mobility, with a 20 minute walk or cycle potentially not practical in some cases
8	Improve access to public transport	++	++	++	++	++	++	++	++	The '20 minute neighbourhood' concept intends to allow faster routes for buses and Policy LUP2 outlines the prioritisation of public transport users. The improved access to public transport will have benefits for all groups.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	++	++	+	+	+	+	+	++	++	The '20 minute neighbourhood' will allow greater access for all protected groups to local services and facilities 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. 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.
2	Improve affordability of transport	+	+	+	+	+	+	+	+	+	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 facilities for charging electric vehicles and cycle parking in new developments.
3	Improve safety of the transport network (including	++	++	+	++	++	++	+	++	++	The '20 minute neighbourhood' concept will reduce vehicle use and provide for safe active mode routes.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	roads) and reduce the number of accidents and other incidents										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.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	?	?	?	?	?	?	?	?	?	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. **Recommendation:** Provide clarity that public transport provision will increase in rural areas, or those areas not well served.
5	Reduce severance	++	++	++	++	++	++	++	++	++	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.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
6	Reduce air, noise, odour and light pollution from transport	++	++	++	++	++	++	++	++	++	The greater focus on active travel modes 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. Light levels may be unchanged, though this will help to provide for a safer night time environment for all.

CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the	++	++	+	++	++	++	+	++	++	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

CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	number of accidents and other incidents										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.
2	Improve actual and perceived safety and security issues	+	+	+	+	+	+	+	+	+	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.

B.5. Sustainable Tourism

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.

The following criteria for assessing significance of effects was utilised:

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

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and improve air quality	✓	Reg/ Nat	MT	Temp	Low	+	++	++	++

Commentary

This policy area is focused on supporting and raising awareness of sustainable visitor travel choices both on and to/from the Island. 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.

Overall, in relation to this objective, it is anticipated there will be slight beneficial effects in the short term, and moderate beneficial effects in the medium to long term, however this will be dependent on a widespread behaviour change from visitors.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target	✓	Reg	ST-LT	Perm	Med	**+/-**	**++/-**	**++**	**++**

Commentary

The measures included with this policy area have a strong focus on promoting sustainable forms of transport e.g., walking, cycling, and public transport, and include integration of these services at mobility hubs which should also help visitors to be able to use sustainable transport methods door to door while visiting the island. There is still a focus on public transport e.g., buses and train, which will still contribute some CO2 emissions, although it will be reduced levels compared to if all visitors used the private car.

Overall, in relation to this objective it is anticipated there will be a mix of slight beneficial and slight adverse effects in the short, moderate beneficial and slight adverse in the medium and moderate beneficial in the long term.

Mitigation / Recommendations

Mitigation Measures:

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	?	Reg/ Nat	LT	Temp	Low	**0**	**0**	**-**	**-**

Commentary

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.

There is the potential for the changing climate to have adverse effects on the ferry crossings to and from the island and may stop people being able to visit the island at all, with increased prevalence in the long term. In the future this may have slight adverse effects for the sustainable travel network on the island as a whole due to fluctuations and more unpredictable visitor peak times. Advanced journey planning and forecasting in line with climate predictions may help to future proof and ensure that appropriate timetabled public transport is available and adaptable to potential extreme weather events e.g. coordinated with ferry companies to ensure where there are delays additional bus services are available.

Overall, in relation to this objective it is anticipated there will be neutral effects in the short and medium term, and slight adverse effects in the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Reg	MT-LT	Perm	Med	**+**	**+**	**+/-**	**+**

Commentary

This policy area makes no note of protection and enhancement of protected habitats and species. The measures included are likely to reduce the number of cars visiting the island and will therefore reduce impacts on the natural environment from air, noise and light pollution, as well as reducing 'road kill'.

The policy notes marketing scenic public transport routes and seeks to make them part of the visitor experience. Scenic routes are likely to include some sites of nature conservation, and while this may provide greater access and improve understanding of these sites, it may also bring greater disturbance, particularly if greater demand leads to additional bus services in these locations, so there is the potential for slight adverse impacts in the long term.

Overall, in relation to this objective, it is anticipated there will be slight beneficial effects in the short and medium term and a mix of slight beneficial and slight adverse effects in the long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	**-**	Reg	ST-LT	Perm	Med	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

This policy area makes no note of protection and enhancement of designated nature conservation sites. The measures discussed are likely to reduce the number of cars visiting the island and will therefore reduce impacts on the natural environment from air, noise and light pollution, as well as reducing 'road kill'.

The policy notes marketing scenic public transport routes and seeks to make them part of the visitor experience. Scenic routes are likely to include some sites of nature conservation, and while this may provide greater access and improve understanding of these sites, it may also bring greater disturbance, particularly if greater demand leads to additional bus services in these locations, so there is the potential for slight adverse impacts in the long term.

Overall, in relation to this objective, it is anticipated there will a mix of slight beneficial and slight adverse effects in the short to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	**-**	Local/ Reg	ST-LT	Temp	Low	**0**	**0/+**	**0/+**	**+**

Commentary

This policy is not concerned with geodiversity, however the measures included to promote sustainable transport includes raising awareness of key visitor destinations, therefore there may be enhanced access to the Islands designated sites of geological interest if these are included in promotions and marketing.

Overall, it is anticipated there will be mostly neutral effects in the short- long term with the potential some slight beneficial effects in the medium to long term as campaigns are implemented.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	-	Local	ST-LT	Temp	Med	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

The policy is based around sustainable tourism and providing sustainable travel options to access the various island visitor attractions. Coordination with tourism organisations/ providers, and marketing of the various island attractions in order to actively manage the movement of visitors is likely to have beneficial effects for heritage assets, by reducing pressures caused by influxes of visitor cars during peak tourism seasons and therefore reduce the impacts of air/ noise pollution associated with traffic congestion.

Using visitor attractions to promote the sustainable transport network, and use of combined ticketing with travel and attractions, has the potential to cause slight adverse impacts on heritage assets e.g. in conservation areas, and smaller historic villages which may go on to experience other issues caused by increased visitor numbers, or influxes with timed arrivals of numerous visitors from public transport e.g. noise pollution, littering, visual intrusion from idle buses, and disturbances to tranquil areas.

Overall, in relation to this objective it is anticipated there will be a mix of slight beneficial and slight adverse effects in the short to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✕	Local	ST-LT	Temp	Med	**+/-**	**+/-+**	**+/-**	**+/-**

Commentary

Coordination with tourism organisations/ providers, and marketing of the various island attractions in order to actively manage the movement of visitors is likely to have beneficial effects for the character and quality of landscapes and townscape, by reducing pressures caused by influxes of visitor cars during peak tourism seasons and therefore reducing the impacts of air/ noise pollution associated with traffic congestion.

However, using visitor attractions to promote the sustainable transport network, and use of combined ticketing of public transport specifically with travel and attractions, has the potential to cause temporary and localised adverse impacts on townscapes e.g., in smaller historic villages, when buses at high capacity arrive (according to the timetable) there may be issues caused by sudden increases visitor numbers, e.g. noise pollution, littering, visual intrusion from idle buses, and disturbances to tranquil areas. More flexible public transport options may help to balance this and mitigate the risk by enabling a more steady flow of people to access these villages, towns and locations.

The increased provision of e-bike, bike and e-scooters at strategic locations may cause changes to tranquillity, clutter streets and cause visual intrusion which may have adverse effects on the character and quality of landscapes, townscapes, and visual amenity.

Overall, in relation to this objective it is anticipated that there will be a mix of slight adverse and slight beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	-	Local	ST-LT	Temp	Med	**0**	**0**	**0**	**0**

Commentary

This policy area is concerned with supporting and raising awareness of sustainable visitor travel choices and is not largely concerned with the water environment, however a reduction in cars and promotion of public transport and modes of active travel would reduce the potential for pollution incidents and a reduce the amount of polluted runoff from roads.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	-	Local	ST-LT	Perm	High	-	-	-	-

Commentary

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.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	✓	Local	ST-LT	Perm	Med	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

This policy area notes creating onward Mobility Hubs to support the delivery of high-quality interchange facilities at terminals, local and district centres. 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).

Overall, in relation to this objective, it is anticipated that there will be a mix of slight beneficial and slight adverse effects in the short to long term.

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Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm

12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓✓	Reg	ST-LT	Perm	Med	++	++	++	++

Commentary

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.

Overall, in relation to this objective, it anticipated there will be moderate beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	✓✓	Reg	MT-LT	Perm	High	+	++	++	++

Commentary

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 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. Together, it is anticipated that these measures will have moderate beneficial effects in the medium to long term as changes and hubs are constructed, but also as behaviour/ mode change shifts in the long term. In the short term, slight benefits are anticipated as a result of the campaigns to promote the island and a sustainable transport visitor destination.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health	✓	Reg	ST-LT	Perm	Med	+	+	+	+

Commentary

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 (Mobility as a Service) framework will all make it easier for tourists to access public transport and active travel modes, therefore improving their accessibility.

Increased awareness of the available public transport and active travel modes would 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.

The intended reduction of private cars through the promotion of walking cycling and public transport, would allow for much reduced traffic severance.

This policy area would result in greater promotion of the public transport network and how to use it may improve connections within and between communities on the Island. 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 (Mobility as a Service) 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.

Tourism awareness campaigns for public transport services, marketing of scenic public transport routes, development of the MaaS (Mobility as a Service) framework and creation of mobility hubs would improve the access to public transport.

Overall, in relation to this objective, it anticipated there will be slight beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	Reg	ST-LT	Perm	Med	+	+	+	+

Commentary

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 (Mobility as a Service) framework will all make it easier for tourist to access public transport and active travel modes, therefore improving their accessibility. It is should be a requirement that whilst these facilities improve accessibility for tourists, they should be accessible to all, including those with disabilities.

Increased awareness of the available public transport and active travel modes would 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.

Overall, in relation to this objective, it anticipated there will be slight beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens	✓	Reg	ST-LT	Perm	Med	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

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.

Overall, in relation to this objective, it anticipated there will be a mix of slight beneficial and slight adverse effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
1	Improve accessibility to health and leisure services and facilities and amenities for all	+	+	+	+	+	+	+	+	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 (Mobility as a Service) framework will all make it easier for tourist to access public transport and active travel modes, therefore improving their accessibility.
2	Improve affordability of transport	+	+	+	++	+	+	+	+	Increased awareness of the available public transport and active travel modes would allow tourists to make informed choices on the most affordable means of transport.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	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.
4	Reduce severance	++	++	++	+	+	+	+	+	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.

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
5	Improve connections between and within communities	+	+	+	+	+	+	+	+	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. 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.
6	Reduce air, noise, odour and light pollution from transport	++	++	++	+	+	+	+	+	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.
7	Improve access to active travel modes	+	+	+	+	+	+	+	+	Promotion of the options to walk and cycle to attractions, development of the MaaS (Mobility as a Service) 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.
8	Improve access to public transport	+	+	+	+	+	+	+	+	Tourism awareness campaigns for public transport services, marketing of scenic public transport routes, development of the MaaS (Mobility as a

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
										Service) framework and creation of mobility hubs would improve the access to public transport.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	+	+	+	+	+	+	+	+	+	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 (Mobility as a Service) framework will all make it easier for tourist to access public transport and active travel modes, therefore improving their accessibility.
2	Improve affordability of transport	+	+	+	+	+	+	+	+	+	Increased awareness of the available public transport and active travel modes would allow tourists to make

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											informed choices on the most affordable means of transport.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	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.
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	+	+	+	+	+	+	+	+	+	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.
5	Reduce severance	++	+	++	+	+	+	+	+	+	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.
6	Reduce air, noise, odour and light pollution from transport	++	+	+	+	+	+	+	+	+	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

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
											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.

CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the	-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	+/-	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

CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
	number of accidents and other incidents										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.
2	Improve actual and perceived safety and security issues	+	+	+	+	+	+	+	+	+	Reducing traffic volumes will improve actual and perceived safety, with benefits for all.

B.6. Technology

Policy T1 – Digital Connectivity

We will support and promote 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.

The following criteria for assessing significance of effects was utilised:

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

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
1. Protect and improve air quality	✓✓	Local-Reg	LT	Perm	Med	+	++	++	++

Commentary

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 (Mobility as a Service) 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.

Overall, in relation to this objective it is anticipated that there will be slight beneficial effects in the short term, and moderate beneficial effects in the medium to long term, however this is dependent on uptake of the solutions suggested.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon target	✓✓	Local-Reg	ST-LT	Perm	Med	+	++	++	++

Commentary

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 area also promotes the use of sustainable forms of transport through technology and the MaaS service which will also help to integrate different transport modes e.g., Bus, Rail, e-scooters, bike/ e-bike hire and taxi's which should enable people to make complete journeys using active and sustainable travel methods wherever possible.

Overall, it is anticipated that there will be slight beneficial effects in the short term, and moderate beneficial effects in the medium to long term.

Mitigation / Recommendations

Mitigation Measures:

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	✓	Local	ST-LT	Perm	Med	+	+	+	+

Commentary

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.

Overall, in relation to this objective it is anticipated that there will be slight beneficial effects in the short medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: 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.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
4. Protect and enhance protected habitats, sites, species, valuable ecological networks and promote ecosystem resilience and functionality and deliver Biodiversity Net Gain	✓	Local-Reg	St-LT	Perm	Med	**+/-**	**+**	**+**	**+**

Commentary

This policy area is focused on providing technological improvements to reduce the need to travel, and connect and coordinate transport methods, and is not concerned with protection and enhancement of the natural environment. However, 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.

Overall, in relation to this objective it is anticipated that there will be a mix of slight beneficial and slight adverse effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
5. Protect and enhance sites designated internationally for nature conservation purposes	✗	Reg	ST-LT	Temp/ Perm	Low	**-**	**+**	**+**	**+**

Commentary

This policy area is focused on providing technological improvements to reduce the need to travel, and connect and coordinate transport methods, and is not concerned with protection and enhancement of the sites designated internationally for nature conservation purposes. There is the potential for slight adverse effects to these designated sites through the construction and operation of the high-speed cable connections, particularly 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.

Overall, in relation to this objective it is anticipated there will be slight adverse effects in the short, medium and long term, however this will be dependent on the extent of the works that are needed to upgrade the islands internet connections, the most adverse effects will be caused in brand new cables and connections need to be constructed between the island and mainland under the sea.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Note should be made in relation to the need for careful routing / location of infrastructure to avoid sites designated for nature conservation where possible.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
6. Protect, enhance and promote geodiversity	✗	Reg	ST-LT	Perm	Low	**-**	**-**	**-**	**-**

Commentary

This policy area is focused on improving and supporting access to fast-high quality internet connections across the island and makes no note to protecting and enhancing geodiversity. However, 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. These impacts may be permanent and have long term effects.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
7. Conserve and enhance heritage assets and the wider historic environment including buildings, structures, landscapes, townscapes and archaeological remains and their settings	✓	Local	ST-LT	Perm	Med	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

This policy area makes no note of the conservation and enhancement of heritage assets.

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 if supporting infrastructure e.g. tall masts create visual intrusion which may have adverse effects on the setting of heritage assets. 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 also 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.

Overall, in relation to this objective, it is anticipated that there will be a mix of slight beneficial and slight adverse effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	✓	Local	ST-LT	Temp/ Perm	Med	**+/-**	**+/-**	**+/-**	**+/-**

Commentary

This policy area is not concerned with enhancement of the character and quality of the landscapes and townscapes and is instead focused on supporting digital connectivity. Improving internet speeds through WightFibre and 5g is anticipated to have temporary adverse effects to the tranquillity and visual amenity of townscapes through the need for excavations, this may also result in temporary traffic congestion where road closures are required, and therefore add to noise, air and light pollution in some cases where works occur overnight. The need for high masts may also impact landscape / townscape if required.

The development of high-quality 'Mobility as a Service (MaaS)' technology (such as a travel app for smartphones), which simplifies this process of booking and planning travel journeys is anticipated to have some beneficial effects for the quality of landscapes, townscapes by reducing the need for excessive signage and street furniture to aid way finding as this is likely to be available through mobile devices. 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. There may be opportunities however 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.

Overall in relation to this objective it is anticipated there will be a mix of slight adverse and slight beneficial effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
9. Protect and enhance the water environment	-	Local	ST-LT	Perm	High	**0**	**0**	**0**	**0**

Commentary

This policy is focused on supporting and promoting digital connectivity and is not concerned with the water environment, therefore it is anticipated there will be neutral effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
10. Seek to remediate contaminated land, facilitate the re-use of previously developed land, as well as conserve soil and agricultural resources	✕	Reg	ST-LT	Perm	Low	-	-	-	-

Commentary

This policy makes no note in relation to use and remediation of contaminated and previously used land. The policy area is focused on promoting digital connectivity, and supporting access to high-speed internet connections, where this requires new connections to be constructed, 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 of this policy area.

Overall, in relation to this objective it is anticipated that there will be slight adverse effects in the short, medium and long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: Note should be made in relation to the careful routing / location of any digital infrastructure.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
11. Promote prudent use of finite natural resources, maximise the use of alternative, secondary and recycled materials, reduce the level of waste generated	-	Reg	MT	Temp	Low	-	-	+	+/-

Commentary

This policy is concerned with improving digital connectivity to reduce the need to travel and improving the sustainable transport network through digital means. 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. Explanation of this may help provide clarity in the desired outcome of this aspect of the policy area.

Overall, in relation to this objective it is anticipated there will be slight adverse effects in the short to medium term, and beneficial impacts in the long term once digital connectivity infrastructure is complete and there is a reduction in journeys.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	✓	Local	MT-LT	Perm	High	+	+	++	+

Commentary

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. The MaaS framework, integration of Bus and Rail Services, Journey planning is also anticipated to contribute to establishing 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.

Overall, in relation to this objective, it is anticipated there will be slight beneficial effects in the short to medium term, and moderate beneficial effects in the long term as enhanced digital connectivity becomes widespread across the island.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	✓✓	Local-Reg	MT-LT	Perm	Med	+	++	++	++

Commentary

This policy area includes a number of measures to enhance digital connectivity and coordinate land-use, energy-planning and transport planning across the Island. 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 moderate beneficial effects in the medium to long term 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 is also made of providing support to the development of the Hydrogen Supply Project in partnership with external organisations.

Overall, in relation to this objective, it is anticipated there will be slight beneficial effects in the short term, and moderate beneficial effects in the medium to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
14. Improve health and well-being for all citizens and reduce inequalities in health	✓	Local-Reg	MT-LT	Perm	Med	+	+	+	+

Commentary

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.

The need for less physical journeys due to increased digital connectivity would decrease congestion and consequently reduce 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 and make it easier to plan, book and pay for services would help to improve access to active travel modes.

The development of a MaaS (Mobility as a Service) framework which will cover Bus and Rail Services and make it easier to plan, book and pay for services would help to improve access to public transport.

Overall, it is anticipated that there will be slight beneficial effects in the short term to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society	✓	Local-Reg	MT-LT	Perm	Med	+	+	+	+

Commentary

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.

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

The need for less physical journeys due to increased digital connectivity would decrease congestion and consequently reduce severance.

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.

Overall, it is anticipated that there will be slight beneficial effects in the short term to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

ISA Objective	Effects					Assessment			
	Mag	Scale	Dur	T/P	Cert	ST	MT	LT	Sm
16. Promote community safety and reduce crime and fear of crime for all citizens	✓	Local-Reg	MT-LT	Perm	Med	+	+	**+**	+

Commentary

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.

Overall, it is anticipated that there will be slight beneficial effects in the short term to long term.

Mitigation / Recommendations

Mitigation Measures: N/A

Recommendations: No recommendations made.

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	**Assessment summary**	
1	Improve accessibility to health and leisure services and facilities and amenities for all	++	+	+	+	++	++	++	++	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.
2	Improve affordability of transport	+	+	+	+	+	+	+	+	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.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	++	++	++	++	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.
4	Reduce severance	+	+	+	+	+	+	+	+	The need for less physical journeys due to increased digital connectivity would decrease congestion and consequently reduce severance.

HIA sub-objective		Scale of Effect								Description of effect/Recommendations for mitigation or enhancement
		Children and adolescents	Older people	Disabled/other health problems	Low-income groups	Cyclists, pedestrians, commuters	Residents	Employees	Assessment summary	
5	Improve connections between and within communities	+	+	+	+	+	+	+	+	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.
6	Reduce air, noise, odour and light pollution from transport	++	+	++	+	+	+	+	+	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.
7	Improve access to active travel modes	+	+	+	+	+	+	+	+	The development of a MaaS (Mobility as a Service) framework which will cover bike and e/bike hire and make it easier to plan, book and pay for services would help to improve access to active travel modes.
8	Improve access to public transport	+	+	+	+	+	+	+	+	The development of a MaaS (Mobility as a Service) framework which will cover Bus and Rail Services and make it easier to plan, book and pay for services would help to improve access to public transport.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve accessibility to services, facilities and amenities for all, in particular by active travel modes	+	++	+	+	++	++	++	++	++	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.
2	Improve affordability of transport	+	+	+	+	+	+	+	+	+	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.
3	Improve safety of the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	++	++	++	++	++	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.

EqIA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
4	Improve provision of public transport in rural areas or to those areas experiencing constraint in public transport provision	0	0	0	0	0	0	0	0	0	The policy area is not expected to improve the provision of public transport provision in rural areas or those experiencing constraint.
5	Reduce severance	+	+	+	+	+	+	+	+	+	The need for less physical journeys due to increased digital connectivity would decrease congestion and consequently reduce severance.
6	Reduce air, noise, odour and light pollution from transport	++	+	++	+	+	+	+	+	+	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.

CSA sub-objective		Scale of Effect									Description of effect/Recommendations for mitigation or enhancement
		Age	Gender	Disability	Ethnicity	Faith	Sexual Orientation and Gender Reassignment	Pregnancy and Maternity	Marriage and Civil Partnerships	Assessment summary	
1	Improve safety on the transport network (including roads) and reduce the number of accidents and other incidents	++	++	++	++	++	++	++	++	++	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.
2	Improve actual and perceived safety and security issues	+	+	+	+	+	+	+	+	+	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.

Appendix C. ISA Recommendations and how these were addressed

C.1. Accessibility and Safety

ISA Objective	Recommendations	How are recommendations addressed?
1. Protect and improve air quality	No recommendations made.	N/A
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	No recommendations made.	N/A
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.	Note has been made within the policy area supporting text in regards to increasing the resilience of active travel and public transport networks 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.	Note as been made under the 'Ensuring Sustainability' section that areas of nature conservation should be avoided and protected. Similar note has been made under LTP Appendix 1 as well as reference to using previously developed land where possible.
5. Protect and enhance sites designated internationally for nature conservation purposes	No recommendations made.	N/A
6. Protect, enhance and promote geodiversity	No recommendations made.	N/A
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.	Note has been made under the policy area's supporting text to enhance the setting of cultural heritage assets. LTP Appendix 1 also includes text which sets out the need to ensure the protection and enhancement of heritage assets where possible.
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	No recommendations made.	N/A
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.	In LTP Appendix 1 note has been made to take opportunities to improve water quality, respond promptly to transport incidents that could cause pollution and improve resilience through measures such as SuDs. Under LTP Appendix 1 text has been added to ensure that a Water Framework Directive assessment is carried out where required and that any failures are addressed through design changes.

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.	Note has been added under LTP Appendix 1 to use previously developed land where possible and avoid areas of the best soils. It also sets out that opportunities to reduce consumption of soil should be considered.
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.	The need to explore opportunities to reduce consumption of natural resources has been added under LTP Appendix 1. It also discusses the need for consideration of reuse of and recycled material to support the circular economy.
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	No recommendations made.	N/A
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	No recommendations made.	N/A
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	No recommendations made.	N/A
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	No recommendations made.	N/A
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	No recommendations made.	N/A

C.2. Behaviour Change

ISA Objective	Recommendations	Included in updated LTP?
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.	Note has been made in the checklist in LTP Appendix 1 to ensure consideration is given to how carbon can be sequestrated through green infrastructure. In the supporting text of this policy area reference has been added to improving the charging network and making it easier to charge at home to encourage the uptake of in electric vehicles. Further to this it states that it will support businesses in moving to electric vehicles for deliveries.
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.	Note has been made in the checklist in LTP Appendix 1 to ensure consideration is given to how carbon can be sequestrated through green infrastructure. In the supporting text of this policy area reference has been added to supporting businesses in moving to electric vehicles for deliveries.
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.	Note has been made within the LTP4 in regards to increasing the resilience of active travel and public transport networks to a changing climate. The checklist in LTP Appendix 1 notes that there should be consideration of use of blue and green infrastructure.
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.	N/A
5. Protect and enhance sites designated internationally for nature conservation purposes	No recommendations made.	N/A
6. Protect, enhance and promote geodiversity	No recommendations made.	N/A
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.	N/A

8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	No recommendations made.	N/A
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.	It is noted in Appendix 1 to the LTP that green infrastructure should be considered in line with enhancing transport infrastructure resilience and performance
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.	N/A
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.	The need to explore opportunities to reduce consumption of natural resources has been added under LTP Appendix 1. It also discusses the need for consideration of reuse of and recycled material to support the circular economy.
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	No recommendations made.	N/A
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	No recommendations made.	N/A
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.	Within the supporting text of this policy area, among behaviour change initiatives it sets out that that these will include road safety campaigns focused on speed. In relation to affordability, in the supporting text of the policy area it states that measures will include 'continue to support public transport ticketing improvements and measures which could increase the affordability of public transport'. LTP Appendix 1 sets out the need to consider achieving 'fair and equitable access to the services and facilities our communities need'.
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	Although no specific reference has been added in regard to language, LTP Appendix 1 does set out the need to consider achieving 'fair and equitable access to the services and facilities our communities need'. In the supporting text for the policy area it sets out that personal safety campaigns for public transport may be

	training should also be focused on wider population groups and not just focused on children.	used. Additionally, under Appendix 1 it ensures that community safety, reducing crime and opportunities for anti-social behaviour will be considered. Within the LTP4 it states that through '20-minute neighbourhoods' it will support 'more services in rural areas to avoid the need to travel further'. Under the supporting text of this policy area it states that cycling provision and education will be provided for both children and adults.
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.	Within the supporting text for the policy area it sets out initiatives which include • 'cycling provision and education, such as Bikeability for children, and adults • road safety campaigns focussed on speed reduction • personal safety campaigns for public transport users e.g. publicising reporting methods' Additionally, under LTP Appendix 1 it ensures that community safety, reducing crime and opportunities for anti-social behaviour will be considered.

C.3. Infrastructure

ISA Objective	Recommendations	Included in updated LTP?
1. Protect and improve air quality	No recommendations made.	N/A
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	No recommendations made.	N/A
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.	The following measures have been added under the policies supporting text in relation to increasing resilience of the transport network to climate change: • 'working with partners to build resilience to flooding, including measures such as introducing green and blue infrastructure and Natural Flood Management • avoiding sites in areas of known flood risk where possible • ensuring appropriate compensatory measures are implemented when there is no other option to avoid land take from areas of flood plain • building in capacity to withstand extremes of temperature, with adequate heating or cooling systems on vehicles and in stations • introducing new planting to help ameliorate the impacts of climate change, for instance by providing shade or acting as wind breaks • consideration of soft/permeable surfaces where relevant to reduce flood risk from hard surfacing • including sustainable urban drainage solutions in new infrastructure to reduce impacts off water run-off • improving real time information to help passengers plan public transport journeys during disruptive weather • supporting cross-Solent transport providers to explore options to improve resilience to 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.	N/A

5. Protect and enhance sites designated internationally for nature conservation purposes	No recommendations made.	N/A
6. Protect, enhance and promote geodiversity	No recommendations made.	N/A
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 e.g., appropriate signage/ lighting etc.	Text has been added under LTP Appendix 1 focusing on the visual impact and protection of heritage assets. This includes protecting heritage assets and enhancing these where possible, respecting the setting of historic assets, working with relevant partners and ensuring street furniture associated with infrastructure and network improvements does not adversely affect heritage assets.
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	No recommendations made.	N/A
9. Protect and enhance the water environment	No recommendations made.	N/A
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.	Under LTP Appendix 1 the checklist sets out that where possible consideration should be given to using previously developed land to reduce the risk to mineral resources, and avoid the areas of the best soils.
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.	Note is made within the ‘Ensuring Sustainability’ section of the LTP that IoWC will reduce waste and resource use by moving towards a circular economy. LTP Appendix 1 also states that the ‘re-use of, and recycled materials to support the circular economy’ should be considered and reduce the consumption of natural resources where possible.
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	No recommendations made.	N/A
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	No recommendations made.	N/A

14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	No recommendations made.	N/A
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	No recommendations made.	N/A
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	No recommendations made.	N/A

C.4. Land Use Planning

ISA Objective	Recommendations	Included in updated LTP?
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.	Note has been made in the checklist in LTP Appendix 1 to ensure consideration is given to how carbon can be sequestrated through green infrastructure. Within the supporting text of the policy area it states that developments will financially contribute towards sustainable travel measures and green infrastructure.
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	No recommendations made.	N/A
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.	Note has been made within the LTP4 in regards to increasing the resilience of active travel and public transport networks 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.	In the supporting text of the policy area through the Island Movement and Place Framework it will be decided where green infrastructure will be needed. Under LTP Appendix 1 it sets out that native species will be used when planting.
5. Protect and enhance sites designated internationally for nature conservation purposes	No recommendations made.	N/A
6. Protect, enhance and promote geodiversity	No recommendations made.	N/A
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.	N/A
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.	Under the supporting text of the policy area it states ‘promote and protect our Public Rights of Way to encourage more walking and cycling in the short term, and an even bigger increase as routes are enhanced and more connections made in the medium to long term’.
9. Protect and enhance the water environment	No recommendations made.	N/A

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.	The checklist in LTP Appendix 1 will consider if projects have 'improved areas of contamination through remediation and avoided creating new ones'.
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.	Note is made within the 'Ensuring Sustainability' section of the LTP that IoWC will reduce waste and resource use by moving towards a circular economy. The need to explore opportunities to reduce consumption of natural resources has also been added under Appendix 1. It also discusses the need for consideration of reuse of and recycled material to support the circular economy.
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	No recommendations made.	N/A
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	No recommendations made.	N/A
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	No recommendations made.	N/A
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	Within the LTP4 it states that through '20-minute neighbourhoods' it will support 'more services in rural areas to avoid the need to travel further'. Within the LTP4 is also states that bus shelter provision will be improved, particularly in rural areas.
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	No recommendations made.	N/A

C.5. Sustainable Tourism

ISA Objective	Recommendations	Included in updated LTP?
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.	Note added under the policies supporting text to ensure 'cooperation with neighbouring authorities and public transport providers (rail/coach) to make it easier for visitors to travel without a car to the Island'.
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.	Note has been added within the policies supporting text to state that it will be working to 'making electric vehicle car clubs/hire available so that visitors know they can access a car if they need one, and leave theirs at home'
3. Increase resilience of the transport network to the effects of a changing climate, including through reducing the risk of flooding	No recommendations made.	N/A
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.	N/A
5. Protect and enhance sites designated internationally for nature conservation purposes	No recommendations made.	N/A
6. Protect, enhance and promote geodiversity	No recommendations made.	N/A
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.	N/A

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.	Within the LTP4 it states 'promote and protect our Public Rights of Way to encourage more walking and cycling in the short term, and an even bigger increase as routes are enhanced and more connections made in the medium to long term'.
9. Protect and enhance the water environment	No recommendations made.	N/A
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.	N/A
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.	N/A
12. Promote economic growth and job creation, and improve access and connectivity to jobs and skills for all	No recommendations made.	N/A
13. Support the wider coordination of land use, energy planning and transport planning across the Isle of Wight	No recommendations made.	N/A
14. Improve health and well-being for all citizens and reduce inequalities in health (HIA specific objective)	No recommendations made.	N/A
15. Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society (EqIA specific objective)	No recommendations made.	N/A
16. Promote community safety and reduce crime and fear of crime for all citizens (CSA specific objective)	No recommendations made.	N/A

C.6. Technology

ISA Objective	Recommendations	Included in updated LTP?
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.	Specific reference to the Hydrogen Supply Project was removed from later iterations of the LTP.
2. Reduce carbon dioxide (CO2) emissions from transport and contribute to meeting net zero carbon targets	No recommendations made.	N/A
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.	Note has been made within the LTP4 in regard to increasing the resilience of active travel and public transport networks to a changing climate. Under the supporting text for this policy it sets out how developing a MaaS framework will improve journey planning data and 'will help people adapt their travel during 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.	N/A
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.	LTP Appendix 1 notes the consideration to avoid direct and indirect impacts on nature conservation sites where possible.
6. Protect, enhance and promote geodiversity	No recommendations made.	N/A
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.	N/A
8. Protect and enhance the character and quality of landscapes, townscapes and visual amenity	No recommendations made.	N/A
9. Protect and enhance the water environment	No recommendations made.	N/A
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.	Note has been added in the policies supporting text to minimise impacts of the delivery of the Island's Digital Strategy on the networks and natural environment.

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

Appendix D. Organisations consulted

The following organisations were consulted in relation to the Scoping of the ISA:

- Historic England
- Natural England
- Environment Agency
- Transport for South East England
- Solent Transport
- Public Health England
- Department for Health and Social Care
- Hampshire County Council
- Portsmouth City Council
- Southampton Council

Appendix E. Policy Documents reviewed for ISA

Note: It is the purpose of this review of Plan, Policy and Legislation to demonstrate the context of the LTP and associated ISA and to show how these are broadly influenced in setting Objectives for both. However, the following review of Plan, Policy and Legislation is not to be considered an exhaustive list and elements may have been superseded. Note in particular that while the United Kingdom has left the European Union, EU Directives are still important to note as they form the basis for a range of existing UK legislation and policy approaches.

Plan, Policy or Legislation	Key Objectives / Targets / Guidance	Topic
INTERNATIONAL		
Glasgow Climate Pact (2021)	The agreements reached at the COP26 through the Glasgow Climate Pact include reducing coal emissions by 40% as well as a pledge to phase out fossil fuel subsidies. While no firm dates were set for these goals, the pact also included the goals of ending deforestation and cutting 30% of methane emissions by 2030.	Climatic Factors
UN Framework Convention on Climate Change (UNFCC) 1992, Kyoto Protocol to the UN Framework on Climate Change (1997), Paris Agreement (2015).	A series of international agreements setting targets and legally binding agreements for industrialised countries to cut their greenhouse gas emissions, signed by 194 states in 1992. The Kyoto Protocol, which was signed in 1997 and ran from 2005 to 2020, was the first implementation of measures under the UNFCCC. The Kyoto Protocol was superseded by the Paris Agreement, which entered into force in 2016.	Climatic Factors
Convention on Biological Diversity 2010	Sets out a conservation plan to protect global biodiversity, and an international treaty to establish a fair and equitable system to enable nations to co-operate in accessing and sharing the benefits of genetic resources. The new global vision is “By 2050, biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential to all people”.	Biodiversity
EUROPEAN		
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The principal aims of the Convention are to ensure conservation and protection of wild plant and animal species and their natural habitats (listed in Appendices I and II of the Convention), to increase cooperation between contracting parties, and to regulate the exploitation of those species (including migratory species) listed in Appendix 3. To this end the Convention imposes legal obligations on contracting parties, protecting over 500 wild plant species and more than 1000 wild animal species.	Biodiversity
Ramsar Convention - The Convention on Wetlands of International Importance (1971)	The Convention covers all aspects of wetland conservation and wise use. The Convention has three main 'pillars' of activity: the designation of wetlands of international importance as Ramsar sites; the promotion of the wise-use of all wetlands in the territory of each country; and international co-operation with other countries to further the wise-use of wetlands and their resources	Biodiversity

Bonn Convention on the Conservation of Migratory Species of Wild Animals (1983)	Contracting Parties work together to conserve migratory species and their habitats by providing strict protection for endangered migratory species (listed in Appendix 1 of the Convention), concluding multilateral Agreements for the conservation and management of migratory species which require or would benefit from international cooperation (listed in Appendix 2), and by undertaking cooperative research activities.	Biodiversity
EU Biodiversity Strategy to 2020	2050 vision: By 2050, European Union biodiversity and the ecosystem services it provides — its natural capital — are protected, valued and appropriately restored for biodiversity's intrinsic value and for their essential contribution to human wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided. 2020 headline target: Halting the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them in so far as feasible, while stepping up the EU contribution to averting global biodiversity loss.	Biodiversity
Habitats Directive (92/43/EEC)	Aims to protect wild plants, animals and habitats. Directive created a network of protected areas called Natura 2000 sites, including Special Areas of Conservation (SACs) – supporting rare, endangered or vulnerable natural habitats, plants and animals (other than birds), and Special Protection Areas (SPAs) – supporting significant numbers of wild birds and their habitats.	Biodiversity
Birds Directive (2009/147/EC)	Europe is home to more than 500 wild bird species. But at least 32 % of the EU's bird species are currently not in a good conservation status. The Birds Directive aims to protect all of the 500 wild bird species naturally occurring in the European Union. Habitat loss and degradation are the most serious threats to the conservation of wild birds. The Directive therefore places great emphasis on the protection of habitats for endangered and migratory species. It establishes a network of Special Protection Areas (SPAs) including all the most suitable territories for these species. Since 1994, all SPAs are included in the Natura 2000 ecological network, set up under the Habitats Directive 92/43/EEC.	Biodiversity
Water Framework Directive (2000/60/EC)	Looks at the ecological health of surface water bodies as well as traditional chemical standards. In particular it will help deal with, amongst others diffuse pollution, habitat, ecology, hydromorphology, barriers to fish movement, water quality, flow and sediment. Successful implementation will help to protect all elements of the water cycle and enhance the quality of our groundwater, rivers, lakes, estuaries and seas.	Water
Groundwater Directive (2006/118/EC)	Establishes a regime which sets underground water quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater. Establishes quality criteria taking account of local characteristics. Member States have to establish standards at the most appropriate level and take into account local or regional conditions. It requires groundwater quality standards to be established by the end of 2008; pollution trend studies to be carried out by using existing data and mandatory WFD data; pollution trends to be reversed so that environmental objectives are achieved by 2015; measures to prevent or limit inputs of pollutants into groundwater; reviews of technical provisions of the directive to be carried out in 2013 and every six years thereafter; compliance with good chemical status criteria. This directive was replaced by the WFD at the end of 2013.	Water
Air Quality Directive (2008/50/EC)	Merges most existing air quality legislation into a single directive that sets standards and target dates for reducing concentrations of fine particles, which together with coarser particles known as PM10 already subject to legislation, are among the most dangerous pollutants for human health. Under the directive Member States are required to reduce exposure to PM2.5 in urban areas by an average of 20% by 2020 based on 2010 levels. It obliges them to bring exposure levels below 20 micrograms/m3 by 2015 in these areas.	Air

	Throughout their territory Member States will need to respect the PM2.5 limit value set at 25 micrograms/m3.	
Ambient Air Quality and Cleaner Air for Europe Directive (2008/50/EC)	This Directive includes the following key elements: • The merging of most of existing legislation into a single directive (except for the fourth daughter directive) with no change to existing air quality objectives* • New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target • The possibility to discount natural sources of pollution when assessing compliance against limit values • The possibility for time extensions of three years (PM10) or up to five years (NO2, benzene) for complying with limit values, based on conditions and the assessment by the European Commission.	Air
Clean Air Programme for Europe 2013	This programme contains measures to ensure that existing targets are met in the short term, and new air quality objectives for the period up to 2030. The package also includes support measures to help cut air pollution, with a focus on improving air quality in cities, supporting research and innovation, and promoting international cooperation. By 2030, and compared to business as usual, the clean air policy package is estimated to: • avoid 58 000 premature deaths across Europe, • save 123 000 km2 of ecosystems from nitrogen pollution (more than half the area of Romania), • save 56 000 km2 protected Natura 2000 areas (more than the entire area of Croatia) from nitrogen pollution, • save 19 000 km2 forest ecosystems from acidification.	Air
EU Thematic Strategy on Air Quality (2005)	This thematic strategy on air pollution establishes interim objectives for air pollution in the EU and proposes appropriate measures for achieving them. It recommended that legislation be modernised, be better focused on the most serious pollutants and that more is done to integrate environmental concerns into other policies and programmes.	Air
National Emissions Ceilings Directive (2001/81/EC)	This directive seeks to reduce emissions of those pollutants that cause acidification, eutrophication and ground-level ozone in order to protect the environment and human health. Its long-term objective is to ensure that pollutant levels remain below their critical loads and critical levels these being the amounts of pollutants below which, significant adverse effects do not occur. The following interim environmental objectives have been set against a 1990 base: • Acidification: areas where critical loads are exceeded to be reduced by at least 50%; • Ground-level ozone (health): load above critical level for human health to be reduced by two-thirds and load in any area not to exceed a specified absolute limit; and • Ground-level ozone (vegetation): load above critical level for vegetation to be reduced by one-third and load in any area not to exceed a specified absolute limit.	Air
Seventh EU Environmental Action Plan 2013-2020	This action plan will be guiding European environment policy until 2020. In order to give more long-term direction it sets out a vision beyond that, of where it wants the Union to be by 2050: "In 2050, we live well, within the planet's ecological limits. Our prosperity and healthy environment stem from an innovative, circular economy where nothing is wasted and where natural resources are managed sustainably, and biodiversity is protected, valued and restored in ways that enhance our society's resilience. Our low-carbon growth has long been decoupled from resource use, setting the pace for a safe and sustainable global society."	Cross-cutting

	It identifies three key objectives: • to protect, conserve and enhance the Union's natural capital • to turn the Union into a resource-efficient, green, and competitive low-carbon economy • to safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing. Other key aspects include the need for full integration of environmental requirements and considerations into other policies and to make EU cities more sustainable.	
Renewable Energy Directive (2009/28/EC)	The Renewable Energy Directive establishes an overall policy for the production and promotion of energy from renewable sources in the EU. It requires the EU to fulfil at least 20% of its total energy needs with renewables by 2020 – to be achieved through the attainment of individual national targets. All EU countries must also ensure that at least 10% of their transport fuels come from renewable sources by 2020.	Climatic Factors
Energy Efficiency Directive (2012/27/EU)	The 2012 Energy Efficiency Directive establishes a set of binding measures to help the EU reach its 20% energy efficiency target by 2020. Under the Directive, all EU countries are required to use energy more efficiently at all stages of the energy chain from its production to its final consumption. On 30 November 2016 the Commission proposed an update to the Energy Efficiency Directive including a new 30% energy efficiency target for 2030, and measures to update the Directive to make sure the new target is met.	Climatic Factors
EU Strategy on Adaptation to Climate Change (2021)	The EU strategy on adaptation to climate change aims at making Europe more climate-resilient. Taking a coherent approach by complementing the activities of Member States, it supports action by promoting greater coordination and information-sharing and by ensuring that adaptation considerations are addressed in all relevant EU policies.	Climatic Factors
Road map to a Single European Transport Area 2011	The European Commission adopted a roadmap of 40 concrete initiatives to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals aimed to dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050. By 2050, key goals will include: • No more conventionally fuelled cars in cities. • 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions. • A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport. • All of which will contribute to a 60% cut in transport emissions by the middle of the century.	Climatic Factors
Directive on the Assessment and Management of Flood Risks (2007/60/EC)	Concerns the assessment and management of flood risk and requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk. Also reinforces the rights of the public to access this information and to have a say in the planning process.	Water
Blueprint to Safeguard Europe's Water Resources (2021)	Blueprint to Safeguard Europe's Water Resources (2021)	Water

European Thematic Strategy for Soil Protection (2006)	The overall objective of this strategy is protection and sustainable use of soil, based on the following guiding principles: 1. Preventing further soil degradation and preserving its functions: 2. when soil is used and its functions are exploited, action has to be taken on soil use and management patterns, and 3. when soil acts as a sink/receptor of the effects of human activities or environmental phenomena, action has to be taken at source. 4. Restoring degraded soils to a level of functionality consistent at least with current and intended use, thus also considering the cost implications of the restoration of soil.	Land use
European Landscape Convention	Promotes landscape protection, management and planning, and European co-operation on landscape issues. The Convention recognizes that the landscape is shaped by natural and cultural influences. Highlights the importance of developing landscape policies dedicated to the protection, management and creation of landscapes, and establishing procedures for the general public and other stakeholders to participate in policy creation and implementation.	Landscape
Convention for the Protection of the Architectural Heritage (1990)	Reinforces and promotes policies for the conservation and enhancement of Europe's heritage.	Cultural Heritage
European Convention on the Protection of the Archaeological Heritage (1992)	Updates the previous 1969 Convention and makes conservation and enhancement of archaeological heritage a goal of urban and regional planning policies. It is concerned in particular with arrangements to be made for co-operation among archaeologists and town and regional planners in order to ensure optimum conservation of archaeological heritage. Sets guidelines for funding excavation and research work and publication of findings. Also deals with public access and educational actions to develop public awareness of the value of archaeological heritage.	Cultural Heritage
World Heritage Convention 1972	This convention noted that the cultural heritage and the natural heritage are increasingly threatened with destruction not only by the traditional causes of decay, but also by changing social and economic conditions which aggravate the situation with even more formidable phenomena of damage or destruction, and considered that deterioration or disappearance of any item of the cultural or natural heritage constitutes a harmful impoverishment of the heritage of all the nations of the world.	Cultural Heritage
Convention on Access to Information, Public Participation in Decision making and Access to Justice in Environmental Matters (Aarhus Convention) (2001)	The Aarhus Convention is a multilateral environmental agreement through which the opportunities for citizens to access environmental information are increased and transparent and reliable regulation procedure is secured. It encourages access to information, public participation and access to justice.	Cross-cutting
WHO Guidelines for Community Noise 1999	The World Health Organisation (WHO) publication entitled 'Guidelines for Community Noise' (1999), provides guidance with regard to recommended internal and external noise levels for various building uses, outlining the potential health	Population and Human Health

	impacts associated with noise. Specifically, the document recommends internal and external noise levels that would provide an acoustic environment that is conducive to uninterrupted speech and sleep.	
WHO Night Noise Guidelines for Europe 2009	The World Health Organisation (WHO) Night Noise Guidelines for Europe (NNG) 2009 are health-based guidelines and are to be considered an extension and update to the WHO Guidelines for Community Noise 1999. WHO NNG provides evidence based policy advice to member states in the development of future legislation and policy action in the area of control and surveillance of night noise exposure.	Population and Human Health
Environmental Noise Directive (2002/49/EC)	This Directive relates to the assessment and management of environmental noise and is the main EU instrument to identify noise pollution levels and to trigger the necessary action both at Member State and at EU level. To pursue its stated aims, the Environmental Noise Directive focuses on three action areas: 1. the determination of exposure to environmental noise 2. ensuring that information on environmental noise and its effects is made available to the public 3. preventing and reducing environmental noise where necessary and preserving environmental noise quality where it is good The Directive applies to noise to which humans are exposed, particularly in built-up areas, in public parks or other quiet areas in an agglomeration, in quiet areas in open country, near schools, hospitals and other noise-sensitive buildings and areas. It does not apply to noise that is caused by the exposed person himself, noise from domestic activities, noise created by neighbours, noise at work places or noise inside means of transport or due to military activities in military areas. The Directive requires Member States to prepare and publish, every 5 years, noise maps and noise management action plans for: • agglomerations with more than 100,000 inhabitants • major roads (more than 3 million vehicles a year) • major railways (more than 30.000 trains a year) • major airports (more than 50.000 movements a year, including small aircrafts and helicopters)	Population and Human Health
Waste Framework Directive (75/442/EEC)	The original aim of the Waste Framework Directive was to lay the basis to turn the EU into a recycling society and contained 5 key steps in the waste hierarchy concept: • Prevention • Reuse • Recycle • Recovery • Disposal The revised Waste Directive introduces new provisions aimed at boosting waste prevention and recycling as part of the waste hierarchy and clarifies key concepts such as the definition of waste, recovery and disposal.	Material Assets
NATIONAL		
Environment Act 2021	The Environment Act sets out that the Secretary of State may by regulations set long-term targets in respect of any matter which relates to (a) the natural environment, or (b) people's enjoyment of the natural environment. A long-term	Cross-cutting

target in respect of at least one matter within each of the four priority areas: (a) air quality; (b) water; (c) biodiversity; (d) resource efficiency and waste reduction.

The Act specifically requires the Secretary of State to set by future regulation statutory targets for the recovery of the natural world in two priority areas: air quality ($PM_{2.5}$ air quality target) and biodiversity (species abundance target) and includes an important new target to reverse the decline in species abundance by the end of 2030. The Secretary of State must also prepare an environmental improvement plan for significantly improving the natural environment for a period no shorter than 15 years.

The Act will also deliver:

- A cycle of environmental monitoring and reporting;
- Environmental Principles embedded in domestic policy making; and
- Office for Environmental Protection to uphold environmental law.

Key relevant provisions:

Biodiversity Net Gain - The Act places a statutory requirement for developments to deliver biodiversity improvements and will require all planning permissions in England (subject to exemptions) to be granted subject to a new general pre-commencement condition that requires approval of a biodiversity gain plan.

The planning authority can only approve the biodiversity gain plan if the biodiversity value attributable to a development exceeds the pre-development biodiversity value of the onsite habitat by 10% (known as the 'biodiversity gain objective').

The biodiversity plan must set out the steps taken to achieve the 'biodiversity gain objective', which could be through minimising the adverse effects of the development on habitats, the identification of the pre and post development onsite biodiversity value, details of registered offsite biodiversity value allocated to the development and biodiversity credits purchased, and any other information that may be required by regulations.

There will be flexible mechanisms available to increase the biodiversity value to demonstrate a 10% biodiversity net gain. Works to enhance habitats can be carried out either onsite or offsite or through the purchase of 'biodiversity credits' from the Secretary of State. However, this flexibility may be removed (subject to regulations) if the onsite habitat is 'irreplaceable'. For such developments, arrangements to minimise their adverse effects and improvements, must be delivered onsite.

Both onsite and offsite enhancements must be maintained for at least 30 years after completion of a development (which period may be amended).

Onsite enhancements must be secured by planning condition, s106 obligation or a conservation covenant, which is a written agreement that is registrable as a local land charge, between a landowner and a 'responsible body' that binds a landowner and its successors to do/not do something on the land for a conservation purpose.

Offsite enhancements must be secured under either a s106 agreement or a conservation covenant and be registered in the new, publicly available, biodiversity gain site register.

Waste and resource efficiency - The Act gives wide ranging powers to make regulations about who producer obligations should apply to and which products or materials should be covered. These powers are intended to prevent waste/reduce the amount of a product that becomes waste and increase re-use, redistribution, recovery and recycling. Producers can

	get ahead of these regulations, and minimise any eventual requirements to pay disposal costs, by designing products with these objectives in mind. Water resources management plans, drought plans and joint proposals - The Act requires more collaboration (joint proposals) between water companies on managing supply and demand, resilience and environmental improvements, through their statutory water management plans, Water quality - The Secretary of State may by regulations amend or modify any legislation to which this section applies for the purpose of: (a)making provision about the substances to be taken into account in assessing the chemical status of surface water or groundwater; (b)specifying standards in relation to those substances or in relation to the chemical status of surface water or groundwater.	
A Green Future: Our 25 Year Plan to Improve the Environment, UK Government (2018)	This 25 Year Environment Plan sets out government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. Ten key goals are specified: 17. Clean air 18. Clean and plentiful water 19. Thriving plants and wildlife 20. A reduced risk of harm from environmental hazards such as flooding and drought 21. Using resources from nature more sustainably and efficiently 22. Enhanced beauty, heritage and engagement with the natural environment 23. Mitigating and adapting to climate change 24. Minimising waste 25. Managing exposure to chemicals 26. Enhancing biosecurity To deliver on these goals, six areas of action are identified: • Using and managing land sustainably • Recovering nature and enhancing the beauty of landscapes • Connecting people with the environment to improve health and wellbeing • Increasing resource efficiency, and reducing pollution and waste • Securing clean, productive and biologically diverse seas and oceans • Protecting and improving global environment	Cross-cutting
National Planning Policy Framework (NPPF) (2021)	The National Planning Policy Framework which sets out the government's planning policies for England was revised in July 2021. The most relevant changes in the context of the WRMP24 are as follows: Chapter 2: Achieving Sustainable Development now acknowledges that members of the UN have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. Minor edits have been made to phrasing, setting out	Cross-cutting

	clearly that the environmental objective is now to protect and enhance, and to improve biodiversity, where before the requirement was simply to contribute to these matters. The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. At a similarly high level, members of the United Nations – including the United Kingdom – have agreed to pursue the 17 Global Goals for Sustainable Development in the period to 2030. These address social progress, economic well-being and environmental protection. Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives): a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure; b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy. These objectives should be delivered through the preparation and implementation of plans and the application of the policies in this Framework; they are not criteria against which every decision can or should be judged. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.	
25 Year Environment Plan, 2018	The Government's 25-Year Environment Plan sets out the Government's position on environmental improvements, focussed on delivering cleaner air and water across the country, protecting at-risk wildlife, and improving natural habitats. The Plan introduces and references a number of external targets. Importantly it notes that 40% of the UK's final energy consumption is the responsibility of the transport sector. The plan includes: • meeting legally binding targets to reduce emissions of five damaging air pollutants (intended to halve the effects of air pollution on health by 2030); • ending the sale of new conventional petrol and diesel cars and vans by 2040; • continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases; and • making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century.	Cross-cutting

	The plan emphasises the assumed benefits of the UK's departure from the EU in allowing for a reorganisation and reprioritisation of the UK's efforts related to the environment. Specific examples are not given, however the challenging targets listed, as summarised above, do offer strong opportunities to set high environmental standards.	
Environmental Protection Act (1990)	This act brings in a system of integrated pollution control for the disposal of wastes to land, water and air. There are three parts of the Act. These are: • Part I- establishes integrated pollution control and gives Local Authorities new powers to control air pollution from a range of prescribed processes; • Part II- improves the rules on waste disposal; and • Part III- covers statutory nuisances and clean air.	Cross-cutting
UK Net Zero Strategy 2021	The UK's new Net Zero Strategy sets out policies and proposals for decarbonising all sectors of the UK economy to meet our net zero target by 2050. It sets out, for the first time, how the UK Government plans to deliver its emissions targets of Net Zero in 2050 and a 78% reduction from 1990 to 2035 (-63% relative to 2019). It puts forward an achievable and affordable vision that will bring net benefits to the UK. It is an ambitious and comprehensive strategy that marks a significant step forward for UK climate policy, setting a globally leading benchmark. Further steps will need to follow quickly to implement the policies and proposals mapped out in the Net Zero Strategy if it is to be a success.	Climatic Factors
Climate Change Act 2008 and its 2050 Target Amendment Order, 2019	The Act aims to improve carbon management, helping the transition towards a low-carbon economy in the UK and to demonstrate UK leadership internationally. Key provisions of the Act include: • a legally binding target of at least an 80% cut in greenhouse gas emissions by 2050 and a reduction in emissions of at least 34% by 2020 (both against 1990 baseline). Note the 2050 target has now been amended to Net Zero • a carbon budgeting system that caps emissions over five-year periods; • creation of the Committee on Climate Change; • further measures to reduce emissions, including measures on biofuels; • a requirement for the Government to report at least every five years on the risks to the UK of climate change, and to publish a programme setting out how these will be addressed. The Act also introduces powers for Government to require public bodies and statutory undertakers to carry out their own risk assessment and make plans to address those risks a	Climatic Factors
Climate Change Risk Assessment 2012	The Government published the UK Climate Change Risk Assessment (CCRA) on 25 January 2012, the first assessment of its kind for the UK and the first in a 5 year cycle. It sets out the main priorities for adaptation in the UK under 5 key themes identified in the CCRA 2012 Evidence Report: • Agriculture and Forestry • Business, industries and Services • Health and Wellbeing • Natural Environment • Buildings and Infrastructure	Climatic Factors

	It describes the policy context, and action already in place to tackle some of the risks in each area.as well as highlights the constraints of the CCRA analysis and provides advice on how to take account of the uncertainty within the analysis.	
Carbon Plan: Delivering our low carbon future 2011	This plan sets out how the UK will achieve decarbonisation within the framework of energy policy: to make the transition to a low carbon economy while maintaining energy security, and minimising costs to consumers, particularly those in poorer households. It outlines the progress so far in terms of emissions as well the future vision in order to cut emissions by 80% by 2050.	Climatic Factors
Planning Practice Guidance – Climate Change 2015	Advises how planning can identify suitable mitigation and adaptation measures in plan-making and the planning application process to address the potential impacts of climate	Climatic Factors
Clean Growth Strategy 2017	The Clean Growth Strategy deals specifically with the challenge of trying to grow the UKs economy whilst reducing its emissions. This issue is dealt with across multiple strategies, and several sectors have a large role to play. This strategy details the approach of each sector and sets out key policies for each The guiding principles of the Clean Growth Strategy are to, through nurturing low carbon technologies, processes, and systems: • meeting the UK's domestic commitments at the lowest possible net cost to UK taxpayers, consumers, and businesses; and • maximising the social and economic benefits for the UK from this transition. The key policies to achieve this are sorted into the following categories: • accelerating clean growth; • improving business and industry efficiency (25% of emissions); • improving our homes (13% of emissions); • accelerating the shift to low carbon transport (24% of emissions); • delivering clean, smart, flexible power (21% of emissions); • enhancing the benefits and value of our natural resources (15% of emissions); • leading in the public sector (2% of emissions); and • government leadership in driving clean growth. Regarding transport, the primary aim described in detail is a pathway to, by 2032, achieve a 32% reduction in carbon emissions compared to 1990, by: • accelerating uptake of ULEVs; • developing a more efficient and low carbon freight system; • a cleaner public transport system; • a reduction in the number of shorter journeys made by car; and • a near doubling of sustainable bioenergy used in the transport sector.	Climatic Factors

The Road to Zero, 2018	The Road to Zero strategy is a broad governmental "next steps" policy that outlines an ambition to decarbonise transport, and to strengthen the UK's offering in design and manufacturing of zero emission vehicles, and the role of zero emission road vehicles in the government's Industrial Strategy. The strategy is aligned to other national polices mentioned in this section. The policy sets targets for 50-70% of new car sales, and up to 40% of new van sales to be ultra-low emission by 2030. To support this, emphasis is given to several key policies: • reducing emissions from the vehicles already on our roads; • driving the uptake of the cleanest vehicles; • reducing emissions from heavy goods vehicles (HGVs) and road freight; • putting the UK at the forefront of the design and manufacturing of zero emission vehicles; and • supporting the development of one of the best electric vehicle infrastructure networks in the world • supporting local actions. The strategy sets out in detail the challenges brought about by the emissions of road transport, and the specifics of how different types of road transport produce these emissions. The strategy also acknowledges the difficulty in maintaining a required level of road use for vital travel, commerce, and services, whilst restricting vehicle choice. Given the significant consequences of failing to act to reduce emissions, the report strikes a balance to prioritise reductions in emissions and maintain economic growth. Although the strategy refers to changes in travel modes for certain types of journeys, the emphasis of the report lies with maintaining a required level of road travel, with reductions in emissions achieved through encouraging a high proportion of low-emission vehicles on the roads.	Climatic Factors
Environment Bill Policy Statement 2020	The Government's Environment Bill Policy Statement introduces new incentives, actions and planning tools to drive further improvements for nature. The Bill introduces a mandatory requirement for Biodiversity Net Gain in the planning system, to ensure that new developments contribute to the recovery of biodiversity and this requirement can also create new green spaces for local communities to enjoy. It also adds a new concept of Local Nature Recovery Strategies.	Biodiversity
Environment Act 1995	The Environment Act 1995 updates much of the earlier legislation on the areas that it extends to. The Act comprises: • Part 1 the Environment Agency and the Scottish Environmental Protection Agency, • Part II Contaminated Land and Abandoned Mines, • Part III National Parks • Part IV Air Quality, • Part V Miscellaneous, General and Supplemental Provisions (e.g. waste, mineral planning permissions, hedgerows, drainage, fisheries etc.).	Biodiversity
National Forest Inventory	This programme monitors woodland and trees within Great Britain. It includes the most in depth survey carried out on Britain's woodland and trees to date. The NFI provides an extensive and unique record of key information about our forests and woodlands. Woodland surveys and compiled forest inventories have been carried out at 10-15 year intervals since 1924.	Biodiversity

Ancient Woodland Inventory	The AWI is a provisional guide and map based tool to the location of Ancient and long established Woodland. Ancient woodland is defined as land that is currently wooded and has been continually wooded in England at least since 1600. This type of woodland has important biodiversity and cultural values by its virtue of its antiquity.	Biodiversity
Freshwater Fish Directive (2006/44/EC)	The Directive is concerned with the protection and improvement of fresh waters in order to support fish life. It sets standards of water quality for the protection of coarse and game fisheries, together with monitoring requirements	Biodiversity
Directive on the Conservation of Wild Birds (79/409/EEC) (as amended)	The Birds Directive aims to protect all of the 500 wild bird species naturally occurring in the European Union.	Biodiversity
Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC)	The Habitats Directive ensures the conservation of a wide range of rare, threatened or endemic animal and plant species.	Biodiversity
Wildlife and Countryside Act (1981)	The Act [inter alia] prohibits certain methods of killing or taking wild animals; amends the law relating to protection of certain mammals; restricts the introduction of certain animals and plants; amends the Endangered Species (Import and Export) Act 1976; amends the law relating to nature conservation, the countryside and National Parks; and amends the law relating to public rights of way.	Biodiversity
Conservation of Habitats and Species Regulations 2010	This act consolidates all the various amendments made to the Conservation (Natural Habitats, &c.) Regulations 1994 in respect of England and Wales. The Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites. Under the Regulations, competent authorities i.e. any Minister, government department, public body, or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive.	Biodiversity
National Parks and Access to Countryside Act 2006	The Act established powers to declare National Nature Reserves (NNRs); to notify sites of Sites of Special Scientific Interest (SSSI's) and for local authorities to establish Local Nature Reserves (LNRs). These provisions were strengthened by the Wildlife & Countryside Act 1981. An NNR is an area which is among the best examples of a particular habitat. NNRs are of national importance. They are in many cases owned and managed by the statutory authority, (for example English Nature), but not always. An NNR, unlike an SSSI, has to be managed appropriately to retain its special status.	Biodiversity
Natural Environment and Rural Communities Act 2006	Section 40 of the Act requires all public bodies to have regard to biodiversity conservation when carrying out their functions. This is commonly referred to as the 'biodiversity duty'. The aim of the biodiversity duty is to raise the profile of biodiversity in England and Wales, so that the conservation of biodiversity becomes properly embedded in all relevant policies and decisions made by public authorities.	Biodiversity
Guidance for Local Authorities on Implementing the	The guidance is intended to assist local authorities in meeting the Biodiversity Duty. The conservation of biodiversity is highly dependent on the extent to which it is addressed in infrastructure and development projects and how well the planning process integrates biodiversity into planning and development control policies.	Biodiversity

Biodiversity Duty (2007)	Core Strategies and Local Development Plan Strategies set out the overarching policy framework for the plan area. Strategic objectives and policies should be developed for biodiversity, including objectives for enhancement. Consideration should also be given to how biodiversity enhancement can be used to bring about more sustainable development, through integration with other policy objectives and other land uses, for example housing and economic development, health, education and social inclusion.	
Natural Environment White Paper (2011)	The Natural Environment White Paper has four ambitions: • Protecting and improving our natural environment; • Growing a green economy; • Reconnecting people and nature International; and • EU leadership. It looks at ecosystem services provided by natural systems and promotes a step-change in nature conservation which makes sustainable use of natural capital and natural networks by working at a landscape scale. It aims to ensure that by 2020 17% of England is managed effectively to safeguard biodiversity.	Biodiversity
UK Biodiversity Plan (1994)	This document represents the first United Kingdom biodiversity action plan. It contains three sections; • Section 1 – describes the UKs biological resources and their global importance as well as the range of biodiversity within the UK from a historical and geological importance • Section 2- describes the UK's strategy and programmes and examines threats, problems and opportunities of biodiversity. • Section 3- draws the components of the action plan together and provides a forward work programme.	Biodiversity
Biodiversity 2020: A strategy for England's wildlife and ecosystem services	This is a new biodiversity strategy for England which builds on the Natural Environment White Paper and provides a comprehensive picture of how the government are implementing international and EU commitments. It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea. It builds on the successful work that has gone before, but also seeks to deliver a real step change	Biodiversity
UK Post-2010 Biodiversity Framework (2012)	This is a Framework that covers the period from 2011 to 2020 and was developed in response to two main drivers: the Convention on Biological Diversity's (CBD's) Strategic Plan for Biodiversity 2011-2020 and its 5 strategic goals and 20 'Aichi Biodiversity Targets', published in October 2010; and the EU Biodiversity Strategy (EUBS), released in May 2011. The Framework shows how the work of the four UK countries joins up with work at a UK level to achieve the 'Aichi Biodiversity Targets' and the aims of the EU biodiversity strategy. It identifies the activities required to complement the country biodiversity strategies, and where work in the country strategies contributes to international obligations. In total, 23 areas of work have been identified where all the countries have agreed that they want to contribute to, and benefit from, a continued UK focus, and an Implementation Plan was published in November 2013.	Biodiversity
A Strategy for England's Trees, Woods and Forests (2007)	Aims to provide a resource of trees, woods and forests where they can contribute environmental, economic and social benefits now and for future generations; to ensure that existing and newly planted trees, woods and forests are resilient to climate change and contribute to biodiversity and natural resources adjusting to a changing climate; to protect and enhance water, soil, air, biodiversity and landscape, and the cultural and amenity values of trees and woodland; to increase the contribution that trees, woods and forests make to quality of life; and to improve the competitiveness of	Biodiversity

	woodland businesses and promote development of new/improved markets for sustainable woodland products and ecosystem services. It seeks to do this through the long-term sustainable management of trees, woods and forests; by seeking 'the right tree in the right place'; by effective use of public investment; and by ensuring synergies with other Government policies.	
National Environment and Rural Communities Act 2006	The Act establishes an independent body - Natural England - responsible for conserving, enhancing and managing England's natural environment for the benefit of current and future generations. Natural England will work in close partnership with other organisations and bodies that have a major role in relation to the natural environment, in particular the Environment Agency, the Forestry Commission, English Heritage and local authorities. It established the Commission for Rural Communities and reconstitutes the Joint Nature Conservation Committee. Details of the act include • Nature Conservation in the UK • Wildlife • Sites of Special Scientific Interest • National Parks and the Broads • Rights of way • Inland Waterways Flexible Administrative Arrangements	Biodiversity
DfT Single Departmental Plan 2019	The Department for Transport (DfT) Single Departmental Plan provides a summary of the DfT's objectives and its plans to achieve them. The plan provides objectives split by topic, each subdivided into specific goals, with multiple initiatives or policy statements for each providing evidence of how the DfT expects the goals to be achieved. It is expected that the plan will be updated in the near future to cover the period beyond 2020. Due to the nature of the document, there are too many objectives and targets to list, however, the six primary topics are: • supporting the creation of a stronger, cleaner, more productive economy; • helping to connect people and places, balancing investment across the county; • making journeys easier, modern, and reliable; • making sure transport is safe, secure, and sustainable; • preparing the transport system for technological progress and a prosperous future outside the EU; and • promoting a culture of efficiency and productivity in everything we do. Many of the sub-categories include specific, measurable targets, or track progress towards another, more generic target. As such the plan can either be viewed as a directional statement on creating safe, secure, efficient, and reliable transport systems, or even as an action plan.	Transport
Decarbonising Transport: Setting the Challenge 2020	Setting the Challenge is a policy and baselining report, establishing the groundwork from which a latter 2020 Transport Decarbonisation Plan (TDP) will work. It is not a plan in itself. The TDP was planned to be published ahead of the 2020 United Nations Framework Convention on Climate Change Conference in November 2020. No word has been given on a delayed release date, given the postponement of the conference to November 2021 due to the Coronavirus pandemic. Regardless, it is intended that the TDP will put forward a credible implementation plan for how ambitious greenhouse gas and decarbonisation targets will be met across the whole UK transport network.	Transport

	Setting the Challenge therefore investigates the role of transport in carbon and other greenhouse gas emissions, and gives the current position of each transport mode, in terms of emission levels, compared to historical emissions, describes related current governmental aims and targets, and lists current policies aiming to deliver planned targets and future work. The priorities for the Government, further distilled in the ministerial foreword, appear to be as follows: • Public transport and active travel will be the natural first choice for our daily activities. We will use our cars less and be able to rely on a convenient, cost-effective and coherent public transport network. • From motorcycles to HGVs, all road vehicles will be zero emission. Technological advances, including new modes of transport and mobility innovation, will change the way vehicles are used. • Our goods will be delivered through an integrated, efficient and sustainable delivery system. • Clean, place-based solutions will meet the needs of local people. Changes and leadership at a local level will make an important contribution to reducing national GHG emissions. • The UK will be an internationally recognised leader in environmentally sustainable, low carbon technology and innovation in transport. We will lead the development of sustainable biofuels, hybrid and electric aircraft to lessen and remove the impact of aviation on the environment and by 2050, zero emission ships will be commonplace globally.	
Transport Act 2000	The aim of the Act is to give effect to the Government's strategy for an integrated transport policy set out in the White Paper "A New Deal for Transport: Better for Everyone" (Cm 3950) published in July 1998. This Act contains measures to create a more integrated transport system and provide for a public-private partnership for National Air Traffic Services Ltd ("NATS"). The Act aimed to improve quality in local passenger transport services such as helping limit traffic congestion and improving air quality as well introducing road user charges and workplace parking levies to help tackle congestion. The use of railways was promoted through the Strategic Rail Authority and makes provision for the better regulation of the railway industry.	Transport
Local Transport Act 2008	This act makes further provision in relation to local transport authorities, the provision and regulation of road transport services and the subsidising of passenger transport services. It looks at important areas of public transport such as local bus services and sets out proposals for a more consistent approach to local transport planning. It plans to reform the existing laws on road pricing schemes for local authorities who wish to have schemes in their areas.	Transport
Door to door – A Strategy for Improving Sustainable Transport Integration 2013	The 'Door to door' strategy describes the government's vision for integrated sustainable journeys. It sets out what is wanted from transport providers and what is being done across the department to support door-to-door journeys. The strategy focuses on 4 core areas which need to be addressed so that people can be confident in choosing greener modes of transport: • accurate, accessible and reliable information about different transport options for their journey • convenient and affordable tickets, for an entire journey • regular and straightforward connections at all stages of the journey and between different modes of transport • safe and comfortable transport facilities	Transport

National Policy Statement for National Networks 2013	The 'National networks national policy statement' sets out the: • need for development of road, rail and strategic rail freight interchange projects on the national networks • the policy against which decisions on major road and rail projects will be made Baseline information relating to relevant environmental, social and economic issues was also released as part of a draft consultation. The NPS will be used by the Secretary of State as a primary basis for making decisions on development consent applications for national networks.	Transport
Roads Investment Strategy 2020 - 2025	The second Road Investment Strategy outlines the policy drivers for the allocation of £27.4 billion investment into the SRN in the period 2020-2025, that will also have an influence beyond, looking to prepare the SRN to align with net zero targets by 2050. The Government Objectives document set this direction early, with the full RIS2 providing detail. The Government Objectives sets out the vision for the SRN, by 2050, to be: • a network that supports the economy; • a safer and more reliable network; • a greener network; • a more integrated network; and • a smarter network. These objectives are echoed in more detail in the full RIS2 as well as a roadmap for delivering the vision, focussing on economic growth, housing, tackling emissions, safety, resilience, and innovation, as well as efforts to place users at the heart of everything. RIS2 also sets specific monitoring targets for Highways England to ensure: • improving safety for all; • fast and reliable journeys; • a well maintained and resilient network; • being environmentally responsible; • meeting the needs of all users; and • achieving real efficiency.	Transport
Highways England Growth and Housing Fund	The Road Investment Strategy established a £100 million Growth and Housing Fund (GHF) to be administrated by Highways England. It provides leverage and flexibility for Highways England to support Local Enterprise Partnerships, local authorities and the private sector to mobilise development sites that require prompt investment in the network to allow them to progress quickly. Maximum investment in an individual scheme is £5 million though £10 million may be considered. It can provide capital investment to bridge funding gaps in highway works and associated transport infrastructure which are preventing economic and housing sites from being progressed. Only schemes that demonstrate that the intervention would be a complement to and not a replacement for other funds from private or public sources are eligible.	Transport

Network Rail Delivery Plan 2019-2024	Network Rail's management of rail infrastructure is split regionally. At a national level, however, Network Rail has set out how it will spend funding allocated to it by the Government in Control Period 6 (CP6, 2019-2024), through a new operational structure, to deliver the below objectives. Over CP6, Network Rail has a vision to be "a company that is on the side of passengers and freight users", with the purpose to "connect people to places and goods, driving economic growth." It frames is activities around six themes: • safety; • efficiency; • sustainable growth; • people; • train service delivery; and • customers and communities. Each of these themes features individual targets related to the running of the rail network.	Transport
Inclusive Transport Strategy 2018	The DfT's Inclusive Transport Strategy outlines the Government's plans to achieve equal access for disabled people across the transport network. The strategy details work already undertaken and sets out rights for disabled travellers going forwards, as well as efforts that will be made to raise awareness of issued surrounding physical access, access to information, and training for staff on the transport network. The primary ambition listed is for "disabled people to have the same access to transport as everyone else, and to be able to travel confidently, easily, and without extra cost." This is framed by the target to achieve equal access by 2030, with assistance where physical infrastructure remains a barrier. The strategy also puts forward various funding streams and updated to guidance with the intention of upgrading physical infrastructure across the country, and monitoring programmes to track delivery of the strategy.	Transport
A connected society – A strategy for tackling loneliness, 2018	This strategy notes the importance on local transport links and infrastructure in supporting social networks and facilitating interaction, key elements in combating loneliness	Transport
Countryside and Rights of Way Act 2000 (CROW Act)	This Act contains five Parts and 16 Schedules and provides for public access on foot to certain types of land, amends the law relating to public rights of way, increases measures for the management and protection for Sites of Special Scientific Interest (SSSI) and strengthens wildlife enforcement legislation, and provides for better management of areas of National Landscape (formerly Areas of Outstanding Natural Beauty (AONB)). The Act is compliant with the provisions of the European Convention on Human Rights, requiring consultation where the rights of the individual may be affected by these measures.	Landscape
Landscape Character Framework	This is a project that aims to map and describe the diverse landscape of England at a regional scale. It develops the idea of a landscape as a framework leading to better management of the environment. Key components are: • Regional landscape character and associated descriptions. The key characteristics of each landscape type are described under 'physical landscape', 'biodiversity', 'historic character' and 'perceptual landscape' headings.	Landscape

	• Regional landscape character and associated descriptions. • Physical landscape UNITS and associated geology, landform, ground type and land cover information upon which the landscape types and areas mapping, and descriptions are based.	
National Infrastructure Plan (2014)	The National Infrastructure Plan (NIP) 2014 presents an overview of the government's policies, investments and record on infrastructure delivery since 2010. The document identifies that over 2,500 different projects or schemes have been delivered in this Parliament. It also details the government's approach to ensuring that the Top 40 priority investments remain on track to deliver, as well as providing the latest detail on the timing, funding and status of each of them. The plan consolidates and builds on the progress already made by providing the clarity and visibility that industry, the supply chain and investors need going forwards. In addition to the pipeline, the document provides information on the government's ongoing work to improve the planning, performance and delivery of infrastructure and addresses longer term challenges, for example by incorporating analysis of the financing requirements for our infrastructure.	Cumulative Effects
Strategy on Disability Access	The strategy sets out 100 immediate commitments supported by £1.6bn of funding alongside an agenda for future reform. The strategy is focused on improving inclusion in the workplace, tackling the disability employment gap – currently at 28.6% - and making sure children with special educational needs and disabilities are at the heart of the strategy, including: • Piloting an Access to Work Adjustments Passport to help smooth the transition into employment and support people changing jobs. Pilots will be taking place this year focussing on young people leaving education and veterans leaving the armed forces. The Adjustments Passport will capture the in-work support needs of the individual and empower them to have confident discussions about adjustments with employers. It will also set an expectation with the employer that specialist aids and appliances move when their employee progresses in work or moves post. • Investing £300 million to create places, improve existing provision in schools and make accessibility adaptations for children and young people with Special Educational Needs and Disabilities. The strategy outlines new technology making rail journeys easier and more accessible including: • Enabling disabled passengers to contact staff from their seat on the train with the new support in place by end of March 2022, with DfT supporting innovative projects that will improve communication for disabled passengers and others with reduced mobility on rail services. Projects will be supported with between £50k and £400k and will use new technology to make using the railways easier and more accessible. The Disability Strategy also covers a range of other areas including access to justice, culture and the arts. It marks the first cross-government endeavour to improve disabled people's everyday lives with legislation, policy and funding from across all corners of government.	Population and Human Health
Children's Environment and Health Action Plan for Europe (CEHAPE) 2004	This Plan outlines the regional priority goals that are put in place to ensure the effective action of various principles to protect children's health especially those children who are deemed more at risk due to various factors such as unsafe environments and physical factors. It outlines those children most at risk as being poor, underprivileged children or those who live in adverse conditions such as war zones. It also outlines the need for internal collaboration to achieve these priority goals from all of the EU and governing bodies. As well as promoting national children's environment and health action plans.	Population and Human Health

Health Impact Assessment in Strategic Environmental Assessment (2001)	This is a review of Health Impact Assessment concepts, methods and practices to support the development of a protocol on Strategic Environmental Assessment which adequately covers health impacts. It discusses how decisions taken outside of the health sector can affect the health of individuals and populations by modifying their physical and social environment, and how this in turn affects social and economic development. It describes methods, procedures and practices to carry out health impact assessments of policies, plans and projects, highlighting the similarities with and opportunities for integrating health impact assessment within strategic environmental assessments, and other forms of impact assessment under use. It also draws attention to the opportunities for achieving health benefits and avoiding health costs by considering health impacts early in the planning process. It is aimed at inspiring policy makers to include health considerations early in their planning process by showing how different perspectives can feasibly be incorporated into everyday decisions.	Population and Human Health
A Children's Environment and Health Strategy for the United Kingdom (2009)	This document provide an overview of current activities in the UK. Following a public consultation process, recommendations will be made on the measures necessary to improve children's and young people's environmental health in the UK as well as encouraging a coherent cross-government approach. This strategy aims to build on and complement policies and activities already undertaken by government departments, devolved administrations, local and regional authorities and the National Health Service (NHS). Some areas for improvement highlighted in this strategy include: • counteracting the increased number of overweight and obese children and young adults, coupled with improving the amount of physical activity they undertake • addressing concerns regarding the number of children whose asthma is affected by air pollution and the effects of air pollution on the long-term lung function of children	Population and Human Health
Healthy Lives, Healthy People: Our strategy for public health in England (2010)	This white paper sets out the government's long-term vision for the future of public health in England. The aim is to create a 'wellness' service (Public Health England) and to strengthen both national and local leadership. The plans set out put local communities at the heart of public health. It states that central control will end and give local government the freedom, responsibility and funding to innovate and develop their own ways of improving public health in their area. There will also be real financial incentives to reward their progress on improving health and reducing health inequalities, and greater transparency so people can see the results they achieve.	Population and Human Health
Towards Social Investment for Growth and Cohesion 2014 - 2020	This document, alongside a series of Staff Working Documents, form the Social Investment Package. This outlines a policy framework for redirecting Member States policies where needed towards social investment throughout life, with a view to ensuring the adequate and sustainability of budgets for social policies and for the government and private sector as a whole.	Population and Human Health
Air Quality Standards Regulations 2010	These regulations sets legally binding limits for concentrations in outdoor air of major air pollutants that impact public health such as particulate matter (PM10 and PM2.5) and nitrogen dioxide (NO2). As well as having direct effects, these pollutants can combine in the atmosphere to form ozone, a harmful air pollutant (and potent greenhouse gas) which can be transported great distances by weather systems. It also incorporates the 4th air quality daughter directive that sets targets for levels in outdoor air of certain toxic heavy metals and polycyclic aromatic hydrocarbons.	Air
Air Quality Strategy for England, Scotland, Wales and	This Air Quality Strategy sets out air quality objectives and policy options to further improve air quality in the UK from today into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.	Air

Northern Ireland 2007		
Clean Air Strategy, 2019	The Clean Air Strategy explains how the UK Government will tackle all sources of air pollution, sets out policy direction, and outlines measures that will drive the move to zero emission transport modes. The strategy links into other national level policies, outlining the same targets and strategies across multiple documents. The strategy includes numerous aims and goals, many drawn from other policy documents, that are collated in brief in the executive summary. These are framed in the following topics: • protecting the nation's health; • protecting the environment; • securing clean growth and innovation; • action to reduce emissions from transport; • action to reduce emissions at home; • action to reduce emissions from farming; • action to reduce emissions from industry; and • leadership at all levels. The Clean Air Strategy effectively summarises government policy with an impact on air quality from multiple different areas. Multiple government initiatives are listed where action has been taken by central government. Of particular importance, and reinforced by the Clean Air Strategy, is the adoption of challenging and enforceable local Air Quality Strategies.	Air
Air Quality Plan for Nitrogen Dioxide in the UK, 2017	Jointly produced by the DfT and DEFRA, this national plan determines an approach for areas with the worst levels of traffic-related air pollution to mitigate the effects. It sets out the framework for Clean Air Zones, allowing for targeted action to improve air quality in the "shortest possible time" as required by legal obligations to meet NO2 concentration thresholds. The document also sets out plans for ending the sale of new, conventional petrol and diesel cars and vans by 2040. The plan argues that NO2 accumulation is a local issue, as the pollutants do not disperse widely like greenhouse gasses. In line with this local approach, the plan sets out support to local authorities, including: • setting up a £255 million Implementation Fund; • establishing a Clean Air Fund; and • providing £100m for retrofitting and new low emission buses. The plan outlines the introduction of several new funding streams that local authorities can utilise to finance measures to reduce NO2 emissions.	Air
Heritage Protection for the 21st Century 2007	The paper sets out a vision of a unified and simpler heritage protection system, which will have more opportunities for public involvement and community engagement. The proposed system will be more open, accountable and transparent. It will offer all those with an interest in the historic environment a clearer record of what is protected and why; it will enable people who own or manage historic buildings and sites to have a better understanding of what features are important; it will streamline the consent procedures and create a more consultative and collaborative protection system.	Cultural Heritage

	It is predominantly aimed for England and Wales with some UK wide elements.	
Ancient Monuments and Archaeological Areas Act 1979	Under the Act a monument which has been scheduled is protected against any disturbance including unlicensed metal detecting. Permission must be obtained for any work which might affect a monument above or below ground. English Heritage gives advice to the Government on each application. In assessing an application the Secretary of State will try to ensure any works on protected sites are beneficial to the site or are essential for its long term sustainability.	Cultural Heritage
Planning (Listed Buildings and Conservation Areas) Act 1990	Governs special controls in respect of buildings and areas of special architectural or historic interest. Any alteration, extension or demolition of a listed building in a way that affects its character as a building of special interest requires Listed Building Consent.	Cultural Heritage
Environmental Damage (Prevention and Remediation) (England) Regulations 2015	These regulations came into force on 19th July 2015. They impose obligations on operators of certain activities requiring them to prevent or remediate environmental damage. They apply to damage to protected species, natural habitats, sites of special scientific interest (SSSIs), water and land	Cultural Heritage
National Parks and Access to the Countryside Act 1949	This was an act that made provision for National Parks and the establishment of a National Parks Commission. It was also to confer on the Nature Conservancy and local authorities' powers for the establishment and maintenance of nature reserves, it made further provision for the recording, creation, maintenance and improvement of public paths and for securing access to open country and to amend laws relating to rights of way.	Land Use
Contaminated Land (England) Regulations 2006	Outlines the regulations on contaminated land in order to prevent new land becoming contaminated by polluting substances whilst also tackling historic contamination of sites as it poses risks to human health and the environment.	Population and Human Health / Land Use
Safeguarding our Soils: a strategy for England 2009	The purpose of this strategy is to highlight the areas in which soil will be prioritised and to focus attention on tackling degradation threats. The vision of this paper is to try and ensure that by 2030, all England's soils will be managed sustainably and depredation threats tackled successfully and that this will improve the quality of England's soils and safeguard their ability to provide essential services for future generations. Key topics include • Better protection for agricultural soils • Protecting and enhancing stores of soil carbon • Building the resilience of soils to a changing climate • Preventing soil pollution • Future research and monitoring	Land Use
Planning for the Future: A guide to working with Highways England on planning matters	This document describes the approach taken to engage in the planning system and the issues looked at when considering draft planning documents and planning applications. It is aimed at local authorities, developers, Local Enterprise Partnerships (LEPS), community groups and others involved in plan making/development management in respect of land close to any part of the Strategic Road Network (SRN).	Land Use

Flood and Water Management Act 2010	This act provides for a better, more comprehensive management of flood risk for people, homes and businesses, helps safeguard community groups from unaffordable rises in surface water drainage charges and protects water supplies to the consumer. The key concepts include: • Flood and Coastal Erosion Risk Management • Strategies for Natural flood and coastal erosion • The establishment of regional flood and coastal communities.	Water
River Basin Management Plans	These plans set out how organizations, stakeholders and communities will work together to improve the water environment. A RBD covers an entire river system, including river, lake, groundwater, estuarine and coastal water bodies and are designed to protect and improve the quality of the water environment.	Water
Flood Risk Regulations 2009	The Regulations identify and take action in areas with the most significant flood risks. The purpose of the Act is to: • Introduce the concept of flood risk management and the framework for the delivery of flood and coastal erosion risk management through national and local strategies • Provide new definitions, for example “flood”, “surface runoff”, “Risk Management Authorities”, Lead Local Flood Authority” • Establish the roles and responsibilities of the different risk management authorities	Water
Flood and Water Management Act 2010	The Bill responds to recent pressure to introduce legislation to address the threat of flooding and water scarcity, both of which are predicted to increase with climate change. Key areas include: • requires the Environment Agency to create a National Flood and Coastal Erosion Risk Management Strategy, which a number of organisations will have to follow • requires leading local flood authorities to create local flood risk management strategies • enables the Environment Agency and local authorities more easily to carry out flood risk management works • introduces a more risk-based approach to reservoir management • changes the arrangements that would apply should a water company go into administration • enables water companies more easily to control non-essential uses of water, such as the use of hosepipes • enables water companies to offer concessions to community groups for surface water drainage charges • requires the use of sustainable drainage systems in certain new developments.	Water
Water Resources Act 1991	This Act aims to prevent and minimise pollution of water. The policing of this act is the responsibility of the Environment Agency. Under the act it is an offence to cause or knowingly permit any poisonous, noxious or polluting material, or any solid waste to enter any controlled water. Silt and soil from eroded areas are included in the definition of polluting material. If eroded soil is found to be polluting a water body or watercourse, the Environment Agency may prevent or clear up the pollution, and recover the damages from the landowner or responsible person	Water

Waste (England and Wales) Regulations 2011	These regulations implement the revised EU Waste Framework Directive 2008/98 which sets requirements for the collection, transport, recovery and disposal of waste. It outlines that it is a requirement for businesses to confirm that they have applied the waste management hierarchy when transferring waste and include a declaration to this effect on their waste transfer note or consignment note. The regulations apply to businesses that: • Produce waste • Import or export waste • Carry or transport waste • Keep or store waste • Treat waste • Dispose of waste • Operate as waste brokers or dealers	Material Assets
National Review of Waste Policy in England 2011	This document is a review of waste policy in England and is guided by a waste hierarchy which is a guide to sustainable waste management and a legal requirement. Key objectives are the use of more sustainable approaches to the use of materials and to improve the service to householders and businesses in order to deliver environmental benefits and support economic growth. This review covers a range of topics including: • Sustainable use of materials and waste prevention • Regulations and enforcement • Food waste • Energy recovery • Infrastructure and planning • Next steps in waste policy.	Material Assets
Waste Management Plan for England	This document provides an analysis of the current waste management situation in England and fulfils the mandatory requirements of article 28 of the revised Waste Framework Directive (rWFD). The plan does not introduce new policies or change the landscape of how waste is managed in England. Its core aim is to bring current waste management policies under the umbrella of one national plan.	Material Assets
Waste Prevention Programme for England 2013	This Programme sets out the government's view of the key roles and actions which should be taken to move towards a more resource efficient economy. As well as describing the actions the government is taking to support this move, it also highlights actions businesses, the wider public sector, the civil society and consumers can take to benefit from preventing waste.	Material Assets
Resource Security Action Plan 2012	This document was developed in response to private sector concerns about the availability of some raw materials. It details how the government recognises these issues, provides a framework for business action to address resource risks, and sets out a high level actions to build on the developing partnership between government and businesses to address resource concerns.	Material Assets
Environmental Noise Regulations 2006	The European Environmental Noise Directive (END) is implemented in England by The Environmental Noise (England) Regulations 2006 and seeks to manage the impact of environmental noise through strategic noise mapping and the	Population and Human Health

	preparation and implementation of noise Action Plans. Under these regulations, the second round of strategic noise mapping has been undertaken and updated Noise Action Plans have been prepared.	
Noise Policy Statement for England 2010	The objectives of the Noise Policy Statement for England (NPSE) sets out three noise levels to be defined by the noise assessor: These are as follows: • NOEL – No Observed Effect Level. This is the level below which no effect can be detected. Below this level there is no detectable effect on health and quality of life due to noise. • LOAEL – Lowest Observed Adverse Effect Level. This is the level above which adverse effects on health and quality of life can be detected. • SOAEL – Significant Observed Adverse Effect Level – This is the level above which significant adverse effects on health and quality of life can occur. The NPSE considers that the noise levels above the SOAEL would be seen to have, by definition, significant adverse effects and would be considered unacceptable. Where the assessed noise levels fall between the LOAEL and the SOAEL noise levels the policy statement requires that: "all reasonable steps should be taken to mitigate and minimise adverse effects on health and quality of life while also taking into account the guiding principles of sustainable development. This does not mean that such adverse effects cannot occur but that efforts should be focused on minimising such effects" Where noise levels are below the LOAEL it is considered there will be no adverse effect. Once the noise levels are below the NOEL there will be no observable change. For the present guidance a numerical definition of LOAEL is given by the WHO Guidelines for Community Noise and BS8233:2014 Guidance on Sound Insulation and Noise Reduction for Buildings.	Population and Human Health
Road Safety Act 2006	The provisions contained in the Act are designed to improve road safety and help achieve casualty reduction targets. The Act creates a new criminal offence of causing death by careless, or inconsiderate, driving. This offence was introduced because of public concern about deaths on the roads and the minimal sentence allowed under the law as it was before the introduction of the Act. The provisions of the Act cover: • Drink driving • Speeding • New offences • Penalties and enforcement • Driver training • Driver fatigue • Driver and vehicle licensing • Motor insurance	Population and Human Health
Transport Investment Strategy 2017	The Transport Investment Strategy sets out how the Government proposes to allocate funding to transport projects supporting its goals for economic growth and infrastructure improvements. The strategy also seeks to put the travelling public at the heart of transport decision making. Four headline objectives are set out to support this, covered below.	Population and Human Health

	The strategy also stresses the need for decision-making to be more focussed and undertaken at a more local level than previously, endorsing sub-national transport bodies and aiming to create institutional decision-making frameworks. The four key objectives of transport investment are listed as: • create a transport network that works for users, wherever they live; • improve productivity and rebalance growth across the UK; • enhance our global competitiveness by making Britain a more attractive place to invest; and • support the creation of new housing. In the process of pursuing these objectives, it is also expected that the Government will: • ensure our investment consistently meets the needs of users and helps to create a balanced economy; • focus on getting the best value out of the network and our investment; • retain a resolute focus on delivery; and • remain adaptable in the face of change.	
REGIONAL / LOCAL		
'Mission Zero' Climate and Environment Strategy 2021 – 2040 (Isle of Wight Council, Sept 2021)	The Strategy follows on from the Isle of Wight Council declaring a Climate Emergency in 2019 and sets out three target dates, namely to be net-carbon zero as a council by 2030, across our school estate by 2035 and as an Island by 2040: "*The Isle of Wight will aim to meet net zero in emissions across the area by 2040, with no more than 15% offset taking place on privately-owned land and in the marine environment*"	Cross-cutting
Climate and Environment Strategy 2021-2030 (Isle of Wight Council, Dec 2020)	The IWC's Climate and Environment Strategy sets out key activities that the Isle of Wight Council can undertake in the fulfilment of its duties and undertakings to reduce the Isle of Wight Council's carbon footprint from its own operations, and outlines activities that we can facilitate and encourage to achieve specific outcomes that are outside of the Isle of Wight Council's direct control. The activities set out in this plan will support the following medium-term and long-term outcomes of the corporate strategy: • The environment and unique island characteristic are celebrated; • Outstanding transport connectivity; and • The Isle of Wight is a leading UK visitor destination. The Strategy sets out actions in seven key areas to meet IWC's stated aim to achieve net zero by 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;	Cross cutting

	- 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.	
Isle of Wight Corporate Plan (2019-2022)	The vision of the Plan is for 'the Isle of Wight to be an inspiring place in which to grow up, work, live, and visit'. This vision will be achieved through the delivery of the following outcomes; • The environment and unique island characteristics are celebrated • Community needs are met by the best public services possible • Outstanding digital and transport connectivity • The community feels safe and the island is resilient • The Isle of Wight is a leading UK visitor destination • People take responsibility for their own health and wellbeing • All young people will have the best start in life so that they can fulfil their potential • People have a place to call home and can live with independence • A well connected and skilled community • Vulnerable people are supported and protected • A financially balanced and sustainable council • Businesses have the confidence to invest	Cross-cutting
Isle of Wight Biodiversity Action Plan (2000 – 2005), IoW Biodiversity Action Plan Steering Group	The Biodiversity Action Plan is made up of a series of documents produced from 2000 to 2005. Habitat Action Plans (HAPs) have been produced to provide a framework for action to conserve and enhance the Island's biodiversity. These plans link with national Habitat Action Plans. The objectives are based on the following principles: • Ensure no further loss or degradation of the habitat • Increase the extent of the habitat • Improve the quality of the habitat • Ensure the needs of the species associated with the habitat are met	Biodiversity

	• Improve the knowledge of the habitat, and its associated species by survey, research and monitoring • Raising awareness Action plans include: • Maritime Cliffs and Slopes HAP • Grazing and Grassland Management Topic Report • Calcareous Grassland HAP • Lowland Meadows HAP • Wetlands HAP • Priorities for Woodland Biodiversity on the Isle of Wight • Woodland HAP • Red Squirrel Specieis Action Plan • Farmland HAP (including the national Priority Habitats Ancient and species-rich hedgerows, Cereal field margins, and Eutrophic standing water) • Solent Coastal HAP (including the national Priority Habitats Saltmarsh, Mudflats, Coastal Vegetated shingle, Coastal Sand Dunes and Saline Lagoons) • Community Biodiversity HAP • Woodland Bat Specieis Action Plan	
Site Improvement Plans for Natura 2000 sites	Site Improvement Plans (SIPs) have been developed for each Natura 2000 (Special Protected Areas and Special Conservation Areas) site in England. The plans provide an overview of both the current and predicted issues affecting the condition of the site features and sets priority measures required to improve the condition. The SIPs are not legal documents, they are live documents that are updated to reflect changes in evidence/knowledge and as actions get underway. • **Isle of Wight Downs (SIP111):** This SIP covers the Isle of Wight Downs SAC, which comprises four Sites of Special Scientific Interest: Headon Warren & West High Down SSSI (part of), Compton Down SSSI, Mottistone Down SSSI and Ventnor Downs SSSI (part of). In order of abundance, the designated habitats are composed of: chalk grassland (70%) including a proportion of scrub, broadleaved deciduous woodland (16%), heathland (10%) and sea cliff (4%). • **Solent and Isle of Wight Lagoons (SIP270):** The Solent and Isle of Wight Lagoons SAC encompasses a series of coastal lagoons, including percolation, isolated and sluiced lagoons. The lagoons show a range of salinities and substrates, ranging from soft mud to muddy sand with a high proportion of shingle, which support a diverse fauna including large populations of three notable species: the nationally rare foxtail stonewort Lamprothamnium papulosum, the nationally scarce lagoon sand shrimp Gammarus insensibilis, and the nationally scarce starlet sea anemone Nematostella vectensis. • **Briddlesford Copses (SIP029):** Briddlesford Copses is a complex of structurally diverse ancient semi-natural woodlands notified for its resident breeding Bechsteins's bat Myotis bechsteini population. Woodland as high forest	Biodiversity

	and coppice with standards represents 90% of the site, with the balance comprising mixed woodland (5%) and Wootton Creek estuary and saltmarsh (5%) habitat. • **Solent Maritime (SIP043):** This SIP covers Chicester and Langstone Harbours SPA, Portsmouth Harbour SPA, Solent and Southampton SPA and Solent Maritime SAC. The Solent is a complex site encompassing a major estuarine system on the south coast of England. The Solent and its inlets are unique in Britain and Europe for their hydrographic regime with double tides, as well as for the complexity of the marine and estuarine habitats present within the area. Sediment habitats within the estuaries include extensive areas of intertidal mudflats, often supporting eelgrass Zostera spp. and green algae, saltmarshes and natural shoreline transitions, such as drift line vegetation • **South Wight Maritime (SIP271):** South Wight Maritime SAC is a naturally dynamic and diverse site on the south coast of the Isle of Wight. The west is dominated by exposed greens and bedrock and chalk cliffs and reefs while the eastern side is more sheltered with areas of sandstone and limestone. Large boulder reefs are found in the south around Ventnor and St Catherine's Point. The site's large range of habitats results in a high diversity of marine communities, some of which are found in only a handful of locations throughout England. The chalk cliffs and reefs around The Needles, Freshwater Bay and Culver Cliff represent some of the best in Britain and erosion has resulted in the formation of a series of caves that host rare algal species restricted to this type of habitat.	
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.	Material Assets
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 objectives and priorities of this document are; 27. The environment and unique island characteristics are celebrated 28. Outstanding digital and transport connectivity 29. The Isle of Wight is a leading UK visitor destination 30. Businesses have the confidence to invest 31. All young people will have the best start in life so that they can fill their potential 32. A well-educated and skilled community 33. Community needs are met by the best public services possible 34. The community feels safe and the Island is resilient 35. People take responsibility for their own health and wellbeing 36. People have a place to call home and can live with independence 37. Vulnerable people are supported and protected	Land use

Isle of Wight Neighbourhood Plans	Neighbourhood Development Plans developed for Bembridge, Brading, Brighstone, Freshwater and Gurnard	Land use
Transport Strategy for the South East, 2020	Outlines the 30-year strategy for transport in the South East of England, setting out a clear framework for decision-making in the future. The strategy is in draft form and is not a statutory plan. The overall approach has been based on planning for people and places, representing a shift away from the traditional transport planning approach which plans for the future based on trends and forecasts. The Strategy sets out a vision for the South East to be a leading global region for net-zero carbon, sustainable economic growth. With a high-quality, reliable, safe and accessible transport network offering seamless door-to-door journeys. Supporting this vision are a set of economic, social and environmental goals for the South East by 2050: • Economic – Improve productivity and attract investment to grow the economy and better compete in the global marketplace; • Social – Improve health, safety, wellbeing, quality of life, and access to opportunities for everyone; and • Environmental – Protect and enhance the South East's unique natural and historic environment. The strategy also identifies five key principles which underpin the development of the strategy: • Supporting sustainable economic growth, but not at any cost; • Achieving environmental sustainability; • Planning for successful places; • Putting the user at the heart of the transport system; and • Planning regionally for the short, medium and long term.	Transport
Isle of Wight Island Transport Plan	The Isle of Wight Local Transport Plan is called the Island Transport Plan (ITP). Formally adopted by the Isle of Wight Council on 15 June 2011 it covers the years 2011-2038. Compiled in accordance with government legislation and guidance, the plan is divided into two distinct elements: an area wide strategic policy (or strategy) and an implementation plan setting out how the local authority intends to deliver improvements on the ground. The Council has also prepared a Background Paper which supports the plan.	Transport
Isle of Wight Transport Infrastructure Task Force	An independent Transport Infrastructure Task Force (TITF) was established in September 2016 and met for the first time. The TITF has since held a series of hearings with a wide range of agencies and interested parties; the TITF is extremely grateful to all who attended and gave evidence at the hearings.	Transport
Isle of Wight Sustainable Transport Programmes	The Isle of Wight Council Sustainable Transport Access Fund programme aims to give residents, commuters and visitors more options to drive less and see more of the Island, lead healthier lifestyles whilst protecting our beautiful environment. The programme is supported and funded by the Department of Transport (DfT) and is helping change the way people travel in our towns and villages, from using car sharing and bus travel to cycling, scooting and walking. The competitively won DfT funding also supports a number of projects carried out by our partners, such as cycle hubs, volunteer travel ambassadors and school sustainable travel education.	Transport

Isle of Wight Quality Transport Partnership	The Isle of Wight Quality Transport Partnership (QTP) is an independent organisation comprising transport operators, business representatives, local interest, environment and transport user groups. The group is working in partnership with the Isle of Wight Chamber of Commerce to consider strategic and local transport issues on and to the Isle of Wight.	Transport
Transport for South Hampshire Transport Delivery Plan (2012-2026)	This TDP identifies a set of schemes for the period up to 2026, framed by an overall approach to delivery that positions TfSH with the flexibility to mobilise quickly to secure funding opportunities from a variety of sources. It is not a transport strategy document; the transport strategy for the area is set out in the Joint Strategy for South Hampshire and in the Isle of Wight Local Transport Plan, and the TDP is consistent with both.	Transport
Transforming Travel on the Isle of Wight - Transition to Transformation - Access Fund Programme Evaluation 2017-2021	Isle of Wight Council was awarded £1.35m from the Access Fund by the Department for Transport, to fund delivery of the three-year 'Transforming Travel on the Isle of Wight: Transition to Transformation' programme. The 19 projects being delivered are grouped in to three thematic workstreams: 38. Access to Visitor Experiences – targeting visitors travelling for leisure; embedding active travel into visitor experiences and growing the visitor economy. 39. Access to Employment, Training & Skills – targeting jobseekers and people commuting to work and training; normalising walking and cycling and transforming access to opportunity. Access to Education & Active Communities – targeting pupils and students travelling to education, and local residents; improving the health and wellbeing of young people and families through more active travel.	Transport
Solent Transport	In March 2013, the Isle of Wight Council joined with Hampshire County Council, Portsmouth City Council and Southampton City Council in Solent Transport, a strategic transport partnership, the aims of which are to improve transport for South Hampshire and the Isle of Wight. The Solent Transport strategy has three key objectives – reduce, manage and invest. • Reduce – reducing our need for transport, encouraging shorter journeys and promoting travel by public transport, walking and cycling. • Manage – making the best of current transport provision. • Invest – creating new infrastructure to cater for planned growth. The overall vision of Solent Transport is to create a transport system for the sub-region that: • Can cope with current and future transport requirements. • Will not have a detrimental effect on the area's environment. • Will improve its residents' quality of life.	Transport
Isle of Wight – 2027 Local Plan Transport Impacts	Development of a Sub Regional Transport Model to support a wide ranging set of interventions across the Solent Transport sub-region, and is specifically required to be capable of: • Forecasting changes in travel demand, road traffic, public transport patronage and active mode use over time as a result of changing economic conditions, land-use policies and development, and transport improvement and interventions; • Testing the impacts of land-use and transport policies and strategies within a relatively short model run time; and	Transport

	• Testing the impacts of individual transport interventions in the increased detail necessary for preparing submissions for inclusion in funding programmes.	
Isle of Wight Regeneration Strategy (2018-2030)	The Strategy aims to set out how the council is leading the agenda to ensure the economic future of the Island and create the Island that is a great place to grow up, live, work and visit. The key priorities of the strategy are: • Place-making • Housing • Transport and Infrastructure • Cultural and Environmental assets • Skills and Business Development • Area Regeneration In relation to Transport and Infrastructure the council will take lead responsibility for the following key actions for 2019 to 2030: • Development of an updated Strategic Transport Plan for the Isle of Wight • A review of local parking strategies and resulting measures/provision to support sustainable economic growth • Development of an Infrastructure Delivery Plan bringing greater co-ordination to the planned proposals of other partners and identifying priorities for future investment • Develop and implement externally funded works to open up regeneration sites in and around Newport and ease congestion in the town. • Energy network enhancement – InteGridy project and delivering on-site energy solutions for major developments • An updated open space, pitch and play strategy • Structured portfolio of growth pipeline business premises – the development of Ryde Nicholson Road, Building 41 Innovation hub and Rangefinder Campus • Flood defence and remediation works • Identify funding for a Cross Medina Link feasibility study • Roll out full fibre capability to public buildings in the South and West Wight.	Cumulative Effects
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	Cumulative Effects

	• 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 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%	
Isle of Wight Infrastructure Investment Plan	The plan has been prepared to provide an identification of the future infrastructure needs of the Isle of Wight across a range of "economic infrastructure" categories. This is in the context of the need to support sustainable economic growth on the Isle of Wight, and having regard to national, Solent LEP and local Isle of Wight Council policy priorities. One of the Key Infrastructure Issues identified is transport.	Cumulative Effects
Isle of Wight Infrastructure Delivery Plan (IDP) (2018)	This IDP seeks to address what infrastructure is required as a result of new growth on the Island, where, how and when. The plan covers a mix of physical, social and green infrastructure, including transport.	Cumulative Effects
TfSH / IoW Public Transport Delivery Plan (2014-2036)	The Delivery Plan derives from the Public Transport Strategy Statement which gives the overarching vision for public transport in the area: 'An attractive, reliable and easy-to-use public transport system that is the mode of choice over the private car to support the overriding aims of unlocking the potential for economic growth and reducing carbon'. The Public Transport Delivery Plan is designed to implement the vision and strategic priorities set out in the Public Transport Strategy Statement for the period to 2026 and beyond to 2036.	Cumulative Effects
A Cycling Strategy for the Isle of Wight (2017-2019)	This Cycling Strategy is a collection of principles, and proposals for the development of the cycle network, that work together to promote cycling and provide appropriate cycling facilities throughout the Isle of Wight. The vision of this strategy is to make the Isle of Wight a place where people of all ages and abilities feel able to cycle safely and easily and to enjoy the experience. The strategy will be delivered across four 'strategy themes': • Improving the Cycle Network • Maintenance of the Cycle Network • Safer Cycling • Promoting cycling on the Isle of Wight	Population and Human Health
Local Cycling and Walking	The CWIS references ambitious targets for increasing cycling and walking, including:	Population and Human Health

Infrastructure Plan Isle of Wight (Newport and Ryde) 2020-2030	• to aim to double cycling, where cycling activity is measured as the estimated total number of cycle stages made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025; • to aim to increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025	
Rights of Way Improvement Plan 2018	The Isle of Wight Council recognises the importance of maintaining and improving the network of public rights of way, and the publication of its first Rights of Way Improvement Plan in 2006 (the 2006 Plan) has been authoritative in decisions taken over the last ten years. A thoroughly researched document, the 2006 Plan provides a detailed analysis of issues relating to the network and the needs of different types of users. An array of potential improvements were identified, which has assisted the Rights of Way Service in directing its resources towards achieving the main aims and objectives of the 2006 Plan, as and when opportunities arose. This update reflects the priorities of the public and stakeholders, and will allow the focusing of resources to where they will have most benefit.	Population and Human Health
Health and wellbeing strategy for the Isle of Wight (2018-2021)	The shared vision for health and wellbeing on the Island is: People live healthy and independent lives, supported by thriving and connected communities with timely and easy access to high-quality and integrated public services when they need them. The focus of the Health and Wellbeing Strategy 2018 to 2021 is to improve health and wellbeing overall and to deliver swift and significant improvements for groups and communities that experience poorer health and quality of life. The strategy applies six principles: • **Equity** - Provision of services should be proportional to need and targeted to the areas, groups and individuals that need them most; • **Accessibility** - Services should be accessible to all, with factors including geography, opening hours and physical access being considered for all including disabled persons; • **Integration** - Where the integration of services provides an easier system and better outcomes for people within the same overall cost, all relevant organisations should work together to maximise the local benefits; • **Effectiveness** - Activities and services should be evidence based and provide value for money; • **Sustainability** - The work contributing to this strategy should be developed and delivered with due regard to the environmental, economic and social dimensions of sustainability; and • **Diversity** - Activities and services should have due regard to the specific needs of protected groups and foster good relations between different people when carrying out their duties.	Population and Human Health
Isle of Wight Area of Outstanding Natural Beauty (AONB) Management Plan (2019-2024)	The overall aim of AONB Management Plans is to ensure continuity and consistency of management over time. It places a focus on the primary purpose of the conservation and enhancement of natural beauty with social and economic issues covered in terms of how they relate to the primary purpose. The Isle of Wight AONB was designated in 1963 (191km^2). The Isle of Wights AONB Management Plan sets a vision for the Island to remain 'a beautiful, thriving landscape cared for and appreciated by all'. Note that AONBs were renamed National Landscapes in November 2023.	Landscape

Isle of Wight Sustainable Community Strategy –Eco Island (2008-2020)	Eco Island ambitions are set out under four themes: • Thriving Island • Healthy and supportive Island • Safe and well-kept Island • Inspiring Island The vision of the strategy is for 'the Isle of Wight to become a world renowned Eco Island, with a thriving economy and a real sense of pride, where residents and visitors enjoy healthy lives, feel safe and are treated with respect'.	Landscape
East Wight Landscape Character Assessment	This document was commissioned by the East Wight Landscape Partnership. It involves identification of features or combinations of elements that contribute to the character of the landscape. The assessment process then provides a clear and reasoned understanding of the issues affecting the landscape, enabling the appropriate recommendations for its future conservation and management.	Landscape
Isle of Wight Local Development Scheme	The Isle of Wight Council is undertaking a review of the Island Plan Core Strategy and preparing a new plan called the Island Planning Strategy. The Local Development Scheme (LDS) sets out the programme for preparing the Island Planning Strategy and other main planning documents that will form part of its local plan, known on the Isle of Wight as the Island Plan.	Land use
South East River Basin Management Plan	The South East river basin district covers over 10,200km^2 and extends from Hampshire in the west to Kent in the east. It includes East and West Sussex, the Isle of Wight and parts of Wiltshire and Surrey. The South East River Basin Management Plan sets out the: • current state of the water environment; • pressures affecting the water environment; • environmental objectives for protecting and improving the waters; and • programme of measures, actions needed to achieve the objectives. The priority issues in the Isle of Wight catchment are noted as diffuse pollution from rural areas, invasive non-native species (INNS) and the modification and neglect of watercourses. The partnership will also continue to develop actions to improve estuarine and coastal waters through working with relevant local fora and partnerships.	Water
Isle of Wight Catchment Management Plan (November 2019), Island Rivers Partnership	A framework for identifying opportunities and delivering collaborative projects to improve the Water Quality of all the Isle of Wight river catchments and coastal and groundwater, to reduce Flood Risk and improve Water Resources and Bio-diversity. With a vision of improving the quality of the Isle of Wight's water environment and engaging more local people into understanding, protecting, enhancing and enjoying our water courses, the plan prioritises actions which improve water quality, reduce invasive non-native species, improve river management, influence planners and developers and improve riverine and floodplain habitats.	Water
Isle of Wight Shoreline Management Plan 2,	A framework for dealing with coastal flooding and erosion for the Island which includes a number of communities and a series of sea defences which may have an impact on each other. It aims to understand the consequences of allowing natural change to take place along the shoreline, to set appropriate policies for reducing the impacts of erosion and flooding on coastal towns and villages.	Water

Dec 2010, Isle of Wight Council, EA	The SMP highlights the importance of appropriate coastal policy decision-making for the Island which is heavily reliant on it's shoreline for tourism and marine industries as well as being home to many coastal towns and villages. The SMP proposes focusing future expenditure on defences for communities at significant risk from future coastal flooding and erosion to seek a sustainable future for the Isle of Wight and address the risks of climate change predicted sea level rise.	
Isle of Wight Strategic Flood Risk Assessment	The SFRA report can be divided up into four distinct subject areas: • Assessment of planning policy and flood risk at the Island wide level • Principals of flood risk management at the Island wide level • Flood risk assessment and management at the settlement specific levels • Further flood risk work, summary and supporting information The SFRA provides information to meet three specific LPA objectives: • Informing spatial planning decisions and the Core Strategy • Flood risk assessment and management at the settlement and site level • Development management decision making process	Water

Appendix F. Baseline and Contextual Information

For the purposes of this baseline information, the regional area is considered to be the South East region of England.

Note all counts are approximate. For clarity, where there are instances of designated sites made up of multiple component areas, this is counted as one site.

Table 1 - Biodiversity

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
Special Protection Areas (SPA)	As of November 2021, there were 86 Classified SPAs in England, covering an area of 1,097,850.40 ha[1]. There is one site crossing the England / Scotland border (135,807 ha), two across the England / Wales border (38,810 ha), one classified as England / Wales / Offshore (252,311 ha) and two classified as England / offshore (745,722 ha). SPAs in England are predominantly located in coastal and estuarine areas, with various sites distributed inland[2].	As of November 2021, there are 27 classified SPAs within the South East region of England, including the Isle of Wight: - **The Solent and Dorset Coast SPA** Supports more than 1% of the UKs breeding populations of three species listed in Annex I of the Birds Directive; - **The Solent and Southampton Water SPA** designated for regular use by over 20,000 waterfowl or seabirds; - **Dungeness, Romney Marsh and Rye Bay** designated for its tern breeding colonies; - **Upper Nene Valley Gravel Pits** designated as an area for breeding, wintering and migration of rare and vulnerable species of bird; - **Thanet Coast & Sandwich Bay** is designated for supporting populations of Turnstone; - **Benfleet and Southend Marshes** was designated for its internationally important populations of regularly occurring migratory species; - **Blackwater Estuary (Mid-Essex Coast Phase 4)** has been designated for wintering waterbirds.	There are two SPAs on the Island: • **The Solent and Dorset Coast SPA** covering over 88,000 ha the site is located along the coasts of Dorset, Hampshire, Isle of Wight and West Sussex and adjacent areas offshore. Supports more than 1% of the UKs breeding populations of three species listed in Annex I of the Birds Directive. Overlaps multiple SSSIs LNRs and SPAs. • **The Solent and Southampton Water SPA** intersects the Isle of Wight towards the coast in the north and east. It 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, its regular use by over 20,000 waterfowl or seabirds.

[1] Natural England (2021) *Designated Sites View.* Available https://designatedsites.naturalengland.org.uk/ReportConditionSummary.aspx?SiteType=SPA

[2] Joint Nature Conservation Committee JNCC (2020) *Special Protection Areas – overview.* Available https://jncc.gov.uk/our-work/special-protection-areas-overview/

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
		- **New Forest** designated for its breeding colonies; - **Portsmouth Harbour** due to internationally and nationally important numbers of birds and specifically protects the following features: dark-bellied Brent goose; red-breasted merganser; dunlin; and black-tailed godwit; - **Chichester and Langstone Harbours** designated as an area for breeding and wintering of species of bird; - **Foulness (Mid-Essex Coast Phase 5)** designated for its breeding and non breeding colonies; - **Crouch & Roach Estuaries (Mid-Essex Coast Phase 3)** designated for the dark-bellied brent goose (Non-breeding); - **Medway Estuary & Marshes** designated for breeding and non-breeding populations and regularly occurring migratory bird species; - **Thames Estuary & Marshes** is designated for its wetland that supports important numbers of wintering waterbirds and migrating birds; - **The Swale** is designated for its non-breeding colonies; - **South West London Waterbodies** - is designated for internationally important numbers of wintering	

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
		Gadwall and Shoveler and is located to the south in the plan area; - **Salisbury Plain** - is designated for breeding Stone Curlew populations and located to the south west in the plan area; - **Arun Valley** - is designated as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds and located to the south in the plan area; - **Pagham Harbour** - is designated for populations of Annex I and migratory bird species and supporting their survival and reproduction, located to the south; - **Lee Valley** - is designated for its support to breeding bird populations and is located to the south east in the plan area; and - **Porton Down** – is designated for its important breeding populations of Stone Curlew Burhinus oedicnemus, Quail Coturnix xoturnic, Hobby Falco subbeteo and over wintering Hen harrier Circus cyaneus located in the south west of the plan area.	
	Explanatory Text and anticipated future trends: Special Protection Areas (SPAs) are protected areas for birds in the UK. SPAs are classified in accordance with European Council Directive 2009/147/EC on the conservation of wild birds, known as the Birds Directive. SPAs protect rare and vulnerable birds (as listed on Annex I of the Birds Directive), and regularly occurring migratory species. JNCC3 is responsible for advising the UK Government and Devolved		

[3] Joint Nature Conservation Committee JNCC (2020) *Special Protection Areas – Overview.* Available: https://jncc.gov.uk/our-work/special-protection-areas-overview/

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Administrations on aspects of the classification and management of SPAs from a UK perspective, including reporting on the implementation of the UK SPA programme and the status and trends of protected bird species. New potential Special Protection Areas (pSPAs) for classification or updates to existing SPAs are submitted in tranches. The UK's Statutory Nature Conservation Bodies (SNCBs) are responsible for assessing the condition of SPAs. Approximately 41% of all SPA's in England are classified as being in favourable condition, with 51% classed as unfavourable but recovering. Approximately 4.1% of SPAs are in a declining condition with 0.03% being partially destroyed. The locations of SPAs within the Isle of Wight are shown in **Figure D-1**. Anticipated Future Trends[4]: - The composition of flora and fauna on each Protected Area (PA) will change – high confidence (medium evidence, high agreement) - Cold adapted species of high latitudes and altitudes will tend to decrease on PAs, whilst warm adapted species will tend to increase – medium confidence (medium evidence, medium agreement) - PAs in the North of the UK will gain plant species overall, whilst PAs in the south may lose some native plant species. This pattern is reversed for UK breeding birds – low confidence (medium evidence, low agreement) - Species with lower dispersal capacities and those for which urban and intensive agricultural areas are a barrier to dispersal will be unable to colonize PAs that become climatically suitable – low confidence (limited evidence, medium agreement - Increasing range mismatching of interacting species, such as butterflies and their host plants, might mean that more management is necessary on PAs to preserve species that interact with each other – low confidence (limited evidence, medium agreement). Integrating consideration of climate change into management plans for the PA network is likely to result in more effective (and cost-effective) conservation solutions. In order to facilitate this integration, monitoring of climate change impacts and management actions should be carried out to enable adaptive decision making.		
Special Areas of Conservation (SAC's)	As of September 2021, there were 256 SACs in England, covering an area of 5,748,138 ha[5]. There are no SCI's. There are three SACs crossing the England / Scotland border (112,770 ha) and seven across the England / Wales border (95,182 ha). Additionally, there are three SACs which are classified as England / offshore (3,795,179 ha) and one England / Wales /	There are 69 classified SACs in the South East Region of England.	There are five SACs on the Island: • Briddlesford Copses SAC; • Solent and Isle of Wight Lagoons SAC; • Solent Maritime SAC; • South Wight Maritime SAC; and • Isle of Wight Downs SAC.

[4] Bournemouth University (2015) *Biodiversity Report Card.* Available: https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/

[5] Natural England (2021) Designated Sites View. Available: https://designatedsites.naturalengland.org.uk/

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Offshore (584,989 ha)[6]. SACs are widely distributed throughout England; however, the highest concentrations correspond with the more remote rural and upland locations.		
	Explanatory Text and anticipated future trends: SACs are strictly protected sites designated under the EC Habitats Directive. Article 3 of the Habitats Directive requires the establishment of a European network of important high-quality conservation sites that will make a significant contribution to conserving the 189 habitat types and 788 species identified in Annexes I and II of the Directive (as amended). The listed habitat types and species are those considered to be most in need of conservation at a European level (excluding birds). Sites of Community Importance (SCIs) are sites that have been adopted by the European Commission but not yet formally designated by the government of each country. Candidate SACs (cSACs) are sites that have been submitted to the European Commission, but not yet formally adopted. JNCC is responsible for advising the UK Government and devolved administrations on aspects of the designation and management of SACs from a UK perspective. SACs are of national and international conservation importance. Approximately 35% of all SACs in England are classified as being in favourable condition, with 58% classed as unfavourable but recovering. Approximately 2% of SACs are in a declining condition with 0.03% being partially destroyed. The locations of SACs within the Isle of Wight are shown in Appendix D, **Figure G.1** Anticipated Future Trends[7]: See above details that are applicable to all forms of PA.		
Marine Conservation Zones (MCZs)	Marine Conservation Zones are areas that protect a range of nationally important, rare or threatened habitats and species. There are 91 MCZs in waters around England. These are spread across the English coastline but there are concentrations along the English Channel and South West.	Marine Conservation Zones in waters off the South East of England include: • The Needles, • Yarmouth to Cowes; • Bembridge; • Goodwin Sands; • Foreland; • Folkestone Pomerania; • Inner Bank; • Beachy Head East; • Offshore Brighton; • Offshore Overfalls;	There are three classified MCZs within/adjacent to the Isle of Wight: • The Needles (designated in 2016); • Yarmouth to Cowes (designated in 2019); and • Bembridge (designated in 2019). **The Needles MCZ** is an inshore site measuring 11 km². The site covers the stretch of Solent adjacent to the northwest side of the Isle of Wight, from opposite Hurst Point down to just south of the Needles. This

[6] Joint Nature Conservation Committee JNCC (2020) Special Areas of Conservation – overview. Available: https://jncc.gov.uk/our-work/special-areas-of-conservation-overview/
[7] https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
		• Kingmere; and • Thanet Coast.	MCZ protects a number of rare and fragile habitats including chalk on the seabed, shallow water (infralittoral) rock and soft sediments which support communities of algae, sponges, sea squirts and delicate anemones. **Yarmouth to Cowes MCZ** is an inshore site that covers an area of approximately 16 km². The site runs along the north-west coast of the Isle of Wight. The site includes one of the best examples of the habitat 'peat and clay exposures' in the region. **Bembridge MCZ** is an inshore site that covers an area of approximately 75 km². The site lies adjacent to the east coast of the Isle. The site is designated for its rocky shores and intertidal sediments to deep water habitats supporting features such as sea pens and burrowing megafauna.
	Explanatory Text and anticipated future trends: The government aims to have 'clean, healthy, safe, productive and biologically diverse oceans and seas'. The government has made a commitment to completing a network of Marine Conservation Zones (a type of Marine Protected Area), to create a Blue Belt of protected sites around our coasts. The locations of MCZs within/adjacent the Plan Area are shown in Error! Reference source not found., Figure F-2. Anticipated Future Trends[8]: Increasing marine development, pollution, fishing practices and climate change place pressure on MCZs and wider marine habitat and wildlife. Management measures may be required in order to restore or maintain the conservation status of the protected features of MCZs. See above details that are applicable to all forms of PA.		
	There are over 4,100 SSSIs in England, covering about 1,099,505 ha[9]. Some of	There are 1,189 classified SSSIs in the South East Region of England.	There are 41 SSSIs on the Island, 26 are designated for their biological interest, four

[8] https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/
[9] Natural England (2016) *Designated Sites View.* Available: https://designatedsites.naturalengland.org.uk/.

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
Sites of Special Scientific Interest (SSSI) NB. The SSSI / ASSI information shown includes sites designated for both biological and geological reasons.	these sites correspond with other designations, such as SACs, SPAs and NNRs. SSSIs are widespread throughout the whole of England and cover a wide variety of habitats and geological features.		for their geological interest and 11 for both. These SSSIs are each associated with Impact Risk Zones for a broad range of development proposals including those relevant to the transport sector (large infrastructure, development that may lead to air and dust pollution, large non-residential developments outside existing settlements etc).
	Explanatory Text and anticipated future trends: A Site of Special Scientific Interest (SSSI) is a formal conservation designation of international importance. Usually, it 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. SSSIs often contain important habitats such as grasslands, parkland and woodland. Some even contain ancient woodland and ancient trees. In other words, these areas have high conservation value, and need to be protected. Official authorities in each country determine which sites should have SSSI status, for England this is Natural England. Approximately 39% of all SSSIs in England are classified as being in favourable condition, with 53% classed as unfavourable but recovering. Approximately 3% of SSSIs are in a declining condition with 0.03% being partially destroyed. Natural England have also developed SSSI Impact Risk Zones (IRZs) which allow for a rapid initial assessment of the potential risks to SSSIs posed by development proposals. They define zones around SSSI which reflect the particular sensitivities of the features for which it is notified and indicate the types of development proposal which could potentially have adverse impacts. The locations of SSSI's within the Isle of Wight are shown in Appendix D, **Figure G.1.** Anticipated Future Trends[10]: See above details that are applicable to all forms of PA.		
Ancient Woodland & Veteran trees etc.	The Ancient Woodland Inventory for England identifies over 52,000 ancient woodland sites in England[11], covering 340,000 Ha. Ancient Woodland sites are scattered throughout England, with the densest concentrations being in the south east[12].	Woodland natural capital stocks cover approximately 13.5% of the South East region and consist of several sub habitat types including Broadleaved, mixed and yew woodland, Coniferous woodland, Individual	Areas of Ancient Woodland, i.e. those areas that have been continuously wooded since at least 1600AD are scattered across the LTP area. In 2009 there was 1,617 hectares of ancient woodland remains on the Island. However, 717 hectares of this (44%) has been converted to plantations of non-native

[10] https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/
[11] Natural England (2016) *Ancient Woodland Inventory (provisional for England – Digital Boundaries.* Available: http://www.gis.naturalengland.org.uk/pubs/gis/tech_aw.htm
[12] Defra (2016) *MAgiC – Ancient Woodland (England).* Available: http://magic.defra.gov.uk/MagicMap.aspx

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Throughout England there are several trees classed as Veteran trees, which are classes as ancient tree, veteran tree and notable tree status. Some of the Veteran trees have been removed over the years and these have been marked as lost trees[13].	trees/veteran trees and Woodland priority habitats[14].	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. Further areas of ancient woodland occur on the steep chalk slopes of the downs both along the central chalk ridge of the Island and around Wroxall and Ventnor in the south. The central Lower Greensand vale of the Island is relatively poor in ancient woodland but has some notable examples on steeper slopes around Shanklin and on wet clay soils and along river valleys as at Kingston[15].
	Explanatory Text and anticipated future trends: Ancient woods are areas of woodland that have persisted since 1600 in England and Wales, and 1750 in Scotland. They are relatively undisturbed by human development. As a result, they are unique and complex communities of plants, fungi, insects and other microorganisms. Ancient woodlands can be classified into different categories, including Ancient semi-natural woods (woods that have developed naturally) and plantations on ancient woodland sites (ancient woodlands that have been felled and replanted with non-native species). Ancient woodland is identified using presence or absence of woods from old maps, information about the wood's name, shape, internal boundaries, location relative to other features, ground survey, and aerial photography. The Forestry Commission is responsible for protecting, expanding and promoting the sustainable management of woodlands. Approximately 1,225 ancient woodlands are under threat in the UK due to conifer plantations, overgrazing, infrastructure development and the spread of invasive species. Anticipated Future Events: See above details that are applicable to all forms of PA. In addition to the threat of climate change, ancient woodlands are at particular threat from major infrastructure projects, including road and rail schemes. Whilst many schemes take part in some form of habitat regeneration (such as replanting), the replacement habitat is not comparable to the ecological value of ancient woodlands that have been preserved since 1600. Once these habitats are removed, they cannot be replaced or regrown.		

[13] Tree Search - Ancient Tree Inventory (woodlandtrust.org.uk)
[14] Water Resources South East Scoping Report wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf
[15] Isle of Wight Biodiversity Action Plan. Woodland Habitat Action Plan. Second Review August 2009

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
UNESCO Biosphere Reserves	There are seven Biosphere Reserves in England. Brighton and Lewes Downs: The Brighton and Lewes Downs Biosphere reserve covers almost 400km^2 of land and sea between the River Adur and the River Ouse, bringing together the three environments of countryside, coast, and city & towns under one united approach. Brighton and Lewes Downs was classified as a Biosphere reserve in 2017. North Devon: The North Devon Biosphere Reserve covers 3,300km^2 of land and sea. The reserve extends from the catchments of the Rivers Taw and Torridge and out to the island of Lundy, with its core at Braunton Burrows sand dune system. Biosffer Dyf[16]i: The Biosffer Dyfi is situated at the coast of south-central Wales in the estuary of the Dyfi River. The reserve is representative of salt marshes and estuarine systems in the west of the United Kingdom, covering an ares of 81,883 ha. Galloway and Southern Ayrshire[17] The Galloway and Southern Ayrshire is located in the south-west of Scotland covering an area of 5,268km^2.	Not reported at this level.	The whole of the Island is designated a UNESCO Biosphere Reserve on 19 June 2019 and is recognised as an example of where local communities have found a way to live sustainably within their local ecosystems. The Isle of Wight is internationally renowned for its diversity in landscapes within the microcosm of the Island. It is also renowned for the extraordinary efforts made by local stakeholders to preserve and enhance the unique environment of the whole of the Isle of Wight and its local seas. Highlighting and strengthening the links between a healthy natural terrestrial and marine environment and the social and economic well-being of people, is at the heart of the Isle of Wight's ambitions.

[16] Biosffer Dyfi Biosphere Reserve, United Kingdom (unesco.org)
[17] Galloway and Southern Ayrshire Biosphere Reserve (gsabiosphere.org.uk)

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Isle of Man[18] The Isle of Man Biosphere Reserve was designated in 2016, covering an area of 572 km^2. Wester Ross[19] The Wester Ross biosphere reserve is situated in the northwest of Scotland covering an area of 529,904 ha. Isle of Wight[20] The Isle of Wight is the largest Island in England, and like most islands, it benefits from a unique climate – a little milder than on the mainland. In 2019, the Isle of Wight became a UNESCO Biosphere, enshrining the decades of work in the preservation of its unique and diverse ecosystems, and celebrating the local endeavours to live harmoniously within them.		
	Explanatory Text and anticipated future trends: Biosphere Reserves are all about improving the relationship between people and their local environment, globally. They are sites created by UNESCO that find creative ways for people and nature to thrive together. They act as extraordinary testing grounds to put into practice a revolutionary approach to managing our ecosystems sustainably for future generations. Biosphere reserves are recognised under UNESCO's Man and the Biosphere (MAB) Programme with the aim of promoting sustainable development founded on the work of the local community. Once designated, they lie under the United Kingdom's authority, but when grouped together in the global community together they make up a network of sites within the World Network of Biosphere Reserves (WNBR). The location of the Biosphere Reserve is shown on **Figure D-1**. Anticipated Future Trends[21]:		

[18] The Isle of Man - Biosphere
[19] Wester Ross | United Nations Educational, Scientific and Cultural Organization (unesco.org)
[20] Biospheres – UNESCO UK
[21] https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
	See above details that are applicable to all forms of PA.		
Nature Reserves (National and Local)	National Nature Reserves (NNR) As of September 2021, there are 225 NNRs in England, covering over 98,600 Ha of land[22]. Local Nature Reserves (LNR) As of November 2021, there are 1,680 LNRs in England[23].	National Nature Reserves (NNR) In the South East of England, there are 52 NNR recorded[24]. Local Nature Reserves (LNR) In the South East of England, there are 623 LNR recorded[25].	National Nature Reserves (NNR) Newtown Harbour NNR (coastal, wood pasture) is the only NNR recorded on the Island. Local Nature Reserves (LNR) There are nine LNR's within the Isle of Wight[26]: • Alverstone Mead Complex; • Arreton Down Nature Reserve; • Bouldnor Forest; • Eaglehead and Bloodstone Copses; • Knighton Down; • Newchurch Moors; • Ningwood Common; • Sandown; and • St Lawrence Field.
	Explanatory Text and anticipated future trends: National Nature Reserves (NNRs) were established to protect some of our most important habitats, species and geology, and to provide 'outdoor laboratories' for research. Natural England manages approximately two thirds of England's NNRs. The remaining reserves are managed by organisations approved by Natural England, such as the National Trust, Forestry Commission, RSPB, Wildlife Trusts and local authorities. Approximately 53% of all NNRs in England are classified as being in favourable condition, with 39% classed as unfavourable but recovering. Approximately 4.5% of NNRs are in a declining condition with 0% being partially destroyed.		

22 https://www.gov.uk/government/collections/national-nature-reserves-in-england
23 https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=&responsiblePerson=&DesignationType=LNR
24 https://www.gov.uk/government/collections/national-nature-reserves-in-england#london-and-the-south-east-nnrs
25 https://data.gov.uk/dataset/acdf4a9e-a115-41fb-bbe9-603c819aa7f7/local-nature-reserves-england
26 https://designatedsites.naturalengland.org.uk/SiteList.aspx?siteName=&countyCode=22&responsiblePerson=&DesignationType=LNR

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Local Nature Reserves (LNRs) are a statutory designation made under Section 21 of the National Parks and Access to the Countryside Act 1949 by principal local authorities. Parish and Town Councils can also declare LNRs but they must have the powers to do so delegated to them by a principal local authority. LNRs are places with wildlife or geological features that are of special interest locally. They offer people opportunities to study or learn about nature or simply to enjoy it. They range from windswept coastal headlands, ancient woodlands and flower-rich meadows to former inner-city railways, long abandoned landfill sites and industrial areas now re-colonised by wildlife. They are an impressive natural resource which makes an important contribution to England's biodiversity. The locations of NNRs and LNRs within the Isle of Wight are shown in Appendix G.1. Anticipated Future Trends: See above details that are applicable to all forms of PA.		
Ramsar Sites	As of November 2020, there are 73 Ramsar sites in England, covering an area of 404,248 Ha[27].	There are 21 Ramsar sites in the South East of England	There is one Ramsar site on the Isle of Wight - Solent and Southampton Water. The area covered extends from Hurst Spit to Gilkicker Point along the south coast of Hampshire and along the north coast of the Isle of Wight. The site comprises of estuaries and adjacent coastal habitats including intertidal flats, saline lagoons, shingle beaches, saltmarsh, reedbeds, damp woodland, and grazing marsh. The 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.
	Explanatory Text and anticipated future trends: Ramsar sites are wetlands of international importance designated under the Ramsar Convention. The initial emphasis was on selecting sites of importance to water birds within the UK, and consequently many Ramsar sites are also Special Protection Areas (SPAs) classified under the Birds Directive. Sites proposed for selection are advised by the UK statutory nature conservation agencies, or the relevant administration in the case of Overseas Territories and Crown Dependencies, co-ordinated through JNCC. Approximately 57% of all Ramsar Site in England are classified as being in favourable condition, with 34% classed as unfavourable but recovering. Approximately 5% of Ramsar Sites are in a declining condition with 0% being partially destroyed.		

[27] Natural England (2021) Designated Sites View. Available: https://designatedsites.naturalengland.org.uk/ReportConditionSummary.aspx?SiteType=RAMSAR

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
	The locations of Ramsar Sites within England are shown in Appendix G.1. Anticipated Future Trends[28]: See above details that are applicable to all forms of PA.		
RSPB Reserves	The RSPB's latest annual report states that there are 220 RSPB reserves in England, covering 158,725 Ha[29].	There are approximately 37 RSPB Reserves located in the South East Region.	Brading Marshes RSPB reserve is located to the east of the Isle of Wight[30].
	Explanatory Text and anticipated future trends: RSPB reserves are nature reserves run by the Royal Society for the Protection of Birds (RSPB); a non-statutory body incorporated by Royal Charter. RSPB reserves cover a broad range of habitat and landscapes, including heathland, estuaries, cliffs. Anticipated Future Trends: See above details that are applicable to all forms of PA.		
Woodland Priority Habitat	As of October 2020, 39% of total priority habitats in England are classified as deciduous woodland[31]. The majority of woodland priority habitats are located in the South East of England.	Priority habitats make up 16.6% of the South East region equating to a total of 39,5109ha. Deciduous woodland accounts for the highest percentage of priority habitat in the region[32].	The UK Biodiversity Action Plan (BAP) identifies a total of six native woodland types as priority habitats, of which three can be found on the Isle of Wight[33], namely: • wet woodland; • lowland beech and yew woodland; and • lowland wood-pasture and parkland. The Isle of Wight Biodiversity Audit and Assessment records a total woodland area of some 3,474 ha of the Isle of Wight. Of this, 1,614 ha (46%) is ancient woodland, although only 900 ha of the ancient woodland on the Island remains in a semi-

28 https://nerc.ukri.org/research/partnerships/ride/lwec/report-cards/biodiversity-source04/

29 https://www.rspb.org.uk/globalassets/downloads/annual-report-2020/rspb-annual-report-2020-interactive-pdf.pdf

30 https://opendata-rspb.opendata.arcgis.com/datasets/6076715cb76d4c388fa38b87db7d9d24_0/explore?location=50.711849%2C-1.231813%2C11.54

31 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/829194/2a_Priority_habitats_2019_rev.pdf

32 Water Resources South East Scoping Report wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf

33 https://www.wildonwight.co.uk/publications/haps/Woodland.pdf#:~:text=The%20UK%20Biodiversity%20Action%20Plan%20%28BAP%29%20identifies%20a,and%20yew%20woodland%20%E2%80%A2%20lowland%20wood-pasture%20and%20parkland

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
			natural state with much having being converted to conifer or non-native broadleaved plantations. The remaining 1,860 ha of woodland is recent, most having been planted in the last 100 years on former open habitats. However, some 228 ha of this recent woodland is semi-natural in origin, having arisen from natural regeneration within the last 400 years.
	Explanatory Text and anticipated future trends: Priority habitats can be designated as protected areas called Sites of Special Scientific Interest (SSSIs). They can also be outside of these SSSI protected areas but be under Higher Level Stewardship (HLS) or Countryside Stewardship (CS) agreements or fall within Forestry Commission (FC) 'Managed woodland'. Some priority habitats, however, fall outside of the protection of all these schemes. Anticipated Future Trends: See above details that are applicable to all forms of PA.		

Table 2 - Air Quality

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
Air Quality Management Areas	As of September 2020, there were 532 AQMAs in England[34]. AQMAs are distributed throughout England, although they are principally located in areas of high population. The largest AQMAs are within major cities, including London, Birmingham, Manchester, Liverpool, Sheffield and Bristol. A significant amount of AQMAs are designated along major trunk roads and are generally associated with areas of high congestion.	There is approximately 118 AQMAs declared within the South East Region. A high proportion of the local authorities which fall within the South East region contain at least one AQMA and are predominately designated for Nitrogen dioxide (NO_2) and Particulate Matter (PM_{10})[35].	As air quality objectives on the Isle of Wight are being achieved, no AQMAs have been declared. The closest AQMA is Portsmouth AQMA No.7, located approximately 5.5km north on the mainland.
	Explanatory Text and anticipated future trends: Since December 1997 each local authority in the UK must review and assess air quality in their area to determine performance against national air quality objectives. Where air quality objectives are not likely to be achieved an AQMA must be declared. AQMAs are typically associated with vehicle emissions, principally oxides of nitrogen (NOx), oxides of sulphur (SO_2) and particulates (PM10). As such, AQMAs are predominantly associated with urban areas and the road network[36]). The quality of our air in the UK has improved considerably over the last decade. Road transport is a key source of many air pollutants, particularly in urban areas. There are two main trends in the transport sector working in opposite directions: new vehicles are becoming individually cleaner in response to European emission standards legislation, but total vehicle kilometres are increasing. Overall emissions of key air pollutants from road transport have fallen by about 50% over the last decade, despite increases in traffic, and are expected to reduce by a further 25% over the next decade. This is mainly a result of progressively tighter vehicle emission and fuel standards agreed at European level and set in UK regulations[37]. **No AQMAs have been declared on the Isle of Wight**. Note that there is also increasing recognition of the role solid fuel use in domestic properties plays in poor air quality, with wood burning making a significant contribution toward wintertime PM_{10} concentrations in many towns and cities. PM_{10} attributable to wood burning tends		

[34] Department for Environment and Rural Affairs (2016) *AQMAs interactive map*. Available: https://uk-air.defra.gov.uk/aqma/maps
[35] Water Resources South East Scoping Report wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf

[36] Department for Environment and Rural Affairs (2016) *Current AQMAs by Source.* Available: https://uk-air.defra.gov.uk/aqma/summary
[37] Department for Environment and Rural Affairs (2011) *The Air Quality Strategy for England. Scotland, Wales and Northern Ireland - Volume 1.* Available: https://www.gov.uk/government/publications/the-air-quality-strategy-for-england-scotland-wales-and-northern-ireland-volume-1

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	to peak during wintertime evenings and weekends. This suggests that wood is used principally as a secondary or 'lifestyle' fuel, rather than a primary source of heating. It also suggests that the majority of current air quality impacts are linked to simpler appliances such as open fires and stoves, rather than more complex appliances such as biomass boilers and Combined Heat and Power systems. Local authorities have experienced a number of gross pollution and nuisance cases linked to solid fuel appliances, and the frequency of these cases may be increasing. In many cases these problems occur when appliances are poorly installed, misused and/or inappropriate fuels are used[38].		

[38] Solid Fuel and Air Quality: An update for Local Authorities, 2013 https://www.environmental-protection.org.uk/wp-content/uploads/2013/07/Solid-Fuel-and-Air-Quality-Update-for-LAs-final-060413.pdf

Table 3 - Climate Change

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
Climate Change Distribution of GHG emissions	As of 2019[39], greenhouse gas (GHG) emissions for the UK totalled 455 $MtCO_2e$, of this 365 $MtCO_2e$ was CO_2 emissions. This was a reduction of 40% compared to the figures recorded for 1990. *Please note more recent datasets are not currently available.*	Based on the local authorities which fall within the South East region, the total carbon dioxide (CO_2) emissions for 2018 across all sectors is estimated at 95,371 kilo tonnes ($ktCO_2$) (not including Land use, land-use change, and forestry (LULUCF))[40].	The Isle of Wights reported carbon dioxide emissions for 2017 stand at 494.2 $ktCO_2$ (BEIS)[41]
	Explanatory Text and anticipated future trends: The UK's yearly publication[42] on GHG emissions provides the latest estimates of 1990-2019 UK territorial greenhouse gas emissions, which are presented in carbon dioxide equivalent units (CO2e). They show greenhouse gas emissions occurring within the UK's borders and cover the Kyoto "basket" of seven greenhouse gases: carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulphur hexafluoride (SF6) and nitrogen trifluoride (NF3). The UK has domestic targets for reducing greenhouse gas emissions under the Climate Change Act 2008 (CCA). The CCA established a long-term legally binding framework to reduce emissions, initially committing the UK to reducing emissions by at least 80% below 1990/95 baselines by 2050. In June 2019, following the IPCC's Special Report on Global Warming of 1.5°C and advice from the independent Committee on Climate Change, the CCA was amended to commit the UK to achieving a 100% reduction in emissions (to net zero) by 2050. The CCA also introduced carbon budgets, which set legally binding limits on the total amount of greenhouse gas emissions the UK can emit for a given five-year period. The first carbon budget ran from 2008-12. In 2014, the UK confirmed that it had met the budget, with emissions 36 $MtCO_2e$ below the cap of 3,018 $MtCO_2e$. The second carbon budget ran from 2013-17. In 2019, the UK confirmed that it had met the budget, with emissions 384 $MtCO_2e$ below the cap of 2,782 $MtCO_2e$. Anticipated Future Trends: Recent trends illustrate that GHG emissions are primarily being reduced in the energy sector due to the change in fuel mix for electricity generation, in particular a reduction in the use of goal and gas. It is expected that this will continue over the next few years and decades in		

[39] Department for Business, Energy & Industrial Strategy (2021) *2019 UK GHG Emissions, Final Figures.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

[40] Water Resources South East Scoping Report wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf

[41] https://www.iow.gov.uk/azservices/documents/2570-Mission-Zero-Climate-and-Environment-Strategy-2021-2040-final.pdf

[42] Department for Business, Energy & Industrial Strategy (2020) *2018 UK GHG Emissions, Final Figures.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/862887/2018_Final_greenhouse_gas_emissions_statistical_release.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	favour of more renewable and low-carbon sources. It can also be expected that GHG emissions in the transportation sector are likely to decrease with the increasing availability and feasibility of electric vehicles and business fleets.		
Climate Change Contribution of sectors to GHG emissions	As of 2019, Transport was the largest emitting sector of UK GHG emissions in 2019, with 27%, followed by the Energy Supply sector at 23%. The remaining sectors contributed to UK GHG emissions as follows: Business (17%), Residential (15%), Agriculture (10%), and Other (10%). The Energy supply sector delivered the largest reduction in emissions from 2018 to 2019, with a 8% reduction.	In 2018 Transport was the highest emitting sector in terms of end-user carbon dioxide emissions at 19.7 $MtCO^2$. Domestic use was the next highest sector emitting 13.3$MtCO_2$[43].	Data from the Department for Business, Energy and Industrial Strategy (BEIS) has revealed that CO_2 emissions from freight and passenger transport on the Isle of Wight rose by 1.2% between 2011 and 2016. Traffic was responsible for 22.7% of the total amount of CO_2 released in the area in 2016, industrial and commercial activities produced 38.4% of the carbon dioxide in the area in the same year. Total CO_2 emissions however fell by 16.7% over the five years on the Isle of Wight. The area was responsible for releasing 0.53 million tonnes of CO_2 in 2016 – down from 0.63 million tonnes five years earlier.
	Explanatory Text and anticipated future trends: The UK's yearly publication[44] on GHG emissions provides the latest estimates of 1990-2019 UK territorial greenhouse gas emissions, which are presented in carbon dioxide equivalent units (CO2e). They show greenhouse gas emissions occurring within the UK's borders and cover the Kyoto "basket" of seven greenhouse gases: carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFC), perfluorocarbons (PFC), sulphur hexafluoride (SF6) and nitrogen trifluoride (NF3). The UK has domestic targets for reducing greenhouse gas emissions under the Climate Change Act 2008 (CCA). The CCA established a long-term legally binding framework to reduce emissions, initially committing the UK to reducing emissions by at least 80% below 1990/95 baselines by 2050. In June 2019, following the IPCC's Special Report on Global Warming of 1.5°C and advice from the independent Committee on Climate Change, the CCA was amended to commit the UK to achieving a 100% reduction in emissions (to net zero) by 2050. The CCA also introduced carbon budgets, which set legally binding limits on the total amount of greenhouse gas emissions the UK can emit for a given five-year period5. The first carbon budget ran from 2008-12. In 2014, the UK confirmed that it had met the budget, with emissions 36 $MtCO_2e$ below the cap of 3,018 $MtCO_2e$. The second carbon budget ran from 2013-17. In 2019, the UK confirmed that it had		

[43] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/894785/2005-18-local-authority-co2-emissions-statistical-release.pdf

[44] Department for Business, Energy & Industrial Strategy (2020) *2018 UK GHG Emissions, Final Figures.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/862887/2018_Final_greenhouse_gas_emissions_statistical_release.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	met the budget, with emissions 384 $MtCO_2e$ below the cap of 2,782 $MtCO_2e$. The UK has so far outperformed its budgets. But progress is slowing, and the country is not on track to meet its future budgets or the overall reduction target, according to the 2021 Progress Report to Parliament by the Committee on Climate Change. **UK five-year carbon budgets** **Budgetary Period** / **Carbon Budget ($MtCO_2e$)** 1st carbon budget (2008 to 2012): 3,018 2nd carbon budget (2013 to 2017): 2,782 3rd carbon budget (2018 to 2022): 2,544 4th carbon budget (2023 to 2027): 1,950 5th carbon budget (2028 to 2032): 1,725 6th carbon budget (2033 to 2037): 965 Anticipated Future Trends: Recent trends illustrate that GHG emissions are primarily being reduced in the energy sector due to the change in fuel mix for electricity generation, in particular a reduction in the use of goal and gas. It is expected that this will continue over the next few years and decades in favour of more renewable and low-carbon sources. It can also be expected that GHG emissions in the transportation sector are likely to decrease with the increasing availability and feasibility of electric vehicles and business fleets.		
Climate Change Predicted changes to temperature and weather patterns	As of November 2018[45], the following climate change impacts are predicted for England: - More frequent hotter, drier summers; - More frequent milder, wetter winters; - Rising sea levels; and - More extreme weather events, such as flooding and drought.	The projected changes in temperature and precipitation for the south east of England by the 2050s (2040-2069), under the RCP8.5 scenario (high emissions scenario) are as follows; • Annual mean temperatures are projected to increase by 2.0°C. Summer temperatures are projected to see the largest increase by 2.6°C and winter temperatures by 1.7°C	The projected changes in temperature and precipitation by the 2050s are anticipated to be in line with that reported at a Regional level.

[45] Environment Agency (2018) *Climate Change Impacts and Adaptation.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/758983/Climate_change_impacts_and_adaptation.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	In the last decade sea levels around the UK rose on average by over 3mm a year.	• Annual mean precipitation is projected to decrease by 1.1%. Seasonal variability is projected with a 22.9% decrease in precipitation during summer months and an increase of 11.5% during winter months.	

Explanatory Text and anticipated future trends:

In December 2015, climate change issues were highlighted during the UN Conference of the Parties (COP) 21. At COP21, 189 parties ratified The Paris Agreement. The Paris Agreement's long-term temperature goal is to keep the increase in global average temperature to well below 2 °C above pre-industrial levels; and to pursue efforts to limit the increase to 1.5 °C, recognising that this would substantially reduce the risks and impacts of climate change globally. It also aims to increase the ability of parties to adapt to the adverse impacts of climate change and make "finance flows consistent with a pathway towards low greenhouse gas emissions and climate-resilient development."

Under the Paris Agreement, each country must determine, plan, and regularly report on the contribution that it undertakes to mitigate global warming. No mechanism forces a country to set a specific emissions target by a specific date, but each target should go beyond previously set targets.

Table 4 - Flood Risk

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
Location of Flood Zones	The National Flood and Coastal Erosion Risk Management Strategy for England identifies that approximately 5.2 million, or one in six residential properties are located in areas at risk of flooding from rivers, the sea and surface water[46]. Flood Zones 2 and 3 and located across the whole of England associated with river and coastal areas. Lowland areas are of particular risk as a consequence of floodplains being associated with the lower reaches of rivers[47].	The Thames river basin district has over 227,000 people at high risk of surface water flooding and over 107,000 people are at high risk of flooding from rivers and the sea. It contains two primary flood risk areas (FRAs), the London and Medway, which are areas with higher risk of surface water flooding. There is also one partial flood risk area, South Essex, which is partly within the Thames river basin district. The South East river basin district consists of one primary flood risk area, Brighton and Hove, and there are over 31,000 people at high risk of surface water flooding and over 36,000 people at high risk of flooding from rivers and the sea. There has been notable and severe flooding occurring across the basin in recent years which resulted in significant impacts on communities, businesses and the natural environment[48].	In the Isle of Wight 1,953 people were identified as being in an area at high risk of flooding from rivers and seas[49]. Flood Zones 2 and 3 are located across the island with areas of flood zone 3 predominately near the coast. There are no flood defences on the island[50].
	Explanatory Text and anticipated future trends: In England, the flood risk (river and tidal) is categorised into three zones[51] for planning purposes (noting that the NPPF further subdivides flood zone 3 into 3a and Functional Floodplain 3b (land where water has to flow or be stored in times of flood): • Flood Zone 1 – Land unlikely to be affected by flooding, with a less than 0.1% (less than 1 in 1000) chance of flooding each year. • Flood Zone 2 – Land likely to be affected by a major flood, with up to a 0.1% (1 in 1000) chance of occurring each year.		

[46] Environment Agency (2009) *Flooding in England: A National Assessment of Flood Risk*. Available: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/292928/geho0609bqds-e-e.pdf
[47] Environment Agency (2017) *Flood Map for Planning (Rivers and Sea).* Available: http://apps.environment-agency.gov.uk/wiyby/37837.aspx
[48] Water Resources South East Scoping Report wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf
[49] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/456945/LIT8973_FloodRiskMaps_SouthEast_RiversSea_v2.pdf
[50] https://flood-map-for-planning.service.gov.uk/confirm-location?easting=447186&northing=85950&placeOrPostcode=isle%20of%20wight
[51] Environment Agency (2013) *Flood Map for Planning*. Available: http://apps.environment-agency.gov.uk/wiyby/37837.aspx

- Flood Zone 3 – Land likely to be affected by flooding from the sea by a flood that has a 0.5% (1 in 200) or greater chance of happening each year, or from a river by a flood that has a 1 per cent (1 in 100) or greater chance of happening each year.

The risk of surface water flooding also needs to be considered:

- Very low risk area (less than 0.1% (1:1000)) chance of flooding.
- Low risk area (0.1% to 1% (1:1000 – 1:100)) chance of flooding.
- Medium risk area (1% to 3.3% (1:100 – 1:30)) chance of flooding.
- High risk area (3.3% (1:30)) or greater chance of flooding.

Estimates of flood risk from different sources across the UK vary, but it is known that the level of risk is substantial – England has approximately 5.2million properties at risk[52]

While new development is expected to occur in the plan area making use of a sequential approach, **without a strategic approach, there is increased potential for the inappropriate siting of new development which may aggravate existing flood risk**.

Flood Zones in the Isle of Wight are shown on Appendix 1.1.1.1.1.G.2.

[52] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/292928/geho0609bqds-e-e.pdf

Table 5 - Historic Environment

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
World Heritage Sites	There are 17 World Heritage Sites in England[53] with 31 distributed across the entirety of the United Kingdom. The sites in England are: • Blenheim Palace • Canterbury Cathedral, St Augustine's Abbey, and St Martin's Church • City of Bath • Cornwall and West Devon Mining Landscape • Derwent Valley Mills • Dorset and East Devon Coast • Durham Castle and Cathedral • Frontiers of the Roman Empire • Ironbridge Gorge • Lake District • Maritime Greenwich • Palace of Westminster and Westminster Abbey, including Saint Margaret's Church • Royal Botanic Gardens, Kew • Saltaire • Stonehenge, Avebury and Associated Sites • Studley Royal Park including the Ruins of Fountains Abbey • Tower of London	There are 8 World Heritage Sites in the South East Region: • Blenheim Palace • Tower of London • Canterbury Cathedral, St. Augustine's Abbey and St. Martin's Church • Palace of Westminster, Westminster Abbey and St. Margaret's Church • Maritime Greenwich • Stonehenge, Avebury and Associated Sites • Royal Botanic Gardens, Kew • City of Bath	There are no World Heritage Sites located on the Isle of Wight.

[53] UNESCO (2017) *World Heritage Convention - United Kingdom of Great Britain and Northern Ireland*. Available: http://whc.unesco.org/en/statesparties/gb

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	To be included on the World Heritage List, sites must be of "Outstanding Universal Value". This is demonstrated by meeting one of the ten selection criteria. These criteria are divided between those of cultural and natural importance. Within England the majority of sites (17) have been notified for their cultural value, with only one site (Dorset and East Devon Coast) notified for its natural value[54].		
	Explanatory Text and anticipated future trends: World Heritage Sites are designated to meet the UK's commitments under the World Heritage Convention and the sites are designated for their globally important cultural or natural interest and require appropriate management and protection measures[55]. The first World Heritage Sites within the UK were designated in 1986. Sites can continue to be nominated, with the last site on the UK mainland being the Forth Rail Bridge, designated in 2015[56]. Sites are inscribed by the United Nations Educational, Scientific and Cultural Organisation (UNESCO). In England the Department for (DCMS) acts as the UK 'State Party' which is responsible for nominating new sites. The DCMS receives advice from Historic England in this regard[57]. The Outstanding Universal Value of a World Heritage Site indicates its importance as a heritage asset of the highest significance. This is to be taken into account by the relevant authorities in plan-making and determining planning applications[58]. Of the sites in England, none have been placed on the List of World Heritage in Danger. The list presently comprises 52 sites in total worldwide. These are sites at which conditions are present to threaten the characteristics for which a site was placed on the World Heritage List[59]. Additional housing development in the Isle of Wight Region may be **inappropriately located or designated to pose a risk to the** W**orld Heritage Site in Bath as well as its setting**. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result.		

[54] UNESCO (2020) *About World Heritage: United Kingdom of Great Britain and Northern Ireland.* Available: https://whc.unesco.org/en/statesparties/gb
[55] UNESCO (2017) *World Heritage Convention - United Kingdom of Great Britain and Northern Ireland*. Available: http://whc.unesco.org/en/statesparties/gb
[56] UNESCO (2017) *World Heritage Convention - United Kingdom of Great Britain and Northern Ireland*. Available: http://whc.unesco.org/en/statesparties/gb
[57] Historic England (2020) *World Heritage.* Available: https://historicengland.org.uk/advice/planning/international/world-heritage
[58] MHCLG (2019) *Planning practice guidance. Further guidance on World Heritage Sites. Paragraph: 028 Reference ID: 18a-028-20190723.* Available: https://www.gov.uk/guidance/conserving-and-enhancing-the-historic-environment#World-Heritage-Sites
[59] UNESCO (2020) *List of World Heritage in Danger.* Available at: https://whc.unesco.org/en/danger

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
Scheduled Monuments	As of 2020, there are almost 20,000 Scheduled Monuments located throughout England[60]. The criteria for determining whether Scheduled Monuments are of national importance are guided by the Principles of Selection laid down by the Secretary of State for Digital, Culture, Media and Sport, covering the basic characteristics of monuments[61]. They are: • Period • Rarity • Documentation/Finds • Group value • Survival/condition • Fragility/vulnerability • Diversity • Potential	There are 5,207 Scheduled Monuments in the South East Region.	There are 122 scheduled monuments on the Isle of Wight.
	Explanatory Text and anticipated future trends: Scheduling is the selection of nationally important archaeological sites which are legally protected. The monitoring and identification of sites is undertaken by Historic England. Scheduled Monuments cover the whole range of archaeological sites and are not always visible or above ground sites. The condition of Scheduled Monuments is monitored as part of Historic England's 'Heritage at Risk' programme. Local government archaeological services, plus independent national and local heritage organisations and community groups, can also play important roles in their curation, plus that of non-scheduled but nationally important monuments[62].		

[60] Historic England (2020) *Scheduled Monuments.* Available: https://www.historicengland.org.uk/listing/what-is-designation/scheduled-monuments/
[61] Department for Culture, Media and Sport (2013) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/249695/SM_policy_statement_10-2013__2_.pdf
[62] Department for Culture, Media and Sport (2013) https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/249695/SM_policy_statement_10-2013__2_.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Additional housing development in the Isle of Wight Region may be **inappropriately located or designated to pose a risk to scheduled monuments and their setting**s. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result. The locations of Scheduled Monuments are shown in Appendix D, **Figure 1.1.1.1.1.G.3**.		
Listed Buildings and Conservation Areas	As noted by Historic England[63], the total number of listed buildings is unknown, but is estimated to be around 500,000 in England. Conservation Areas are designated for their special architectural and historic interested and were first designated in 1967 with over 10,000 in England as of 2021[64].	There are 118,344 listed buildings in the South East Region, these are graded as follows: • Grade I – 2,859 • Grade II – 108,709 • Grade II* – 6,776 There are approximately 3,330 Conservation Areas in the South East Region.	There are 1,972 listed buildings in the Isle of Wight. The Isle of Wight has 36 Conservation Areas which are listed below along with the dates of designation. The first areas were designated in 1969, with the most recent being 2012[65].
	Explanatory Text and anticipated future trends: Listing of buildings is concerned with recognising the buildings special architectural and historic interest, with a view to protecting the building, under the planning system for future generations to enjoy. All buildings built before 1700 which survive in anything like their original condition are listed, as are most of those built between 1700 and 1840. Particularly careful selection is required for buildings from the period after 1945. Usually a building has to be over 30 years old to be eligible for listing[66]. Buildings are considered by the Secretary of State (for Digital, Culture, Media and Sport) and where they are deemed to be of special architectural or historic interest they can be included on the list. The Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the designation regime[67]. There are three categories of listed building: • Grade I buildings are of exceptional interest, only 2.5% of listed buildings are Grade I • Grade II* buildings are particularly important buildings of more than special interest; 5.8% of listed buildings are Grade II* • Grade II buildings are of special interest; 91.7% of all listed buildings are in this class and it is the most likely grade of listing for a homeowner.		

[63] Historic England (2020) *Listed Buildings*. Available: https://historicengland.org.uk/listing/what-is-designation/listed-buildings/
[64] Historic England (2020) *Conservation Areas*. Available : https://historicengland.org.uk/listing/what-is-designation/local/conservation-areas/
[65] Isle of Wight Council (2021) *Conservation & Design* https://www.iow.gov.uk/Council/committees/Planning/Conservation-and-Design/Conservation-Areas
[66] Historic England (2020) *Listed Buildings*. Available: https://historicengland.org.uk/listing/what-is-designation/listed-buildings/
[67] Historic England (2020) Listed Buildings Identification and Extent. Available: https://historicengland.org.uk/advice/hpg/has/listed-buildings/

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Local authorities have a positive legal duty to designate conservation areas where parts of their own area are of special architectural or historic interest. In exceptional circumstances, where the local authority has not done so, the Secretary of State (for Digital, Culture, Media and Sport) may designate a conservation area anywhere in England. The Planning (Listed Buildings and Conservation Areas) Act 1990 also sets out the requirement for local authority's proposals for the preservation and enhancement of conservation areas. Additional housing development in the Isle of Wight Region may be **inappropriately located or designed to pose a risk to listed building and conservation areas and their setting**s. Without a co-ordinated strategic approach to development and infrastructure there is an increased potential for this risk to result. The locations of listed buildings and conservation areas in the Isle of Wight are shown in Appendix D, **Figure 1.1.1.1.1.G.3.**		
Historic Battlefields	As of 2021, there are 47 Historic Battlefields in England[68]. Of these, three battlefields are on the Heritage at Risk Register[69]. The purpose of the Register of Historic Battlefields in England is to provide protection through the planning system and to promote a better understanding of the significance and public enjoyment of these sites. If the site of a battle is to merit registration it has to have been an engagement of national significance, and to be capable of close definition on the ground.	The South East region contains 17 Registered Battlefields: • Battle of Barnet 1471 • Battle of Chalgrove 1643 • Battle of Cheriton 1644 • Battle of Cropredy Bridge 1644 • Battle of Edgehill 1642 • Battle of Evesham 1265 • Battle of Hastings 1066 • Battle of Lewes 1264 • Battle of Maldon 991 • Battle of Naseby 1645 • Battle of Newbury 1643 • Battle of Northampton 1460 • Battle of Roundway Down 1643 • Battle of Stow (-on-the-Wold) 1646 • Battle of Tewkesbury 1471	There are no Historic Battlefields on the Isle of Wight.

[68] Historic England (2020) *The List [Search criteria – Battlefields]*. Available: https://historicengland.org.uk/listing/the-list/advanced-search-results
[69] Historic England (2020) *Heritage at Risk Register [Search criteria – Battlefields]*. Available: https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?advsearch=1&at=Battlefield&searchtype=harsearch

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
		• Battle of Worcester 1651 with Powick Bridge 1642 • Battle of Edgcote 1469	
	Explanatory Text and anticipated future trends: Historic battlefields are designated by Historic England as conferred under the Historic Buildings and Ancient Monuments Act, 1983 (as amended). **There are currently no Historic Battlefields in the Isle of Wight.**		
Parks and Gardens	As of 2020, there are 1,670 Registered Historic Parks and Gardens within England[70], which represents an increase of 64 since 2010 (see Historic England heritage indicators 2020). There are 103 registered parks and gardens on the Heritage at Risk (HAR) Register, representing 6.2% of the total number of registered parks and gardens in England[71]	There are 786 Registered Parks and Gardens within the South East Region. These are graded as follows; • Grade I – 84 • Grade II - 487 • Grade II* – 215	There are nine registered Historic Parks and Gardens on the Isle of Wight. Of the Registered Parks and Gardens on the Isle of Wight, the following are at particular risk of being lost through neglect, decay or deterioration[72]: • Norris Castle, East Cowes; and • Swainston, Calbourne; These heritage assets are presently on Historic England's Heritage at Risk Register[73].
	Explanatory Text and anticipated future trends: The purpose of Registers of Historic Parks and Gardens in England is to encourage the protection of gardens, grounds and other open spaces which are of historic importance. The majority of sites registered are, or started life as, the grounds of private houses, but public parks and cemeteries form important categories too. The emphasis of the Register is on 'designed' landscapes, rather than on planting or botanical importance. The various types of designed landscape included on the Register are designated in the following four themes: • Rural Landscapes • Urban Landscapes		

[70] Historic England (2020) *Heritage Indicators 2020*. Available: https://historicengland.org.uk/content/heritage-counts/pub/2020/heritage-indicators-2020/
[71] Historic England (2021) *Registered Parks and Gardens at Risk*. Available: https://historicengland.org.uk/advice/heritage-at-risk/landscapes/registered-parks-and-gardens-at-risk/
[72] Historic England (2019) https://historicengland.org.uk/advice/heritage-at-risk/types/
[73] https://historicengland.org.uk/advice/heritage-at-risk/search-register/results/?searchType=HAR&search=isle+of+wight&page=1

	National (UK & England)	Regional (South East)	Local (Isle of Wight)

- Landscapes of Remembrance
- Institutional Landscapes

There are also numerous unregistered parks and gardens in the Isle of Wight. Whilst they are non-statutory designations, they remain relevant considerations for local planning and developments.

The plan area contains numerous heritage assets some of which are on Historic England's Heritage at Risk Register. This includes a small number of Registered Parks and Gardens. **New development within the plan area may result in pressure on areas of importance for their cultural heritage and aesthetic quality and there is a requirement for them to be preserved and enhanced**.

Locations of Parks and Gardens are shown in Appendix D, **Figure 1.1.1.1.1.G.3.**

Table 6 - Landscape

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
National Parks	There are 10 National Parks in England[74]: • Broads • Dartmoor • Exmoor • Lake District • New Forest • Northumberland • North York Moors • Peak District • South Downs • Yorkshire Dales	New Forest and South Downs National Parks are within the South East Region. New Forest became designated in 2005 and South Downs in 2010. New Forest National Park covers an area of 566km^2 and is made up of ancient woodland, open heathlands and coastline. South Downs National Park is designated for its rolling hills, picturesque towns and villages, and dramatic cliffs[75].	There are no national parks on the Isle of Wight and the closest is New Forest National Park on the mainland, approximately 1.2km north.
	Explanatory Text and anticipated future trends: In England and Wales, the purpose of National Parks is to conserve and enhance landscapes within the countryside whilst promoting public enjoyment of them and having regard for the social and economic well-being of those living within them. The National Parks and Access to the Countryside Act 1949 established the National Park designation in England and Wales. In addition, the Environment Act 1995 requires relevant authorities to have regard for nature conservation. The designation of National Parks is an ongoing process with two being added in England since 2008 (South Downs and Broads). While the Isle of Wight takes in important areas of landscape features there are presently no National Parks within the Island.		
National Landscapes	There are 34 National Landscapes located within England[76]: • Arnside & Silverdale • Blackdown Hills • Cannock Chase • Chichester Harbour • Chilterns • Cornwall	There are ten National Landscapes within the South East region, including the Isle of Wight: • Isle of Wight • Kent Downs • High Weald • Surrey Hills • Chichester Harbour • Isle of Wight	There is one designated National Landscape on the Isle of Wight - Isle of Wight National Landscape. The Isle of Wight National Landscape covers c.50% of the land surface of the island[78]. Isle of Wight National Landscape cannot be considered in isolation from the rest of the Isle of Wight. The very fact that the National

[74] National Parks (2016) *National Parks – Britain's Breathing Space*. Available: http://www.nationalparks.gov.uk/quick-guide-to-the-uks-national-parks
[75] Water Resources South East Scoping Report wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf
[76] The National Association of Areas of Outstanding Natural Beauty (2017) *Areas of Outstanding Natural Beauty*. Available: http://www.landscapesforlife.org.uk/
[78] https://www.iow.gov.uk/azservices/documents/2981-AONB-Management-Plan-20192024.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	• Cotswolds • Cranborne Chase and West Wiltshire Downs • Dedham Vale • Dorset • East Devon • Forest of Bowland • Howardian Hills • High Weald • Isle of Wight • Isles of Scilly • Kent Downs • Lincolnshire Wolds • Malvern Hills • Mendip Hills • Norfolk Coast • North Devon • North Pennines • North Wessex Downs • Nidderdale • Northumberland Coast • Quantock Hills • Shropshire Hills • Solway Coast • South Devon • Suffolk Coast and Heaths • Surrey Hills • Tamar Valley • Wye Valley (England and Wales)[77]	• Chilterns • North Wessex Downs • Cotswolds • Cranborne Chase and West Wiltshire Downs	Landscape consists of five distinct parcels of designated landscape spread out across the whole of the Island means that there is a strong interrelationship between the National Landscape and the non-designated areas. This interrelationship is: visual, in respect of views to and from the National Landscape (its setting) often including non-designated countryside or settlements; economic, in terms of the draw of the National Landscape for tourism and as a setting for other rural and land based industries; and social, in that it provides recreational space for many larger communities immediately adjacent to the area.
	Explanatory Text and anticipated future trends: In England, the primary purpose of the National Landscape designation is to conserve natural beauty – which by statute includes wildlife, physiographic features and cultural heritage as well as the more conventional concepts of landscape and		

[77] The Wye Valley takes in land within both England and Wales.

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	scenery. Account is taken of the need to safeguard agriculture, forestry and other rural industries and the economic and social needs of local communities. Particular regard should be paid to promoting sustainable forms of social and economic development, that in themselves conserve and enhance the environment. Through the designation of a National Landscape, land within the Isle of Wight has been recognised as being of national importance. These areas have equivalent status to National Parks as far as conservation is concerned. National Landscapes (formerly known as Areas of Outstanding Natural Beauty, AONBs) are designated under the National Parks and Access to the Countryside Act 1949, amended in the Environment Act 1995. The Countryside and Rights of Way Act 2000 clarifies the procedure and purpose of designating National Landscapes. There is a need to **protect landscape character (including that of the National Landscape) from potential threats. This includes issues such as inappropriate development, lack of appropriate management and climate change**. Without a co-ordinated strategic approach to development and infrastructure degradation of the special qualities of the National Landscapes within the region is more likely to result. Locations of National Landscape in the Isle of Wight is shown in Appendix 1.1.1.1.1.G.4.		
Landscape Character Areas	Natural England has produced National Character Area (NCAs) Profiles [79] which divide England into 159 distinct natural areas. Each is defined by a unique combination of landscape, biodiversity, geodiversity, history, and cultural and economic activity. Their boundaries follow natural lines in the landscape rather than administrative boundaries. They can be used for planning and development.	There are 40 NCAs within the South East Region.	The Isle of Wight National Character Area is of relevance to the LTP area. Covering an area of 380 square kilometres, with a coastline that runs for 92 kilometres, it is England's largest Island. The chalk spine crossing from east to west stretches out at the western tip in a series of three chalk stacks known since medieval times as the Needles. 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.
	Explanatory Text and anticipated future trends:		

[79] Natural England (2014) *National Character Area profiles: data for local decision making.* Available: https://www.gov.uk/government/publications/national-character-area-profiles-data-for-local-decision-making

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Landscape Character Areas or Landscape Character Assessments encompass various aspects of landscape, biodiversity, heritage, cultural and geological features. These are non-statutory and used as an aid in the planning process and for decision making. Each LCA profile produced by Natural England includes a description of the natural and cultural features that shape our landscapes, how the landscape has changed over time, the current key drivers for ongoing change, and a broad analysis of each area's characteristics and ecosystem services. Statements of Environmental Opportunity (SEOs) are suggested, which draw on this integrated information. The SEOs offer guidance on the critical issues, which could help to achieve sustainable growth and a more secure environmental future. There is a need to **protect landscape character from potential threats. This includes issues such as inappropriate development, lack of appropriate management and climate change**. **Without a co-ordinated strategic approach to development and infrastructure degradation of the special qualities of the National Landscapes within the region is more likely to result.** Locations of the NCAs in the Isle of Wight are shown in Appendix D, **Figure 1.1.1.1.1.G.4**.		
Designated Dark Skies	Of the 18 International Dark Sky Reserves (IDSRs), three are located in England as of 2020[80]: • Cranborne Chase • Exmoor National Park • Moore's Reserve (South Downs)	The three IDSRs all fall in the South of England.	No IDSRs are designated on the Isle of Wight
	Explanatory Text and anticipated future trends: An International Dark Sky Reserve (IDSR)[81] is a public or private land of substantial size (at least 700 km², or about 173,000 acres) possessing an exceptional or distinguished quality of starry nights and nocturnal environment, and that is specifically protected for its scientific, natural, educational, cultural heritage, and/or public enjoyment. The IDSR consists of two regions: 1) A "core" area meeting the minimum criteria for sky quality and natural darkness; and 2) A "peripheral" or "buffer" area that supports dark sky values in the core and receives similar benefits.		

[80] International Dark Sky Assocation (2020) *International Dark Sky Reserves*. Available: https://www.darksky.org/our-work/conservation/idsp/finder/

[81] International Dark Sky Association (2018) *International Dark Sky Reserve Program Guidelines – June 2018*. Available: https://www.darksky.org/wp-content/uploads/2018/12/IDSR-Guidelines-2018.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	The IDSR is formed through a partnership of landowners and/or administrators that recognize the value of the natural night-time environment through regulations, formal agreements, and long term planning. None of the Isle of Wight is internationally designated as an IDSR.		
Greenbelt and Urban areas	As of 2021 the extent of land designated as Green Belt in England was estimated at 1,614,000 hectares, around 12.4% of the land area of England[82]. Land designated as Green Belt in England is distributed around the following 16 urban cores (listed by largest area to smallest area): • London; • Merseyside and Greater Manchester; • South and West Yorkshire; • Birmingham; • Tyne and Wear; • Bath and Bristol; • Derby and Nottingham; • Stoke-on-Trent; • Bournemouth, Christchurch and Poole; • Oxford; • York; • Cambridge; • Cheltenham and Gloucester; • Blackpool; • Camforth, Lancaster and Morecambe; and • Burton-upon-Trent and Swadlincote.	Within the South East Region there is over 80 areas designated as Green Belts. The Green Belt around London is an important aspect of the South East region landscape which exists to prevent urban sprawl[83].	There are no designated Green Belts areas on the Island. There are a number of areas of Urban Grade Agricultural Land Classification areas, located mainly to the west, north, south east and east extents of the Island.

[82] MHCLG (2020) *Local Authority Green Belt: England 2020-21*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1020886/Green_Belt_statistics_for_England_2020-21_-_Factsheet.pdf

[83] Water Resources South East Scoping Report wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Explanatory Text and anticipated future trends: The National Planning Policy Framework attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence[84]. In 2021, 180 out of 314 local authorities have some land designated as Green Belt. Green Belt serves five purposes: • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns merging into one another; • to assist in safeguarding the countryside from encroachment; • to preserve the setting and special character of historic towns; and • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. Once Green Belts have been defined, local planning authorities should plan positively to enhance their beneficial use, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. Across England between March 2020 and March 2021 there was a decrease of 3,220 hectares (0.1%) in the area of land designated as Green Belt. In spite of its strong protection through national planning policy Green Belt may come under pressure as areas are targeted for potential release and development in inappropriate locations as housing needs increase. There is **increased potential for Green Belt land that has not been identified as suitable for strategic growth to be subject to development without a co-ordinated strategic planning approach.**		

[84] MHCLG (2020) *Local Authority Green Belt: England 2019-20*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/916232/England_Green_Belt_Statistics_2019-20.pdf

Table 7 - Soils, Geology and Land-use

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
Agricultural Land Classifications	The Agricultural Land Classification system classifies land into five grades, with Grade 3 subdivided into Sub-grades 3a and 3b. The best and most versatile agricultural land is defined as Grades 1, 2 and 3a of the Agricultural Land Classification (ALC) system. As of 2012 it is estimated that of the farmland in England,[85] Grades 1 and 2 together form about 21% of soils. The subgrade 3a also covers about 21% of farmland in England.	The Agricultural Land Classification of the region is predominately of Grade 2, Grade 3 and Grade 4 with pockets of urban and non-agricultural land. There are some areas with Grade 1, particularly around the south and south east coast.	There are a range of Agricultural Land Classifications across the study area. The majority of agricultural land within the Isle of Wight is classed as Grade 3 (good to moderate quality agricultural land).
	Explanatory Text and anticipated future trends: ALC uses a grading system to assess and compare the quality of agricultural land at national, regional and local levels. It assesses the potential for land to support different agricultural uses, such as growing crops for food. It does not consider the land's current use and intensity of use. Natural England has a statutory role in advising local planning authorities about land quality issues. A combination of climate, site and soil characteristics and their unique interaction determines the limitation and grade of the land. These affect the: • range of crops that can be grown; • yield of crop; • consistency of yield; and • cost of producing the crop. When considering development proposals that affect agricultural land, developers and LPAs should aim to protect the best and most versatile (BMV) agricultural land and soils in England from significant, inappropriate or unsustainable development proposals. BMV agricultural land is graded 1 to 3a. The highest grade goes to land that[86]: • gives the highest yield or output; • has the widest range and versatility of use; • produces the most consistent yield from a narrower range of crops; and • requires less input.		

[85] Natural England (2012) *Agricultural Land Classification: protecting the best and most versatile agricultural land (TIN049)*. Available: http://publications.naturalengland.org.uk/publication/35012

[86] Natural England (2018) *Guide to assessing development proposals on agricultural land*. Available: https://www.gov.uk/government/publications/agricultural-land-assess-proposals-for-development/guide-to-assessing-development-proposals-on-agricultural-land

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	There is increased potential for development to occur in areas which would affect higher value agricultural land without a co-ordinated strategic approach. Appendix D, **Figure 1.1.1.1.1.G.5** shows agricultural land classifications.		
Geological SSSIs and RIGS	There are over 4,100 SSSIs in England, covering about 1,099,505 ha[87]. Of the total area covered 90.4% are in favourable or unfavourable recovering condition[88]. As of June 2011, there were more than 1,200 SSSIs notified for geological interest in England and 300 in Wales. At that time, 72% of geological features were judged to be in favourable condition[89].	Around 1189 Sites of Special Scientific Interest can be found in the South East region, this includes sites designated for both biological and geological reasons.	41 SSSIs are distributed across the island, 26 are designated for their biological interest, four for their geological interest and 11 for both.
	Explanatory Text and anticipated future trends: SSSIs represent the principal national designation for places of importance for biodiversity and geodiversity in the UK. The designation of areas as SSSIs attaches certain legal requirements to the management of these sites. In addition to designating areas as SSSIs when the land's wildlife is of special interest, Natural England will select and notify an area as a new SSSI when it believes the geology or landform is of special interest[90]. At a national level the majority of SSSIs are in favourable or unfavourable recovering condition. In the South East Region the majority of SSSIs in favourable or unfavourable recovering condition. However, 9.3% of sites contain units that are in unfavourable condition which are reported to have not improved or are in decline from when previously reported on[91]. Geology in the Isle of Wight is likely to face threats from development; human activities such as pollution, roads, disturbance, farming practices; loss of habitat; loss of food sources and a changing climate. Without a co-ordinated strategic approach to development and infrastructure is likely to increase the potential for inappropriate greenfield development to occur which could increase pressures on SSSIs designated for their geological importance.		
Contaminated Land	As of 2020[92], there are 54 special sites of contaminated land in England. These are sites that due to specific land uses, past activities or water pollution are passed from	Reporting/mapping is not freely available at this level however EA Special Sites are present within the South East Region. There are also anticipated to be a large	Reporting/mapping is not freely available however a search suggests there are no EA Special Sites on the Island. It is anticipated that there are a large number of brownfield

[87] Natural England (2016) *Designated Sites View.* Available: https://designatedsites.naturalengland.org.uk/.
[88] Natural England (2016) Designated Sites View. Available: https://designatedsites.naturalengland.org.uk/
[89] Defra (2011) Benefits of Sites of Special Scientific Interest
[90] Natural England (2020) Sites of special scientific interest. Available: https://www.gov.uk/guidance/protected-areas-sites-of-special-scientific-interest
[91] Natural England (2016) Designated Sites View. Available: https://designatedsites.naturalengland.org.uk/
[92] Environment Agency (2020) *Contaminated Land Special Sites*. Available: https://data.gov.uk/dataset/e3770885-fc05-4813-9e60-42b03ec411cf/contaminated-land-special-sites

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	the local council to the Environment Agency to regulate. The National Planning Policy Framework places the onus with the developer and/or landowner for securing a safe land/development.	number of brownfield sites. Such sites are likely to present a potential risk in respect of contaminated land.	sites within the Plan Area which are also potentially contaminated.
	Explanatory Text and anticipated future trends: Land is legally defined as 'contaminated land' where substances are causing or could cause: • Significant harm to people, property or protected species; • Significant pollution of surface waters (for example lakes and rivers) or groundwater; and • Harm to people as a result of radioactivity. Land may be contaminated by various substances including: • Heavy metals such as arsenic, cadmium and lead; • Oils and tars; • Chemical substances and preparations, like solvents; • Gases; • Asbestos; and • Radioactive substances. Some types of contaminated land are classed as 'special sites', which are then regulated by the Environment Agency in England once a local council has decided that an area is a special site[93]. The National Planning Policy Framework requires a risk assessment of land potentially affected by contamination and expects all investigations to be undertaken in accordance with established practices such as BS10175 (2002) 'Code of Practice for the Investigation of Potentially Contaminated Sites'.		
UNESCI Global Geoparks	The UK is home to seven UNESCO Global Geoparks. There are currently three Geoparks in England - the English Riviera, located in the south of Devon in the south west, the North Pennines, between Cumbia and Northumberland in the north, and the Black Country located in the Midlands[94].	There are no geoparks located in South East England.	There are no geoparks located on the Isle of Wight.
	Explanatory Text and anticipated future trends:		

[93] Environment Agency (2020) *Contaminated land*. Available at: https://www.gov.uk/contaminated-land
[94] United Kingdom National Commission for UNESCO (2017) *Global Geoparks.* Available: http://www.unesco.org.uk/designation/geoparks/

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Geoparks are endorsed by UNESCO and are not designated under legislation. They are locally-led partnerships within areas of internationally significant geology that work to support sustainable economic development of the area, primarily through geological and eco-tourism[95]. There is a total of three Geoparks across England, none of which lie in the South East of England.		
Open Green Space	The NPPF[96] puts the onus on local planning authorities to prepare an authority-wide, evidence-based greenspace strategy that includes an assessment of current greenspace provision. It also suggests LPAs use Local Green Space (LGS) as a designation to provide special protection against development for green areas of particular importance.	The South East Green Infrastructure Framework[97] seeks to: "establish green infrastructure as an integral and essential component of sustainable communities, develop a common understanding of the role and importance of green infrastructure can be delivered through the planning system and local partnerships, securing funding for its creation and long term maintenance."	Isle of Wight: 3,3307.91 ha of open space is available in the district, with the main typologies as follows[98]: • Natural and Sem-natural Greenspace: 2756.12ha • Outdoor Sports Facilities: 163.30 ha • Parks and Gardens: 81.24 ha • Amenity Greenspace: 70.96 ha • Educational and Community Grounds: 75.66 ha
	Explanatory Text and anticipated future trends: Open space, which includes all open space of public value, can take many forms, from formal sports pitches to open areas within a development, linear corridors and country parks. It can provide health and recreation benefits to people living and working nearby; have an ecological value and contribute to green infrastructure, as well as being an important part of the landscape and setting of built development, and an important component in the achievement of sustainable development[99]. Local authorities play a vital role in[100]: • providing new, good quality greenspace that is inclusive and equitable • improving, maintaining and protecting existing greenspace • increasing green infrastructure within public spaces and promoting healthy streets		

[95] United Kingdom National Commission for UNESCO (2017) *Global Geoparks.* Available: http://www.unesco.org.uk/designation/geoparks/
[96] MHCLG (2014) *Open space, sports and recreation facilities, public rights of way and local green space*. Available: https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space
[97] https://www.hastings.gov.uk/content/planning/planning_policy/adopted_local_plan/dmp/doclist/HBC-PS-74.pdf
[98] https://www.iow.gov.uk/azservices/documents/2981-IOW-Open-Space-Assessment-FINAL2020.pdf
[99] MHCLG (2014) *Open space, sports and recreation facilities, public rights of way and local green space*. Available: https://www.gov.uk/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space
[100] Public Health England (2020) *Improving access to greenspace – A new review for 2020*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	• improving transport links, pathways and other means of access to greenspace, and providing imaginative routes linking areas of greenspace for active travel Without a co-ordinated strategic approach to development and infrastructure, there is increased potential for planning decisions to result in inappropriate development, which could fragment existing networks of open space thereby reducing connectivity.		

Table 8 - Water Quality and Resources

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
Water Framework Directive (WFD)	In England, the quality status of water bodies assessed under the WFD in 2020 were[101]: Lakes: • High – 10% • Good – 22% • Moderate – 55% • Poor – 11% • Bad – 1% Rivers and Canals: • High – 3% • Good – 30% • Moderate – 49% • Poor – 16% • Bad – 3% Estuaries and Coastal: • High – 21% • Good – 55% • Moderate – 23% • Poor – 1% • Bad – 1%	In line with the WFD, River Basin Management Plans (RBMPs) are relevant for the South East Region and the status of waterbodies. Local government is involved in regulating, operating, influencing and undertaking projects in the river basin district (RBD) of the associated RBMP. The river basin districts which make up the South East region are Thames and the South East [102]. As of 2015, the status of surface and groundwater water bodies in the RBDs are as follows: *Surface Waters (including lakes, coastal, estuarine and rivers, canals and surface water transfers) ecological status,* Thames Water RBD totalling 498: • High – 0 • Good – 29 • Moderate – 320 • Poor – 112 • Bad – 27 South East RBD totalling 282:	The river basin district which covers the plan area is the South East [103]. The South East River Basin District is divided into 'catchments', including the Isle of Wight. There are 10 water bodies in the IoW catchment: • Atherfield Stream • Blackbridge Brook • Brighstone Streams • Caul Bourne • Eastern Yar (Lower) • Eastern Yar (Upper) • Lukely Brook • Medina • Monktonmead Brook • Wroxall Stream Of the 10 water bodies, eight are considered to be Heavily Modified, two are natural. Nine of the water bodies are of 'Moderate' ecological status or potential and one is 'poor'.

[101] Joint Nature Conservation Committee (2021) *UK Biodiversity Indicators 2020 – B7. Surface water status*. Available: https://hub.jncc.gov.uk/assets/b6dbbc22-235a-4664-8192-3a178d32ffde
[102] Water Resources South East Scoping Report wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf
[103] Water Resources South East Scoping Report wrse-regional-plan-strategic-environmental-assessment-scoping-report.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
		• High – 0 • Good – 43 • Moderate – 169 • Poor – 60 • Bad – 10 *Groundwaters (Chemical Status),* Thames Water RBD totalling 47: • Good – 25 • Poor – 22 South East RBD totalling 33: • Good – 17 • Poor – 16	
	Explanatory Text and anticipated future trends: The EU WFD is transposed into UK law through the following regulations: The Water Environment (WFD) (England and Wales) Regulations 2017 for England and Wales; the Water Environment and Water Services (Scotland) Act 2003 (WEWS Act) and The Water Environment (WFD) Regulations (Northern Ireland) 2003) for Northern Ireland. The purpose of the Directive is to establish a framework for the protection of inland surface waters (rivers and lakes), transitional waters (estuaries), coastal waters and groundwater. Groundwater is an important natural resource that supports river flows as well as ecological diversity in rivers, lakes and wetlands. It is also available for use, across the United Kingdom, for water supply by abstraction from boreholes, wells and springs. The number of waterbodies assessed each year varies and has decreased from 10,761 in 2009 to 9,301 in 2019. There was a small decrease in the overall number of water bodies awarded high or good surface water status between 2009 and 2018. In 2019, 36% of surface water bodies assessed under the WFD in the UK were in high or good status. This this is the same as the 36% of surface water bodies assessed in 2009 and one percent higher than the 35% in 2014[104]. The South East RBD[105] indicates that only 15% of its overall number of surface water bodies are at good or better overall status. This is predicted to increase to 19% by 2021, although this would still remain as a moderately lower percentage than the national average of 35%.		

[104] Joint Nature Conservation Committee (2020) *Surface Water Status – Datasheet*. Available: http://jncc.defra.gov.uk/docs/UKBI2015_DS_B7_Final2.xlsx
[105] DEFRA and Environment Agency (2015) Water for life and livelihoods – *Part 1: South East river basin District River basin management plan.* Available:

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	RBMPs are prepared in line with the WFD to protect and improve the quality of our water environment. The RBMPs support the government's framework for the 25-year environment plan and will allow local communities to find more cost-effective ways to take action to further improve our water environment[106]. As with most water bodies in England, there are a range of significant water management issues manifested in the South East RBD, with pollution from towns, cities and transport noted as being an issue for 9% of water bodies in this RBD. This includes Rainwater draining from roofs, roads and pavements carries pollutants, including grit, bacteria, oils, metals, vehicle emissions, detergent and road salt drains to surface water, including estuaries and coastal waters. Many homes and workplaces have 'misconnected' drains, meaning that dirty water often enters surface waters and groundwater rather than foul sewer drains. New development may result in physical modifications to water bodies – an issue affecting 43% of water bodies in this RBD. Without a coordinated approach to development and infrastructure there is increased potential for pollution to result at water bodies in the Isle of Wight.		
Drinking Water Safeguard Zones Source Protection Areas	Drinking Water Safeguard Zones (DWSZs) are designated in England for any raw water sources that are 'at risk' of deterioration which would result in the need for additional treatment. These zones are areas where the land use is causing pollution of the raw water. Similarly, parts of the country at which there is increased risk of contamination to groundwater supplied from activities which might cause pollution are covered by Source Protection Zones (SPZs). The EA split SPZs into 3 main zones: inner (SPZ1), outer (SPZ2) and total catchment (SPZ3). A fourth zone (special interest) can sometimes also be applied (further	32 DWSZ falls entirely or partially within the South East Region. There are several SPZs within the South East Region, predominately located across the centre and towards the south: • SPZ 1 – 774 • SPZ 1c – 117 • SPZ 2 – 462 • SPZ 2c – 114 • SPZ 3 – 158 • SPZ 3c – 1 • SPZ 4 – 11	Eastern Yar (Lower) DWSZ falls entirely within the Isle of Wight, towards the south. There are a number of SPZ within the Isle of Wight, predominately located towards the centre of the Island with smaller areas in the north and south[107].

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/718337/South_East_RBD_Part_1_river_basin_management_plan.pdf

[106] DEFRA and Environment Agency (2019) *River basin management plans: 2015*. Available: https://www.gov.uk/government/collections/river-basin-management-plans-2015

[107] https://data.gov.uk/dataset/09889a48-0439-4bbe-8f2a-87bba26fbbf5/source-protection-zones-merged

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	detail provided in the explanatory text below).		
	Explanatory Text and anticipated future trends: DWSZs are designated by the Environment Agency for areas in which action is needed to address pollution so that extra treatment of raw water can be avoided. Furthermore, groundwater provides around a third of drinking water in England and maintains the flow in many of the waterbodies in the country. SPZs are also designated by the Environment Agency. These designations cover groundwater sources such as wells, boreholes and springs which are used for public drinking water supply. Groundwater supplies a third of our drinking water. In some areas of southern England, up to 80% of the water you get from your taps is from groundwater[108]. Inner Zone (**SPZ1**) - This zone is 50 day travel time of pollutant to source with a 50 metres default minimum radius. Outer zone (**SPZ2**) - This zone is 400 day travel time of pollutant to source. This has a 250 or 500 metres minimum radius around the source depending on the amount of water taken. Total catchment (**SPZ3**) - This is the area around a supply source within which all the groundwater ends up at the abstraction point. This is the point from where the water is taken. This could extend some distance from the source point. Extended zones beneath protective cover (**1c, 2c and 3c**) - Areas where there is protective geology cover, such as clay. This is because activities below the surface, such as deep drilling, could create pathways for pollutants to enter the groundwater. Zone of special interest **(SPZ4**) - This zone is where local conditions require additional protection. Without a coordinated approach to development and infrastructure there is increased potential for pollution to occur in areas where there is a risk of contamination of drinking water resulting.		
Bathing Water Quality	As of 2019, in England, the quality status of bathing water areas assessed under the Bathing Waters Directive were[109]: • Poor – 8; • Sufficient – 21; • Good – 92;	In the South East Region, there are a number of areas of bathing waters that are monitored. These are predominately located along the coast[110].	There are 14 bathing waters in the Isle of Wight Catchment. Conditions are reported as follows[111]: • Bembridge - Good • Colwell Bay - Excellent • Compton bay - Excellent

[108] Groundwater source protection zones (SPZs) - GOV.UK (www.gov.uk)
[109] Environment Agency, Bathing Water Data. Available: http://environment.data.gov.uk/bwq/profiles/data.html?country=England
[110] https://environment.data.gov.uk/bwq/profiles/data.html?bw=ukj2201-14400,ukj2202-14150&country=England
[111] https://bathingwaters.eu/south%20east%20(uk)/isle%20of%20wight

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	• Excellent – 300; and • Closed – 1. *Classifications were not made for the 2020 season due to the impact of the COVID-19 pandemic on the sampling programme.*		• Cowes - Excellent • Gurnard - Good • Ryde - Good • Sandown - Good • Seagrove - Good • Shanklin - Good • St Helens - Excellent • Totland Bay - Excellent • Ventnor - Excellent • Whitecliffe Bay - Excellent • Yaverland - Good
	Explanatory Text and anticipated future trends: Water quality at designated bathing water sites in England is assessed by the Environment Agency. From May to September, weekly assessments measure current water quality, and at a number of sites daily pollution risk forecasts are issued. Annual ratings classify each site as excellent, good, sufficient or poor based on measurements taken over a period of up to four years[112].		
Coastal Processes **Shoreline Management Plans**	The National Flood and Coastal Erosion Risk Management Strategy for England identifies that approximately 5.2 million, or one in six residential properties are located in areas at risk of flooding from rivers, the sea and surface water[113]. Flood Zones 2 and 3 land located across the whole of England associated with river and coastal areas. Lowland areas are of	There are four Shoreline Management Plans (SMP) covering the South West Coast[115]: • South Devon and Dorset SMP • Cornwall and the Isles of Scilly SMP • North Devon and Somerset • Severn Estuary SMP	The Isle of Wight coast will change over the next 100 years due the impacts of marine erosion, ground instability and flooding by the sea. Current levels of risk are likely to increase through greater human activity and development in coastal areas and as a result of the predicted impacts of climate change. Responsibility for management of the

[112] Environment Agency, Bathing Water Data. Available: http://environment.data.gov.uk/bwq/profiles/data.html?country=England
[113] Environment Agency (2009) *Flooding in England: A National Assessment of Flood Risk*. Available: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/292928/geho0609bqds-e-e.pdf
[115] The South West Regional Coastal Monitoring Programme (2021) *Shoreline Management Plans (SMP2s)* https://southwest.coastalmonitoring.org/resources-2/shoreline-management-plans-smps/

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	particular risk as a consequence of floodplains being associated with the lower reaches of rivers[114].	Additionally, there are four SMP's covering the South East Coast[116]: • Medway Estuary to Swale • Isle of Grain to South Foreland • South Foreland to Beachy Head • Beachy Head to Selsey Bill There is also a SMP covering the Isle of Wight's coastline.	Island's coastal defences against erosion and sea flooding is shared between the Isle of Wight Council and the Environment Agency. The Shoreline Management Plan is the means by which these organisations determine the best way to look after the coast in a sustainable way for the next 100 years. It is prepared using guidelines set down by Defra, the Government Department with responsibility for setting national policy for defence of the coastline.[117]
	Explanatory Text and anticipated future trends: Shoreline Management Plans have been developed across England and Wales by Coastal Groups made up of members from local councils and the Environment Agency. The purpose of these plans is to identify the most sustainable approach to managing the flood and coastal erosion risks to the coastline in the: • Short term (0 to 20 years) • Medium term (20 to 50 years) • Long term (50 to 100 years) A total of 22 plans have been developed for England and Wales. Flood risk management plans (FRMPs) describe the risk of flooding from rivers, the sea, surface water, groundwater and reservoirs. Each FRMP covers a specific river basin district and sets out how risk management authorities will work together and with communities to manage flood and coastal risk over the next 6 years. Risk management authorities include the Environment Agency, Natural Resources Wales, lead local flood authorities (LLFAs), local councils, internal drainage boards, Highways England, South Wales Trunk Road Agency, North Wales Trunk Road Agency (NWTRA) and water and sewerage companies[118].		

[114] Environment Agency (2017) *Flood Map for Planning (Rivers and Sea).* Available: http://apps.environment-agency.gov.uk/wiyby/37837.aspx
[116] South east Coastal Group (2021) *Shoreline Management Plans* https://se-coastalgroup.org.uk/shoreline-management-plans/
[117] Isle of Wight Shoreline Management Plan (2021) http://www.coastalwight.gov.uk/smp/
[118] Natural Resources Wales and Environment Agency (2015) *Flood risk management plan – Severn river basin district summary*. Available: https://cdn.cyfoethnaturiol.cymru/media/675149/lit-10212_severn_frmp_summary-document.pdf?mode=pad&rnd=131514937620000000

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	As well at being at risk of flooding from fluvial sources, parts of the Isle of Wight are also at risk of flooding from tidal sources. It is likely that without a strategic approach to development there may be increased potential for a larger number of homes being at risk of tidal flooding.		

Table 9 - Resources and Waste

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
Landfill Sites	In the UK, landfill tax is one of the key drivers to divert waste from landfill to ensure that the 2020 target of no more than 10.161 million tonnes of biodegradable municipal waste (BMW) to landfill and the 2035 target of no more than 10% of municipal waste to landfill[119]. UK BMW sent to landfill has fallen from approximately 7.2 million tonnes in 2018 to around 6.6 million tonnes in 2019[120].	The South East sent 256,000 tonnes of waste (6.3% of total waste collected by local authorities) to landfill in 2019/20[121].	There are 13 authorised landfill sites in the Isle of Wight, one of which is currently in use. This is Standen Heath Landfill Site[122].
	Explanatory Text and anticipated future trends: It is unlikely that providing new development in the Isle of Wight will greatly influence the proportion of waste sent to landfill. This will more likely be influenced by the decisions of residents in the plan area (for example by recycling and composting) as well decisions made by the local authorities.		
Waste Facilities	In 2013/14 there were 697 Household Recycling Centres (HRCs) located in England, with an average catchment radius of 4.8 miles and approximately 32,281 households per site. This shows the current average provision in terms of catchment radii was broadly in line with the National Assessment of Civic Amenity Sites	Reported at local level only.	There are two HRC's on the Isle of Wight; Afton Marsh and Lynnbottom. Lynnbottom is also a Commercial Waste and Recycling Centre which accepts business, commercial or trade waste including any waste cannot be taken to the household waste and recycling areas.[124]

[119] Defra (2021) *Waste Management Plan for England.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/955897/waste-management-plan-for-england-2021.pdf
[120] Defra (2021) *UK Statistics on Waste*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918270/UK_Statistics_on_Waste_statistical_notice_March_2020_accessible_FINAL_updated_size_12.pdf
[121] Defra (2021) Statistics on waste managed by local authorities in England in 2019/20. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/966114/Statistics_on_waste_managed_by_local_authorities_in_England_in_2019v3_accessible.pdf
[122] https://data.gov.uk/dataset/ad695596-d71d-4cbb-8e32-99108371c0ee/permitted-waste-sites-authorised-landfill-site-boundaries
[124] https://www.iow.gov.uk/Residents/environment-planning-and-waste/Waste-and-Recycling/Recycling-Centres/About

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	recommendations of a maximum catchment radii of three miles in urban areas and seven miles in rural areas[123].		
	Explanatory Text and anticipated future trends: The provision of waste facilities is included in the Isle of Wight Core Strategy (including Waste and Minerals) and Development Management Development Plan Document March 2012.		
Energy / Fuel Use	Fuel used for electricity generation totalled 55.6 Million tonnes of oil equivalent (Mtoe) in 2020. This was a decrease of 5.2% compared to 2019 and the lowest value in more than twenty years. This large decrease occurred due to the unusually low demand and generation as a result of the Covid-19 restrictions [125]. The fuel generation from fossil fuels fell 15.9% in 2020, to a record low. Gas continued to be the dominant furl but was down 16% from 2019. Renewables' share of generation was greater than that of fossil fuels for the first time at 43.1%. This was in the context of electricity generation falling to record low levels in 2020, with total electricity generation in 2020 of 312.0 TWh. This reflects the lower demand for electricity during 2020 as a result of the UK's Covid-19 restrictions. Renewable sources generated 134.6 TWh in 2020, a 12.6 per cent increase compared to 2019 and higher than the 117.8 TWh from fossil fuel.	Reported at local level only.	The installed capacity (MW) at local authority level for renewable electricity generation is as follows:[126] Isle of Wight (66,618 est. households): • 2017 – 92.3 • 2018 – 96.3 • 2019 – 94.7

[123] Waste and Resources Action Programme (2018) *Household Waste and Recycling Centre Guide*. Available: https://www.wrap.org.uk/sites/files/wrap/HWRC_Guidance_2018_4.pdf
[125] DBEIS (2021) *DUKES 2021 Chapter 5: Electricity*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904805/DUKES_2020_Chapter_5.pdf
[126] DBEIS (2020) *Regional Renewable Statistics*. Available: https://www.gov.uk/government/statistics/regional-renewable-statistics

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Explanatory Text and anticipated future trends: Electricity supply is driven by demand, as it is generated or imported as needed. In recent years, demand for electricity has decreased as energy efficiency measures have improved and increased in number and in 2020 the larger reduction was due to the Covid-19 pandemic. The total electricity demand comprises energy industry use, losses in transmission or distribution and final consumption by end users[127]. The main driver for the decrease shift in generation of coal and gas was an increase in the carbon price floor in April 2015, from £9 per tonne of CO2 to £18 per tonne of CO2[128]. Since coal generation produces more than double the amount of carbon dioxide per GWh of electricity supplied than gas, this made generation from coal more expensive than gas. The decline in fossil fuel generation was made possible by the substantial growth in renewable generation and this trend continued in 2020. Low carbon generation consists of renewable and nuclear generation and the rise in renewables share of generation also drove an increase in the share of generation from low carbon sources. Increases in installed capacity for renewables has rose in Isle of Wight between 2017 and 2019, peaking in 2018. The delivery of new development and infrastructure **may provide opportunities for the incorporation of new renewable schemes where this is deemed appropriate. If development is not provided in a strategic manner it is less likely that these types of opportunities will be achieved.**		
Aggregates / Construction Materials	Construction output in June 2021 was 0.3% (£39 million) below the February 2020 pre COVID-19 pandemic level. In the UK, seasonally adjusted sales of sand and gravel have consistently remained below levels typically seen before the recession of 2008 to 2009 and have dropped recently due to the Covid-19 pandemic[129].	The estimated supply of aggregates in the South East of England 2015-2017, are as follows (thousand tonnes)[130]: 2015: • Crushed Rock – 1,700 • Marine Sand and Gravel – 6,827	Sales of aggregates have seen a continued, albeit gradual decline on the Isle of Wight. 60% of all sand and gravel sales on the IoW are imported sand and gravel[131]. This highlights the ongoing reliance on the Island's three aggregate wharves and their continued importance to both the mineral industry and the wider development and regeneration of the Isle of Wight.

[127] DBEIS (2021) *DUKES 2021 Chapter 5: Electricity*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904805/DUKES_2020_Chapter_5.pdf

[128] DBEIS (2021) 2*019 UK Greenhouse Gas Emissions, Final Figures.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

[129] DEBIS (2021) *Monthly Statistics of Building Materials and Components Commentary, August 2021*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1013741/21-cs9_-_Construction_Building_Materials_-_Commentary_August_2021.pdf

[130] SEEAWP18-02AggregatesMonitoringReport2017.pdf (hants.gov.uk)

[131] https://www.iow.gov.uk/azservices/documents/2783-IW-LAA-2015-Final-Version-for-IWC-Adoption-June-2016.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	In contrast, after the 2008 to 2009 recession, seasonally adjusted sales of ready-mixed concrete had been recovering steadily since quarter-2 2012, until the recent drop due to the Covid-19 pandemic. Concrete block deliveries also declined during the recession of 2008 to 2009. The general trend has been one of growth since 2013, until the recent drop due to the Covid-19 pandemic.	• Recycled and Secondary Aggregates – 4,223 2016: • Crushed Rock – 1,527 • Marine Sand and Gravel – 7,365 • Recycled and Secondary Aggregates – 4,034 2017: • Crushed Rock – 1,686 • Marine Sand and Gravel – 6,224 • Recycled and Secondary Aggregates – 4,870	
	Explanatory Text and anticipated future trends: Aggregates are the most commonly used minerals in the UK and are essential to a modern economy. They provide the critical raw material for built development and other construction, manufacturing and the maintenance of infrastructure, through their use as concrete, mortar, finishes, roadstone, constructional fill and railway ballast. There are three sources of supply of aggregates – primary, secondary and recycled. The majority of aggregate demand is met from primary sources. This involves extracting material directly from the ground and dredging from the sea floor. There are significant geographical imbalances in the occurrence of suitable natural aggregate resources and the areas where they are most needed. The National Planning Policy Framework (NPPF)[132] paragraph 207 requires an annual Local Aggregate Assessment (LAA) to be produced by Mineral Planning Authorities (MPAs) in order to plan for a steady and adequate supply of aggregates. Although the demand for construction materials fell in 2020 due to the impact of Covid-19, the long-term trend is an expected increase at a national level.		
Sector Waste Statistics	The official England 'waste from households' recycling rate was 45.5% in 2019. The amount of waste recycled increased slightly	In 2019/20 collected waste for the South South East Region[135] (per thousand tonnes) stood at:	The figures published by Defra show that the Isle of Wight's collected household waste per person was reduced to 413.2

[132] MHCLG (2019) National Planning Policy Framework. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/810197/NPPF_Feb_2019_revised.pdf
[135] Statistics on waste managed by local authorities 2019 (publishing.service.gov.uk)

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	by 0.9% from the previous reporting year. The total amount of waste recycled increased from 9.8 million tonnes in 2018 to 10.1 million tonnes in 2019[133]. As with the rest of England, the South East Region has reported trends of increasing rates of recycling in most of the last ten one-year report periods. Between the reporting periods 2009/10 and 2019/20 rates of recycling increased from 39.1% to 47.5% in the Region[134].	**Landfill**: 256 (6.3%) **Incineration**: 1,806 (44.3%) **Recycled/Composted**: 1,937 (47.5%) **Other**: 80 (2.0%) **Total:** 4,080	kilogrammes (kg) in 2018/19, compared to 449.8kg the 2017/18.
	Explanatory Text and anticipated future trends: In February 2019 the Government published a consultation on measures to increase recycling from households and businesses to support the achievement of a much higher 65% recycling rate for municipal waste by 2035. The Government responded and stated that they would be introducing measures for England to increase household recycling by requiring all local authorities to collect a consistent set of dry materials from households in England, to collect food waste separately from all households on a weekly basis; and to arrange for garden waste collection where necessary. Together, these will support the ability to meet commitments on recycling outlines in the Resources and Waste Strategy. The South East managed the largest tonnage of local authority collected waste in 2019/20 at 4.1 million tonnes and the South West sent the largest proportion of local authority collected waste to recycling which sent 1.3 million tonnes (49.3 per cent).		

[133] DEFRA (2021) *Local Authority Collected Waste Management for England 2019/20*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/966114/Statistics_on_waste_managed_by_local_authorities_in_England_in_2019v3_accessible.pdf

[134] Ibid.

Table 10 - Communities – Population, Employment and Viability

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
Population and Locations of Major Settlements	As of mid- 2020, England had an estimated population of 56,550,138[136]. By 2043, it is expected that the population of England will be approximately 61,744,100; an increase of 9.7%. The proportion of those aged 65 and over is due to increase by 42.2% by 2043, the largest increase for any age category. Meanwhile, the proportion of those aged between 0-29 and between 30-	As of mid-2020, the South East Region had a population estimated at 9,217,265[139]. It is predicted that the population of the South East Region will increase to 9,933,758. The number of households in the South East is projected to increase by 6.9% between 2018 and 2028, from 3,754,000 to 4,011,000.	The 2020 mid-year estimates for 2020 gave a figure of 141,771 for the Isle of Wight's population[140]. Based on a 2010 mid year population estimate, there is an average population density per square kilometre (km2) of 370 persons, or 3.70 persons per hectare, lower than both the national and regional average[141]. As of 2019, there were an estimated 69,471 males and 72,300 females in the Isle of Wight[142].

[136] ONS – *Estimates for the Population for the UK, England, Wales, Scotland and Norther Ireland: Mid-2019 – April 2020 Local Authority District Codes Edition*. Available: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland
[139] ONS - Estimates for the Population for the UK, England, Wales, Scotland and Norther Ireland: Mid-2019
[140]ONS – Estimates for the Population for the UK, England, Wales, Scotland and Norther Ireland: Mid-2019 – April 2020 Local Authority District Codes Edition https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalesscotlandandnorthernireland
[141] https://www.iow.gov.uk/azservices/documents/2552-Demographics-General-population-October-2011-Done.pdf
[142] Public Health England – Local Authority Health Profile (Isle of Wight)

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	64 will increase by 2.9% and 1.9%, respectively over the same period[137]. The number of households in England is projected to increase by 1.6 million (7.1%) over the next 10 years, from 23.2 million in 2018 to 24.8 million in 2028[138]. Growth in the number of households is fastest where the household reference person (HRP) is of older age; 64% of the total growth in households is accounted for by households where the HRP is aged 75 years or over. The number of people aged 75 years and over living on their own is projected to increase by 461,000 in the 10 years to 2028.		
	Explanatory Text and anticipated future trends: Latest ONS figures for household projections in England show an indication of the future number of households in England and its regions and local authorities[143]. These are used for planning in areas such as housing and social care. The latest household projections show a continued rise in the number of households in England, at a level closely in line with what was previously projected. There continues to be much variation across age groups, regions and household types. ONS project the majority of household growth over the next 10 years will be because of an increase in older households without dependent children, particularly those where the household reference person is aged 75 years and over. This shows the potential impact of an ageing population on future household formation. The Isle of Wight Region is expected to see substantial population growth in the coming years, with the proportion of residents of an older age increasing in line with the trend across much of England. Development across the plan area needs to be particular considerate of this group in relation to the design of development and neighbourhoods as well as the accessibility of services and facilities. There will be a need to promote development which ensures the issue of isolation does not become more prevalent given the expected increase in the proportion of single person households among older people. Without a strategic approach to development it is less likely that these challenges will be comprehensively met.		

[137] ONS – Population Projections for Local Authorities, Table 2: 2018 Based Edition of this Dataset. Available: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/localauthoritiesinenglandtable2

[138] ONS – Household projections for England: 2018-based. Available: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/householdprojectionsforengland/2018based#household-type-projections

[143] ONS – Household projections for England: 2018-based. Available: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/bulletins/householdprojectionsforengland/2018based#household-type-projections

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
Working Age Population	As of 2020, the proportion of residents in the Great Britain of working age (16-64) was 62.4%, with similar levels reported for both males (63.1%) and females (61.7%)[144]. A similar percentage of residents in England were of working age (62.3%) at the same time of reporting. The breakdown between males (63.0%) and females (61.6%) in England was also similar[145].	As of 2020, the proportion of residents in the South East of working age (16-64) was 61.1%, with similar levels reported for both males (61.8.1%) and females (60.4%)[146].	As of 2020, the proportion of residents in the Isle of Wight of working age (16-64) was 55.9%, with similar levels reported for both males (56.4%) and females (55.4%)[147].
	Explanatory Text and anticipated future trends: See above relating to population change.		
Unemployment	From April 2021 to June 2021, approximately 4.7% of the economically active population were unemployed in the Great Britain[148]. During the same period the percentage of economically active people in England that were unemployed was the similar to the figure reported for Great Britain at 4.8%[149].	From April 2021 to June 2021, approximately 4.4% of the economically active population were unemployed in the South East[150].	The unemployment rate in the Isle of Wight since January 2018 is as follows[151]: Jan 2018-Dec 2018 – 4.0% Jan 2019-Dec 2019 – 3.6% Jan 2020-Dec 2020 – 5.0%
	Explanatory Text and anticipated future trends: Data from the ONS Labour Force Survey shows the employment rate has generally decreased since the start of the coronavirus pandemic, while the unemployment rate has been increased. However since the end of 2020 employment and unemployment rates have shown signs of recovery[152]. Total hours worked, while still low, have increased in the previous quarter as coronavirus restrictions eased.		

[144] Nomis – *Labour Market Profile: Great Britain*. Available: https://www.nomisweb.co.uk/reports/lmp/gor/2092957698/report.aspx
[145] Nomis – *Labour Market Profile: England*. Available: https://www.nomisweb.co.uk/reports/lmp/gor/2092957699/report.aspx
[146] Nomis – *Labour Market Profile: South East*. Available: https://www.nomisweb.co.uk/reports/lmp/gor/2013265928/report.aspx
[147] Nomis – *Labour Market Profile: Isle of Wight*. Available: https://www.nomisweb.co.uk/reports/lmp/la/1946157281/report.aspx
[148] Nomis – *Labour Market Profile: Great Britain.* Available: https://www.nomisweb.co.uk/reports/lmp/gor/2092957698/report.aspx
[149] Nomis – *Labour Market Profile: England*. Available: https://www.nomisweb.co.uk/reports/lmp/gor/2092957699/report.aspx
[150] Nomis – *Labour Market Profile: South East.* Available: https://www.nomisweb.co.uk/reports/lmp/gor/2013265928/report.aspx
[151] Nomis – *Labour Marker Profile: All people - Economically active - Unemployed (Model Based).* Available: https://www.nomisweb.co.uk/reports/lmp/la/1946157281/subreports/ea_time_series/report.aspx?
[152] ONS – Labour market overview, UK: October 2020. Available: https://www.ons.gov.uk/employmentandlabourmarket/peopleinwork/employmentandemployeetypes/bulletins/uklabourmarket/october2020

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Before the coronavirus pandemic and since its height of 8.1% in 2012, overall unemployment in England has gradually lowered. This is generally replicated throughout the other English regions including the South East, where overall unemployment fell from 6.6% in 2012 to 3.7% by 2019. It should also be noted that the unemployment rate is model-based and relates to those aged 16 and over. Without the strategic approach to development in the Isle of Wight t**he required development and infrastructure is less likely to be provided to encourage investment in areas where highest numbers of residents can benefit from new employment opportunities**.		
Economic Activity Rates	From April 2021 to June 2021, 79.2% of the population were economically active in England. 75.3% of the economically active population were in employment. Of the 20.5% of the economically inactive population in England 27.1% were students, 22.8% were long-term sick and 20.9% were looking after family/home[153].	From April 2021 to June 2021, 81.6% of the population were economically active in the South East. 77.9% of the economically active population were in employment. Of the 18.4% of the economically inactive population in South East 28.1% were students, 19.9% were long-term sick and 19.7% were looking after family/home[154].	From January 2020 to December 2020, 77.8% of the population were economically active in the Isle of Wight. 73.2% of the economically active population were in employment. Of the 22.2% of the economically inactive population in Isle of Wight, 16.8% were students, 26.8% were long-term sick and 16.4% were looking after family/home[155].
	Explanatory Text and anticipated future trends: The Isle of Wight has demonstrated slightly lower levels of economic activity than the national average in recent years. Of those who were reported to be economically inactive, this included a higher percentage of long-term sick than the national average. Development in the region should **aim to build on the relatively high rates of economic activity among the local population as well the relatively high proportion of students which indicates high educational attainment. Without a strategic approach to development and infrastructure in the Isle of Wight, it may prove more difficult to encourage further economic investment and to build on level of economic activity presently demonstrated in the region**.		
Deprivation	The English Indices of Deprivation measure relative levels of deprivation in 32,844 small areas or neighbourhoods, called Lower-layer Super Output Areas, in England[156].	Reported at local level.	With Rank 1 being most deprived, out of the 317 local authorities in England, Isle of Wight ranks 80th most deprived[157]. Of the seven deprivation domains that make up

[153] Nomis – *Labour Marker Profile: All people - Economically active – Time series*. Available: https://www.nomisweb.co.uk/reports/lmp/la/1946157348/subreports/ea_time_series/report.aspx?c1=2013265929&c2=2092957699
[154] Nomis – *Labour Marker Profile: All people - Economically active – Time series*. Available: https://www.nomisweb.co.uk/reports/lmp/gor/2013265928/report.aspx
[155] Nomis – *Labour Marker Profile: All people - Economically active – Time series*. Available: https://www.nomisweb.co.uk/reports/lmp/la/1946157281/report.aspx
[156] MHCLG (2019) *The English Indices of Deprivation 2019 (IoD2019)* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835115/IoD2019_Statistical_Release.pdf
[157] MHCLG (2019) *IoD2019 Interactive Dashboard – Local Authority Focus*. Available: https://app.powerbi.com/view?r=eyJrIjoiOTdjYzIyNTMtMTcxNi00YmQ2LWI1YzgtMTUyYzMxOWQ3NzQ2IiwidCI6ImJmMzQ2ODEwLTljN2QtNDNkZS1hODcyLTI0YTJlZjM5OTVhOCJ9

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Overall, 88 per cent of neighbourhoods that are in the most deprived decile according to the Index of Multiple Deprivation 2019 (IMD2019) were also the most deprived according to the IMD2015. Deprivation is dispersed across England. 61 per cent of local authority districts contain at least one of the most deprived neighbourhoods in England. Middlesbrough, Liverpool, Knowsley, Kingston upon Hull and Manchester are the local authorities with the highest proportions of neighbourhoods among the most deprived in England. This is largely unchanged from the IMD2015.		IMD2019, the Isle of Wight rank as follows for 'Income' and 'Employment': Income – 65th Employment – 44th
	The Indices of Deprivation 2019[158] provide a set of relative measures of deprivation for small geographical areas (Lower-layer Super Output Areas) across England, based on seven different domains of deprivation: • Income Deprivation • Employment Deprivation • Education, Skills and Training Deprivation • Health Deprivation and Disability • Crime • Barriers to Housing and Services • Living Environment Deprivation Each of these domains is based on a basket of indicators. As far as is possible, each indicator is based on data from the most recent time point available. A range of summary measures are available for higher-level geographies including Local Authority Districts and upper tier Local Authorities, Local Enterprise Partnerships, and Clinical Commissioning Groups. These summary measures are produced for the overall Index of Multiple Deprivation, each of the seven domains and the supplementary indices.		

[158] MHCLG (2019) *The English Indices of Deprivation 2019*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/833951/IoD2019_Technical_Report.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	While the Isle of Wight is not among the most deprived in England, these areas contain pockets of deprivation. Without the strategic approach to development in the plan area, opportunities to deliver development and infrastructure which can improve access to employment and the income of local people are less likely to be achieved.		
Gross Value Added	The Nominal Gross Value Added (GVA) per filled job (£) for the United Kingdom (including the off-shore contribution to GVA that cannot be assigned to any region) between 2016 and 2018 was reported as follows: • 2016 - £53,788 • 2017 - £55,347 • 2018 - £56,387 Latest figures show that UK GVA, in chained volume measures, was estimated to have increased by 1.9% in 2017. Between 2016 and 2017, England increased by 2.0%, the highest increase of the four countries in the UK[159].	Reported at local level.	The Isle of Wight generated some £2.8bn of economic activity (GVA) in 2017 and was almost 2.1 times larger in 2017 than in 1998[160]. Gross Value Added per head on the Isle of Wight stood at £27,100 in 2017, about 26.5% below the national average.
	Explanatory Text and anticipated future trends: GVA is a measure of the increase in the value of the economy due to the production of goods and services. The measure can be a useful way of comparing regions of different size, however, comparisons can be affected by commuting flows into or out of the region. Development and infrastructure should be planned so that increases in value of the economy can be of benefit to all. Without a strategic approach to development and infrastructure to support future economic growth it is likely that some opportunities to secure this aim may not be realised.		

[159] ONS – Regional economic activity by gross value added (balanced), UK: 1998 to 2017. Available: https://www.ons.gov.uk/economy/grossvalueaddedgva/bulletins/regionalgrossvalueaddedbalanceduk/1998to2017#england-was-the-fastest-growing-country-in-the-uk-in-2017
[160] PowerPoint Presentation (iow.gov.uk)

Table 11 - Communities – Supporting Infrastructure

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
Location of Strategic Rail Links	The railway network in Great Britain comprises 2,568 stations, set across 15,904 km of tracks of which 38.0% is electrified. Train usage was reported to be down by 0.7% in 2019/20 compared to the previous year. This was likely to be affected by the Covis-19 pandemic. Satisfaction with the services offered was also down by 1 percentage points in spring 2020 compared to spring 2019. The trips per person in 2019 showed an increase of 58.0% compared to 2002, whereas the figures for bus travel (22.0%), car travel (14.0%) and walking (5.0%) all fell[161].	The South East Region has extensive rail links, offering access to London, West of England, South Wales and the Midlands.	The Island Line railway operates on the Isle of Wight along with the Isle of Wight Steam Railway.
	Explanatory Text and anticipated future trends: The use of public transport via rail in Great Britain has increased in recent years while reliance on bus services has decreased. This method of transport offers a more limited contribution to climate change compared to private car use and in 2019/20 emissions per passenger were reported to have fallen by 4.1% compared to the previous reporting year.[162] The impacts of Covid-19 on rail use (and other modes of public transport) in the country is currently unknown to some degree given that data is still emerging. Invariably there has been some impact but it remains to be seen whether or not this will be long term. The provision of development and infrastructure in the plan area provides an opportunity to strengthen the rail offer in the region and its viability, while encouraging use by residents. Providing development and infrastructure without a taking strategic approach is less likely to achieve these aims considering the need to ensure a highly connected railway system for it to be successful.		

[161] Department for Transport (2019) *Rail Factsheet*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/851082/rail-factsheet-2019.pdf

[162] Department for Transport (2020) *Rail Factsheet*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/942425/rail-factsheet-2020.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
Location of Strategic Road Network (SRN)	The SRN is 4,400 miles long in England and carries more than 30% of all road journeys and two thirds of road freight journeys using the SRN[163].	The South East is served by a relatively dense network of highways and railways and also homes some of the largest international gateways in the United Kingdom.	The Isle of Wight does not have any motorway, although it does have a short stretch of dual carriageway.
	Explanatory Text and anticipated future trends: The SRN is a crucial part of the national transport system, with Department for Transport predicting traffic levels on the SRN to rise by 46% by 2040. The SRN in England consists of motorways and the most significant A-roads. It is managed by the Highways Agency, which is an executive agency of the Department for Transport. This network is a crucial part of England's infrastructure, and is especially important for businesses[164]. The provision of development and infrastructure in the plan area provides an opportunity to not only to strengthen the SRN in the plan area to help limit congestion and support economic growth, but also to support the viability of public transport networks support as the Metrobus. Providing development and infrastructure without a taking strategic approach is less likely to achieve these aims considering the need to ensure a highly connected SRN and public transport network for it to be successful.		
Location of Airports	There are 40 airports across the UK. The UK currently has the biggest international aviation network in Europe and is the third largest in the world. The UK has direct connections to over 370 destination and more than 100 countries[165].	There are four airports servicing the South East region: Bournemouth International Airport Heathrow Airport Southampton Airport Gatwick Airport	There are two of airports on the Isle of Wight. Isle of Wight Airport Sandown is located 1.9km west of Sandown town. The runway is 884m x 40m and has a grass surface. There is a vehicular access road crossing the south west approach to runway 05, 90m from the displaced threshold A public footpath crosses the runway 300m from the runway[166]. Bembridge Airport (EGHJ) sits at the North-Eastern tip of the Isle of Wight and is one of three airstrips on the island. It was

[163] Highways England *Strategic Road Network Initial Report 2017* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/666884/Highways_England_Strategic_Road_Network_Initial_Report_-_WEB.pdf
[164] House of Commons (2014) *Better Roads: Improving England's Strategic Road Network*. Available: https://publications.parliament.uk/pa/cm201314/cmselect/cmtran/850/850.pdf#:~:text=The%20Strategic%20Road%20Network%20%28SRN%29%20is%20a%20crucial,in%20Government%20policy%20over%20the%20past%20two%20decades
[165] HM Government (2018) *Aviation 2050: The Future of UK Aviation*. Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769695/aviation-2050-web.pdf
[166] www.eghn.org.uk

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
			established on farmland in the 1930s and was briefly used for airline flights before the Second World War. EGHJ is now home to a popular pub and a gliding club[167].
	Explanatory Text and anticipated future trends: The aviation industry plays an important role in the UK economy contributing at least £22 billion, along with over 230,000 jobs. Growth in this sector has been reflected by year on year increases in UK passenger numbers for the seven consecutive years up to 2018[168].		
Digital Connectivity	In the UK more properties can now access superfast broadband (as defined as download speeds of 30Mbit/s and above). In 2020, the proportion of the UK with access to superfast connections remained broadly stable from the previous year, rising by one percentage point to 96% of UK premises. In 2020 Ultrafast broadband (>300Mbit/s) was reported to be available to over half of UK properties, with the percentage of properties covered having increased from 53% to 59% from the previous year[169].	In the South East Region, the areas with ultrafast broadband connectivity are mainly located in urban residential areas.	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%. Long line lengths mean that there are still premises with slow speeds and a lot of the island remains without any access.[170].
	Explanatory Text and anticipated future trends: Standard, superfast and ultrafast denote different broadband speed categories[171]: • Standard broadband has download speeds of less than 30Mbps; • Superfast broadband has download speeds between 30Mbps and 300Mbps; • Ultrafast broadband has download speeds of greater than 300Mbps;		

[167] https://www.wingly.io/en/airports/eghj/bembridge-airport
[168] HM Government (2018) *The future of UK aviation.* Available: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/769696/aviation-2050-print.pdf
[169] Ofcom (2020) *Connected Nations 2020 UK Report.* Available: https://www.ofcom.org.uk/__data/assets/pdf_file/0024/209373/connected-nations-2020.pdf
[170] PAPEREAppendix1DigitalIslandstrategy.pdf (iow.gov.uk)
[171] Ibid.

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Ultrafast broadband is available across much the South East. However, some areas do not benefit from access to the infrastructure necessary to allow for connections. Without a strategic approach to development and infrastructure in the region, it is likely to prove more difficult to ensure that new residents have the choice of being able to access to ultrafast broadband and also to build on existing provisions.		
Electricity Network	In the UK and Ireland there are 10 licensed distribution businesses, with each responsible for a regional distribution services area[172]. The National Grid is responsible for the electricity transmission across England[173].	In the South East Region, UK Power Networks and Scottish and Southern Electricity Networks are the main providers responsible for the electricity network[174].	Scottish and Southern Electricity networks provide the electricity network for the Isle of Wight[175]. Currently, on the Isle of Wight there are 5 Electric Vehicle Charging Points (EVCP) located in council car parks, operated by the Engie ChargePoint Network[176].
	Explanatory Text and anticipated future trends: The electricity distribution networks, in the UK, carry electricity from the high voltage transmission grid to industrial, commercial and domestic users. This network is increasingly supplied by renewable sources, with for example, the South West of England increasing output of Biomass and Waste generation of 20.2MW and Solar OV of 15.9MW in 2019[177].		
Water Treatment Works and Sewage Treatment Works	Every day in the UK about 347,000 kilometres of sewers collect over 11 billion litres of waste water. This is treated at about 9,000 sewage treatment works before the treated effluent is discharged to inland waters, estuaries and the sea.	Reported at local level.	Within the Isle of Wight river basin catchment, several of the sewer catchments have both separate and combined sewer systems to carry wastewater. There are 114 combined sewer overflows and emergency overflows in the Isle of Wight catchment. More than 1,455 km of wastewater pipes serve the Isle of Wight catchment. The catchment's network includes 167 wastewater pumping stations (WPSs) pumping sewage to the 20 wastewater treatment works (WTWs) for treatment[178].

[172] http://www.dcode.org.uk/
[173] Energy Network Association, Electricity Transmission Map. Available: https://www.energynetworks.org/operating-the-networks/whos-my-network-operator
[174] Energy Network Association, Electricity Transmission Map. Available: https://www.energynetworks.org/operating-the-networks/whos-my-network-operator
[175] Energy Network Association, Electricity Transmission Map. Available: https://www.energynetworks.org/operating-the-networks/whos-my-network-operator
[176] Energy Initiatives - Service Details (iow.gov.uk)
[177] National Statistics Energy Trends https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/920654/Regional_Renewables_2019.pdf
[178] Southern Water *Drainage and Wastewater Management Plan (DWMP) 2020* https://www.southernwater.co.uk/media/3904/isle-of-wight-dwmp-strategic-context.pdf

	National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Explanatory Text and anticipated future trends: There are currently no known capacity issues within the existing Water Treatment Works and Sewage Treatment Works infrastructure in the South East Region. Development in the Isle of Wight will need to respond to capacity issues in terms of these types of infrastructure. In some instances, development may need to support the delivery of new infrastructure where capacity issues emerge. Without a strategic approach to development, capacity issues in the region may prove more difficult to address in manner which benefits the highest number of residents in the plan area.		
Major Utilities (major gas mains, overhead lines etc.)	There are currently eight gas terminals operating across the UK, seven of these are located in England and Wales along the west and east coast. National Grid is responsible for the transmission of gas across England. Currently there are four gas distribution networks across the UK[179].	There are no gas terminals situated within the South East Region. Wales and West Utilities, Cadent and SGN are responsible for the gas distribution network across the region[180].	There are no gas terminals situated on the Isle of Wight. SGN are responsible for the gas distribution network across the region and Scottish and Southern Electricity Networks supply the electricity[181].
	Explanatory Text and anticipated future trends: There are currently no gas terminals in the Isle of Wight Region. There are areas of the Isle of Wight Region within which gas pipelines and overhead power lines are present to facilitate supply. Without a strategic approach to development, it is less likely that development and new infrastructure is provided to complement the existing distribution of this infrastructure.		

[179] Energy Network Association, Gas Transmission Map. Available: https://www.energynetworks.org/operating-the-networks/whos-my-network-operator
[180] Energy Network Association, Gas Transmission Map. Available: https://www.energynetworks.org/operating-the-networks/whos-my-network-operator
[181] Energy Network Association, Gas Transmission Map. Available: https://www.energynetworks.org/operating-the-networks/whos-my-network-operator

Table 12 - Communities – Health & Wellbeing

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
Population	The population of the United Kingdom is 67.1 million, of whom 56.5 million live in England (2020 mid-year estimates)[182]. 49.5% of the English population are male, with 50.5% female. In mid-2020, the median age in the UK was 40.4 years, 0.1 years higher than mid-2019. Between mid-2014 and mid-2018, the median age of the UK population increased from 40.0 years to 40.1 years. However, in the year to mid-2019, it increased at a faster rate to reach 40.3 years following a combination of fewer births, fewer deaths and lower net international migration. Larger cities tend to have the youngest populations, with rural areas typically having older populations.	In 2020, there were 9.2M residents in South East region with an average age of 41.2 years. Population density was 483 residents per square kilometre. Population grew by 14.6% since 2002 and population average age increased by 2 years in the same period. Based on Census, there were 2.43 residents per household in 2011[183].	Isle of Wight has a population of 141,771 based on 2019 figures. Of the total population 69,471 (49%) are male and 72,300 (51%) are female.
	Explanatory Text and anticipated future trends: The population in the UK is measured through the Census. This provides an estimate of the overall population the UK and its distribution within countries and regions. The last Census was undertaken in 2011. The Office for National Statistics (ONS) also provides mid-year population estimates[184]. The number of people aged 65 years and over in the population continues to increase faster than the rest of the population – in England this represented an increase of 1.7% to mid-2019[185]. The ONS notes that population growth between mid-2005 to mid-2018 has been high in comparison to historic patterns (0.67% 5-year average) however, this rate has been slowing - the slower growth in recent years is driven by a combination of both lower natural		

[182] https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates
[183] South-East population stats in maps and graphs. (plumplot.co.uk)
[184] Office for National Statistics (2012) *2011 Census: Population Estimates for the United Kingdom, March 2011.* Available: https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/2011censuspopulationestimatesfortheunitedkingdom/2012-12-17
[185] ONS Mid-Year Estimates - 2019

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
	change (the balance between births and deaths) and lower net international migration. It is unclear at present (October 2020) what impact 'Brexit' may have on migration patterns to (and within) the UK over the coming years.		
Life Expectancy	In 2017-2019, male life expectancy in England was 79.4. For females this was recorded as 83.1[186].	The South East region has a better life expectancy compared to the National average with 80.8 years for males and 84.3 years for females[187].	Life expectancy in Isle of Wight for males is 79.7 years (2017-2019 period), which is worse than the regional (South East) average of 80.8 and the English average of 79.8, while for females over the same period, it is 83.5 years against the regional average of 85.8 and the English average of 83.4[188].
	Explanatory Text and anticipated future trends: Life expectancy (the number of years people are expected to spend in different health states among local authority areas in the UK) is measured by the Office for National Statistics (ONS). There have been small increases in male and female life expectancy at birth in the UK from 2013-2015 to 2016-2018 (0.2% and 0.1% respectively). The size of these increases was substantially smaller than those observed during the first decade of the 21st century. In the year to mid-2020, there were 669,000 deaths, 13% higher than in the previous year. This increase reflects the impact of wave one of the coronavirus (COVID-19) pandemic. It was the highest level of deaths since mid-1986[189]. In England, coronavirus (COVID-19) was the ninth leading cause of death in July 2021 (969 deaths), whereas in June 2021, COVID-19 was the 26th leading cause of death in England (344 deaths). In the first seven months (January to July) of 2021, the leading cause of death in England was COVID-19, accounting for 15.4% of all deaths. In England and Wales, the year-to-date COVID-19 mortality rate was significantly higher than the next leading cause of death (dementia and Alzheimer's disease in England and ischaemic heart diseases in Wales)[190].		
Disability Living Allowance & Other benefits	As of February 2020, 170,000 people are claiming Job Seeker's allowance in England.	In the South East, 0.7% of the population were claiming Job Seeker's allowance in 2016.	In November 2016, 1,100 people (1.4% of the population aged 16-64) were claiming Jobseeker's Allowance. In England the rate

186 https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/lifeexpectancies/bulletins/nationallifetablesunitedkingdom/2017to2019

187 https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/bulletins/lifeexpectancyforlocalareasoftheuk/between2001to2003and2017to2019

188 Public Health England – Local Authority Health Profiles (Isle of Wight)

189 https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/annualmidyearpopulationestimates/mid2020

190 https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/bulletins/monthlymortalityanalysisenglandandwales/july2021

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
	As of February 2020, 1,438,000 people are claiming Disability Living Allowance in England[191].		was 1.1%[192]. The claimant rate for out-of-work benefits in Isle of Wight has remained at a similar rate to this with 4,005 claimants (5.0%) in July 2021. In 2012 the percentage of people claiming Disability Living Allowance was 7.3%, which was 0.4% higher than the England average[193].
	Explanatory Text and anticipated future trends: The number of people claiming Jobseeker's Allowance decreased nationally from 430,000 in August 2017 to 360,000 in August 2018 due to the introduction of Universal Credit and it continues to fall in 2020. The number of people claiming Disability Living Allowance has also continued to decrease nationally from 2013[194]. Note that it is unclear as of August 2020 how the impact of both COVID-19 and 'Brexit' will be manifested in terms of benefit claimant rates, though it is considered likely that both will lead to a rise in those seeking assistance, particularly in the short term.		
General Health	The suicide rate in England in 2020 is recorded at 10.8 per 100,000 people[195]. 13.9% of England's adult population (18+) in 2019 were classed as current smokers[196].	The suicide rate in the South East region in 2020 is recorded at 14.5 per 100,000 people[199].	The suicide rate in the Isle of Wight in 2017-2019 is recorded at 11.2 per 100,000 people[201]. 14.4% of the Isle of Wight's population (18+) in 2019 are classed as current smokers[202].

191 https://www.gov.uk/government/statistics/dwp-benefits-statistics-august-2020/dwp-benefits-statistics-august-2020
192 https://www.nomisweb.co.uk/reports/lmp/la/1946157281/printable.aspx
193 https://www.iow.gov.uk/azservices/documents/2552-Disability-Factsheet-September-2013-FINAL.pdf
194 https://www.gov.uk/government/statistics/dwp-benefits-statistics-august-2020/dwp-benefits-statistics-august-2020
195 https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/datasets/deathscausedbysuicidebyquarterinengland
196 https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/bulletins/adultsmokinghabitsingreatbritain/2019
199 https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/deaths/datasets/deathscausedbysuicidebyquarterinengland
201 https://fingertips.phe.org.uk/profile/health-profiles/data#page/0/gid/1938132701/pat/6/par/E12000008/ati/202/iid/90366/age/1/sex/1/cat/-1/ctp/-1/cid/4/tbm/1/page-options/cin-ci-4_ine-vo-0_ine-yo-3:2016:-1:-1_ine-ct-9_ine-pt-0_car-do-0_ovw-do-0
202 https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/datasets/smokinghabitsintheukanditsconstituentcountries

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
	Although healthy life expectancy at birth among females in the UK decreased from 63.7 years in 2014 to 2016 to 63.3 years in 2017 to 2019, they continue to report higher HLE than males. HLE at birth for males in the UK in 2017 to 2019 was 62.9 years[197]. In 2017, an estimated 300,000 people in England are dependent on heroin and/or crack[198].	12.2% of the South East's adult population (18+) in 2019 were classed as current smokers[200].	On the Isle of Wight, healthy life expectancy for males at birth, for the most recent data period (2015 to 2017) is 61.5 years. Healthy Life Expectancy for females from birth is 63.1 years.
	Explanatory Text and anticipated future trends: The suicide rate in the Isle of Wight is worse than the national average. The same trend can also be seen in relation to smoking prevalence and women's good health years.		
Specific Health Indicators – Obesity, Cancer etc.	The percentage of adults (aged 18 and over) classified as overweight or obese in England (2019/20) is 62.8%. Prevalence of obesity in Year 6 children in England (2019/20) is 21.0% The under 75 mortality rate from cancer (2017-2019) in England is 129.2 per 100,000 people. The under 75 mortality rate from cardiovascular diseases (2017-2019) in England is 70.4 per 100,000 people.[203]	The percentage of adults (aged 18 and over) classified as overweight or obese in the South East region (2019/20) is 61.5%. Prevalence of obesity in Year 6 children in the South East (2019/20) is 17.8%. The under 75 mortality rate from cancer (2017-2019) in the South East is 121.6 per 100,000 people. The under 75 mortality rate from cardiovascular diseases (2017-2019) in	The percentage of adults (aged 18 and over) classified as overweight or obese in the Isle of Wight (2019/20) is 61.9%. Prevalence of obesity in Year 6 children in the Isle of Wight (2019/20) is 17.5%. The under 75 mortality rate from cancer (2017-2019) in the Isle of Wight is 129.1 per 100,000 people. The under 75 mortality rate from cardiovascular diseases (2017-2019) in the

197 https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/bulletins/healthstatelifeexpectanciesuk/2017to2019

198 https://www.gov.uk/government/publications/alcohol-drugs-and-tobacco-commissioning-support-pack/drugs-commissioning-support-pack-2019-to-20-principles-and-indicators#:~:text=An%20estimated%20300%2C000%20people%20in,image%20and%20performance%2Denhancing%20drugs.

200 https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandlifeexpectancies/datasets/smokinghabitsintheukanditsconstituentcountries

203 https://fingertips.phe.org.uk/profile/health-profiles/data#page/0/gid/1938132701/pat/6/par/E12000008/ati/202/iid/90366/age/1/sex/1/cat/-1/ctp/-1/cid/4/tbm/1/page-options/cin-ci-4_ine-vo-0_ine-yo-3:2016:-1:-1_ine-ct-9_ine-pt-0_car-do-0_ovw-do-0

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
		the South East is 57.1 per 100,000 people.[204]	Isle of Wight is 72.5 per 100,000 people.[205]
	Explanatory Text and anticipated future trends: Data on specific health indicators has been collected by Public Health England for each local authority. The Local Authority Health Profiles provide an overview of health for each local authority in England. They pull together existing information in one place and contain data on a range of indicators for local populations, highlighting issues that can affect health in each locality. The Isle of Wight is generally less obese and overweight compared to the National average. Child obesity is also reduced in the Isle of Wight compared to the national and regional average. The mortality rate from cardiovascular diseases in under 75-year olds is significantly more in the Isle of Wight compared to the South East region and the marginally more than the national average. This trend is also seen when referring to cancer.		
Physical Activity including Walking & Cycling	From November 2019 – November 2020, 27.1% of the population in England was inactive (less than 30 minutes of physical activity a week). 11.5% of the population was fairly active (30-149 minutes per week) and 61.4% of the population was active (at least 150 minutes a week)[206]. In England in 2018-2019, 16.1% of adults cycle once per month, 11.2% once per week, 5.3% three times a week and 3.2% five times a week. In England in 2018-2019, 79.6% of adults walk once per month, 71.1% once per	From November 2019 – November 2020, 24.1% of the population in the South East of England was inactive (less than 30 minutes of physical activity a week). 11.6% of the South East population was fairly active and 64.4% of the population was active.[208] In the South East region in 2018-2019, 18.7% of adults cycle once per month, 13.1% once per week, 6.2% three times a week and 3.6% five times a week. In the South East region in 2018-2019, 82.3% of adults walk once per month,	From November 2019 – November 2020, 25.9% of the population in the Isle of Wight was inactive (less than 30 minutes of physical activity a week). 10.7% of the Isle of Wight population was fairly active and 63.4% of the population was active[210]. In the Isle of Wight in 2018-2019, 14.9% of adults cycle once per month, 9.5% once per week, 3.9% three times a week and 1.2% five times a week. In the Isle of Wight in 2018-2019, 82.6% of adults walk once per month, 77.3% once per week, 49.4% three times a week and 37.3% five times a week.[211]

[204] ibid
[205] ibid
[206] https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/2021-04/Active%20Lives%20Adult%20November%202019-20%20Report.pdf?VersionId=OjWdwCLnI3dNgDwp3X4ukcODJIDVG7Kd
[208] ibid
[210] ibid
[211] ibid

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
	week, 44.2% three times a week and 32.7% five times a week.[207]	73.3% once per week, 45.8% three times a week and 33.1% five times a week[209].	
	Explanatory Text and anticipated future trends: National walking and cycling data are collected and based on the National Travel Survey and the Active Lives Survey. The Active Lives survey measures sport and physical activity across England. It has been running since November 2015 and replaces the Active People Survey. The proportion of adults being active and participating in physical activity has continued to increase over the years. Although, activity levels were hit hardest during the initial phase of the Covid-19 pandemic, and the proportion of the population classed as active dropped by 7.1% The Isle of Wight has similar activity levels to the National average. As new development occurs in the Isle of Wight opportunities to encourage physical activity among residents including the uptake of more active modes of transport in the plan area are likely to emerge. **This may include through the incorporation of open space which could serve a large number of residents or the appropriate integration of new active transport routes. It is expected that without a more strategic approach to development in the Isle of Wight these opportunities are less likely to be achieved**.		
Crime & Safety	Year ending March 2021 data illustrates that 5,449,758 crimes were recorded in England, of which violence against the person were most responsible with 1,778,507 (34.7%) crimes recorded, followed by theft offences which saw 1,302,822 (23.9%) crimes recorded[212]. In 2019, there were 107,535 road accidents in England[213], of which 1,403 (1.3%) were fatal.	Between February 2021 and January 2022 37.0% of all crimes committed in the South East area were violent crimes. Violent crime rate is at 108% of national crime rate. Public order crime was the fastest growing crime and it increased by 31.6% over the last twelve months. "Possession of weapons crime" rate is at 114% of national crime rate which puts South East at 3rd position out of 8 England's and Wales' regions in this crime category. "Possession of weapons crime" makes up 0.8% of all crimes committed in the area.	In 2019, there were 282 road accidents in the Isle of Wight, of which 1 (0.4%) was fatal. Note that this is significantly better than the England average. The total number of recorded crimes in Isle of Wight in the year ending March 2021 was 9,139 excluding fraud, a slightly lower number to the previous year (9,907). Violence against the person represented 47% of all recorded crimes with 4,341 offences. This was followed by theft offences at 14%, with 1,315 offences[214].

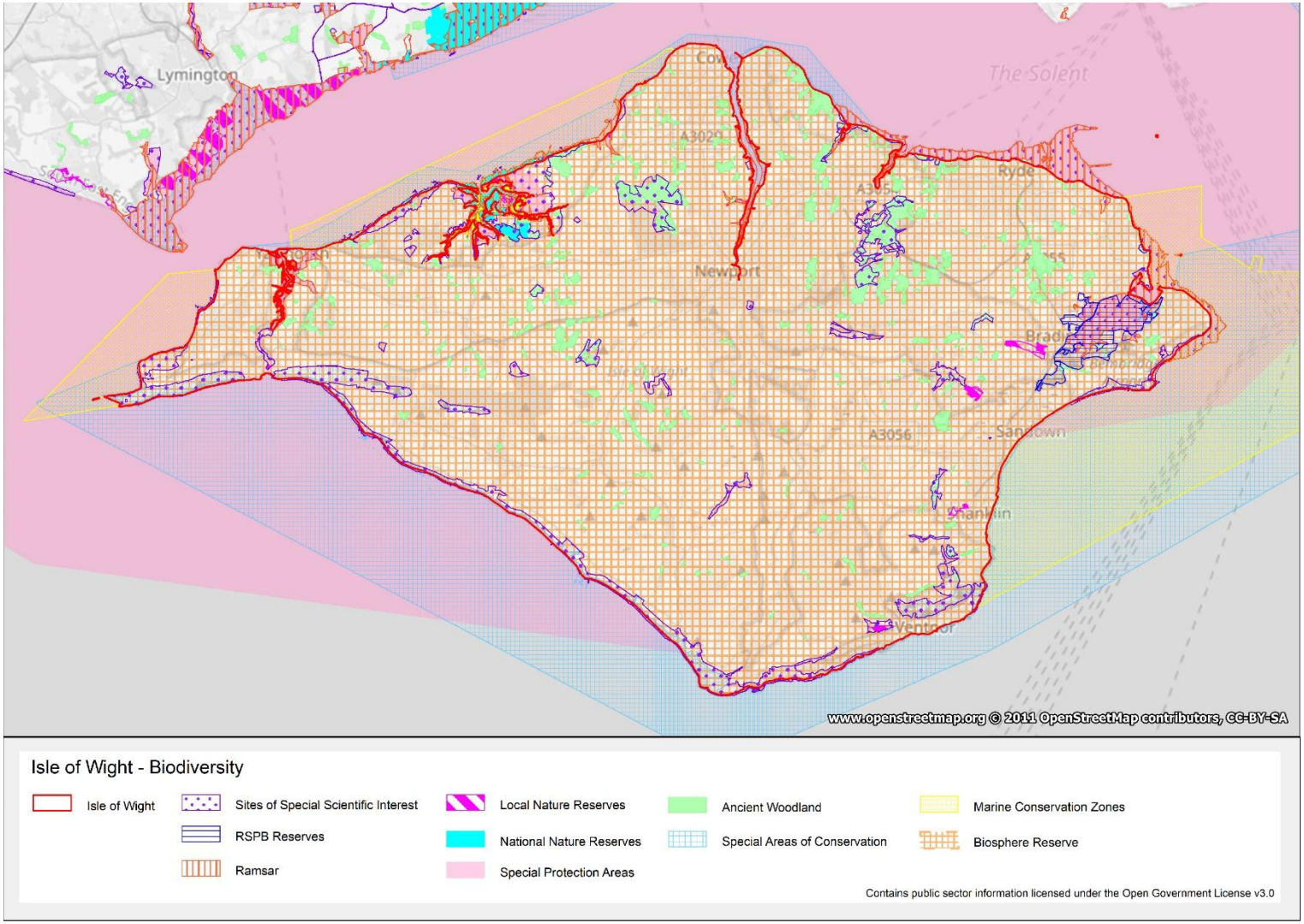
[207] https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2019
[209] ibid
[212] https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/crimeinenglandandwalesappendixtables
[213] https://www.gov.uk/government/statistical-data-sets/ras10-reported-road-accidents#table-ras10014
[214] https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/datasets/recordedcrimedatabycommunitysafetypartnershiparea

	International / National (UK & England)	Regional (South East)	Local (Isle of Wight)
		In 2019, there were 18,372 road accidents in the South East, of which 205 (1.1%) were fatal.	
	Explanatory Text and anticipated future trends: Total crime excluding fraud and computer misuse decreased by 19% compared to the year ending March 2019; this was largely driven by substantial decreases in theft offences (20%; Appendix Table A3). These decreases were related to the coronavirus (COVID-19) pandemic and government instructions to limit social contact. Total recorded crime saw substantial falls during April 2020 compared with April 2019 (26% decrease), coinciding with the introduction of the first national lockdown (Figure 3). Police recorded crime remained lower across subsequent months compared with respective months in 2019 but the difference narrowed as lockdown restrictions were gradually eased over the summer. Levels of recorded crime were only 4% lower in September 2020 compared with September 2019. Crime levels again decreased substantially as national lockdowns were reintroduced. Police recorded crime was 18% and 15% lower in January and February 2021 compared with the respective months in 2020[215].		

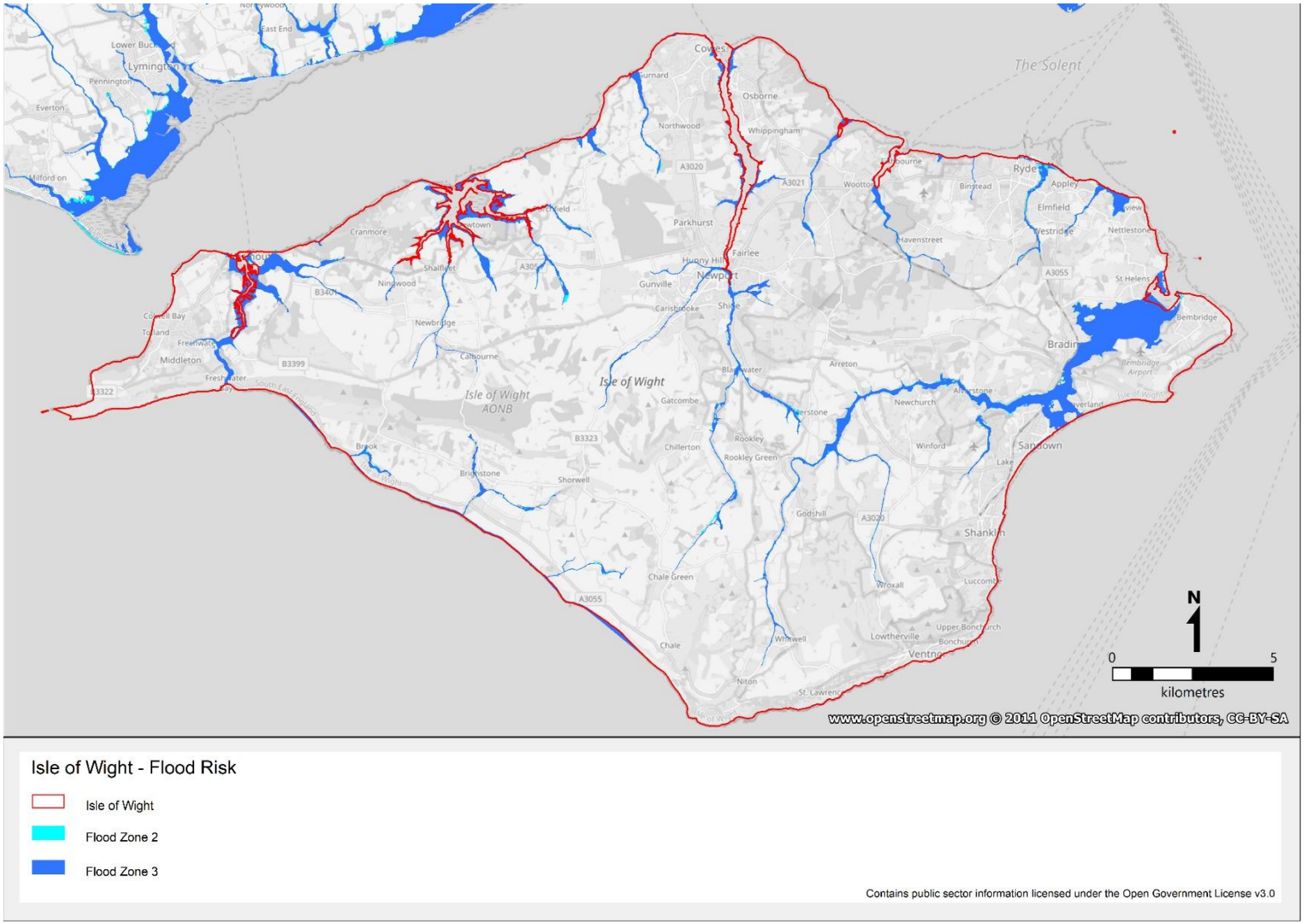
[215] https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/bulletins/crimeinenglandandwales/yearendingmarch2021

Appendix G. Baseline Figures

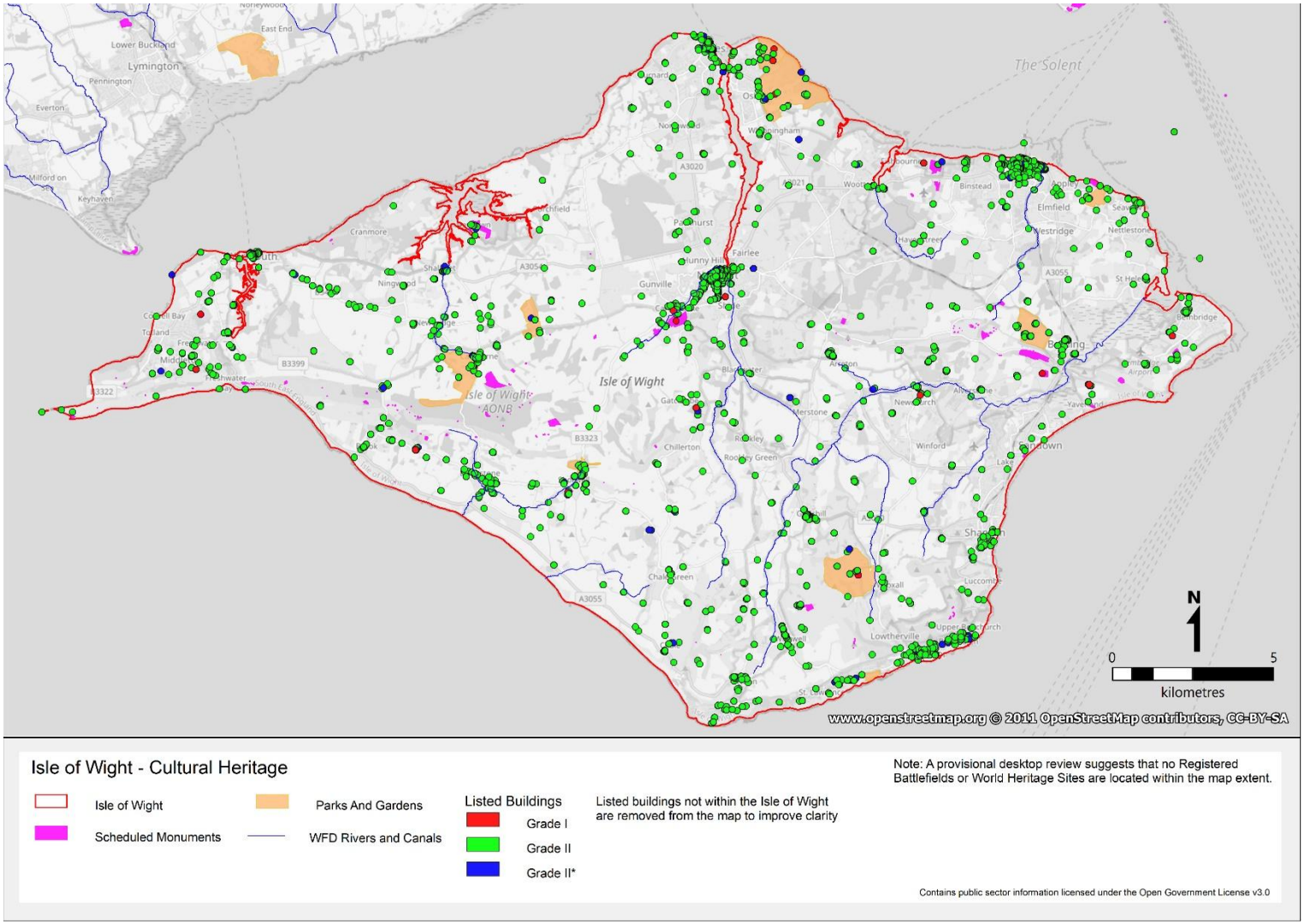
G.1. Biodiversity



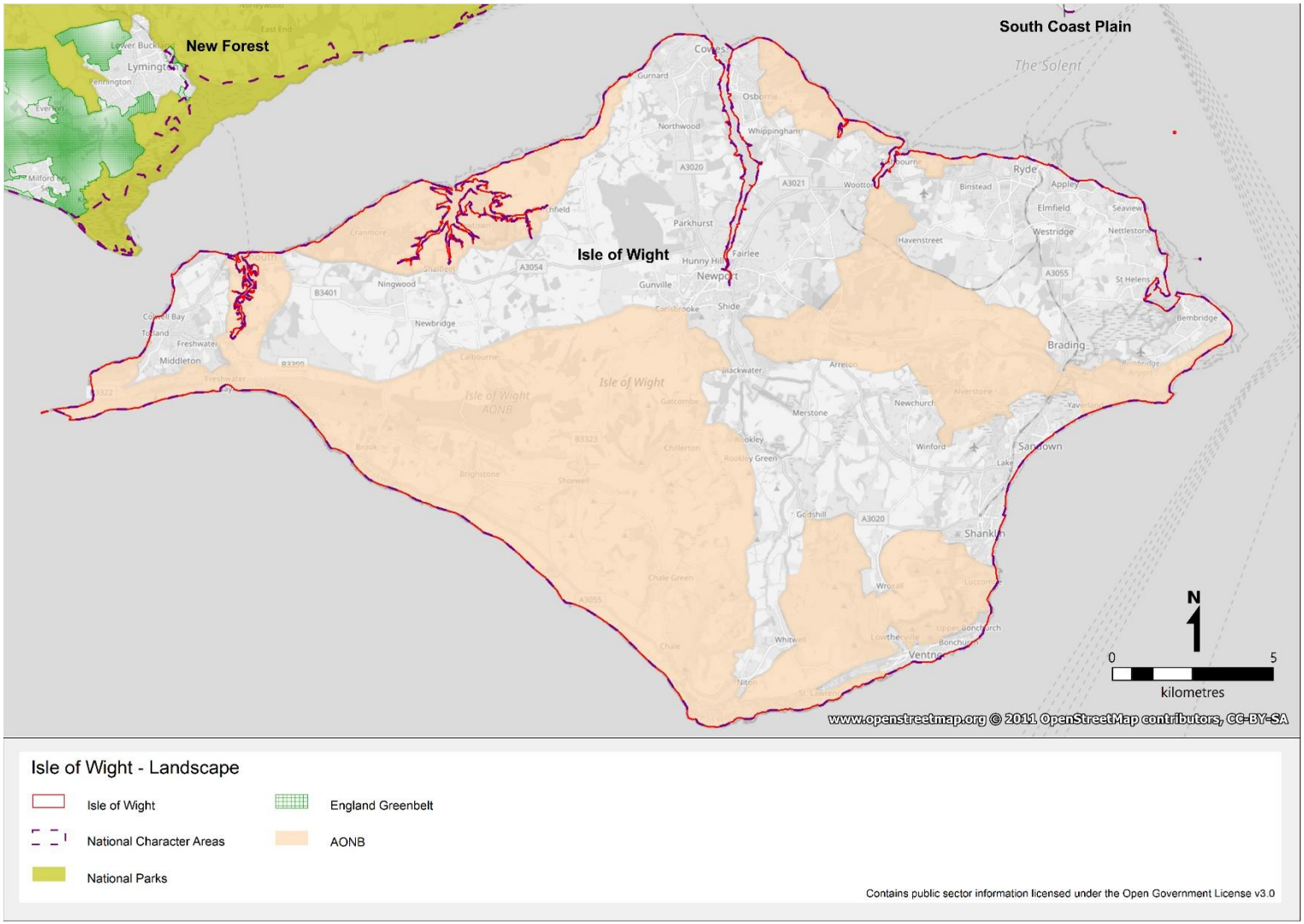
G.2. Flood Risk



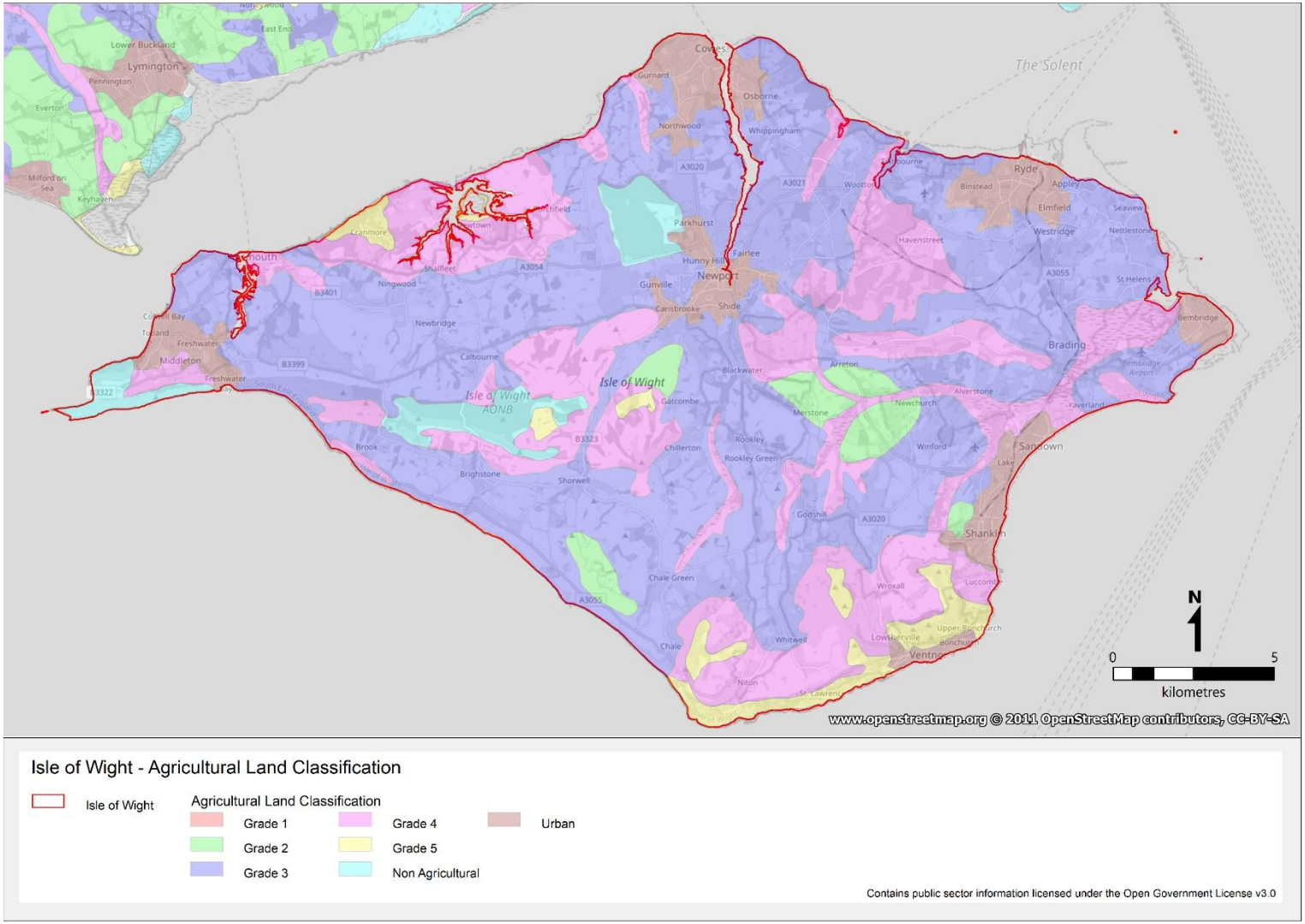
G.3. Cultural Heritage



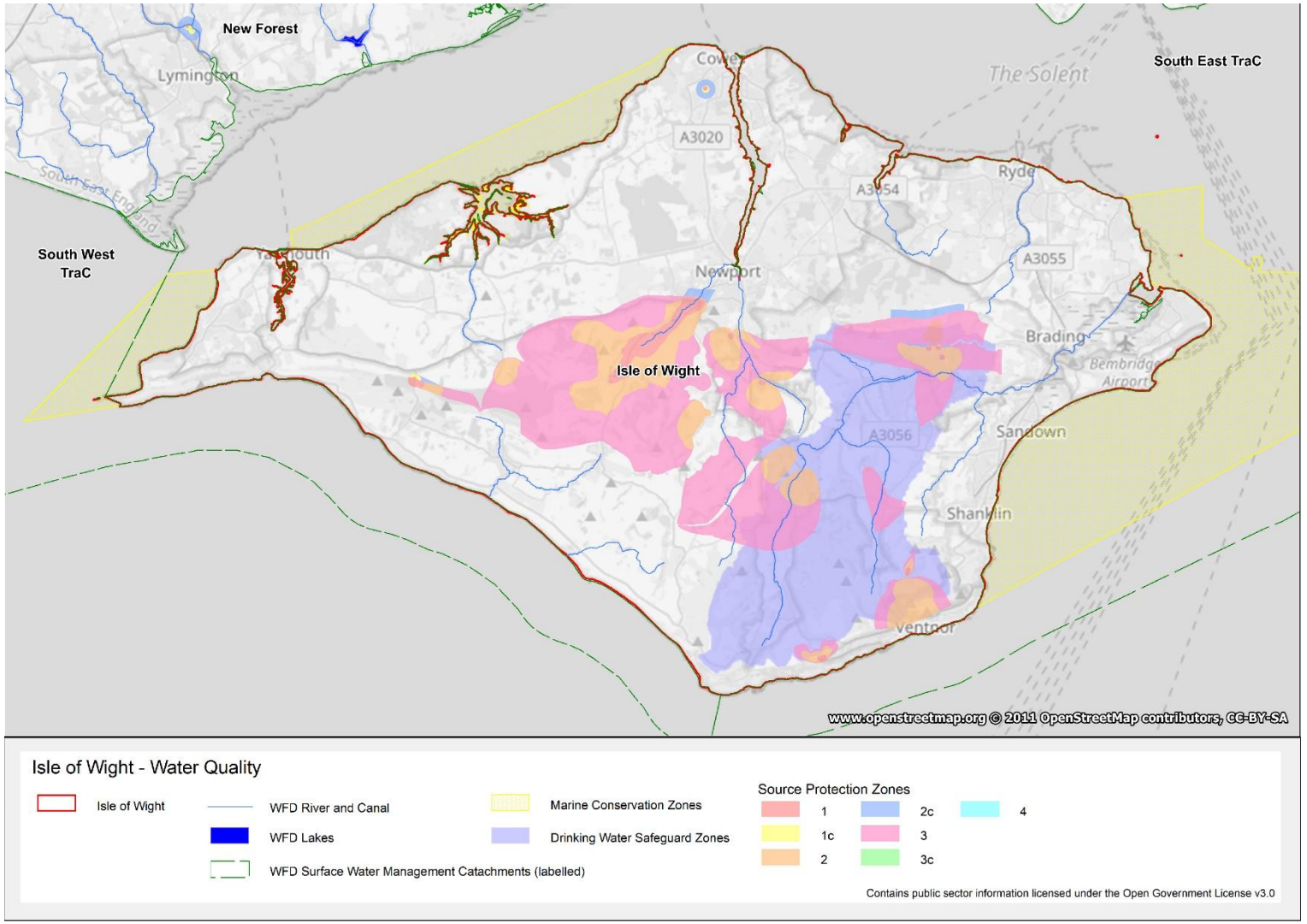
G.4. Landscape



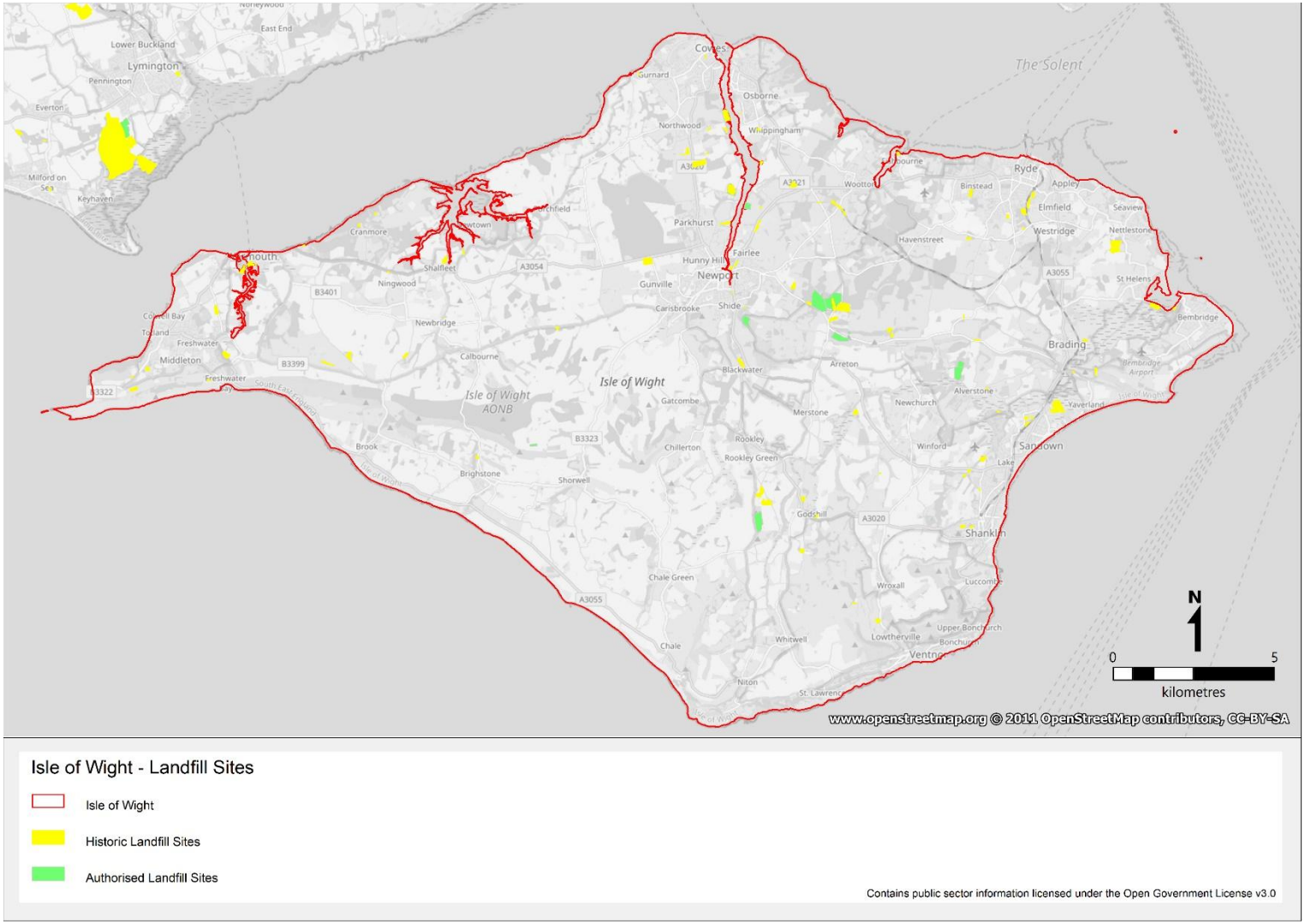
G.5. Agricultural Land Classification



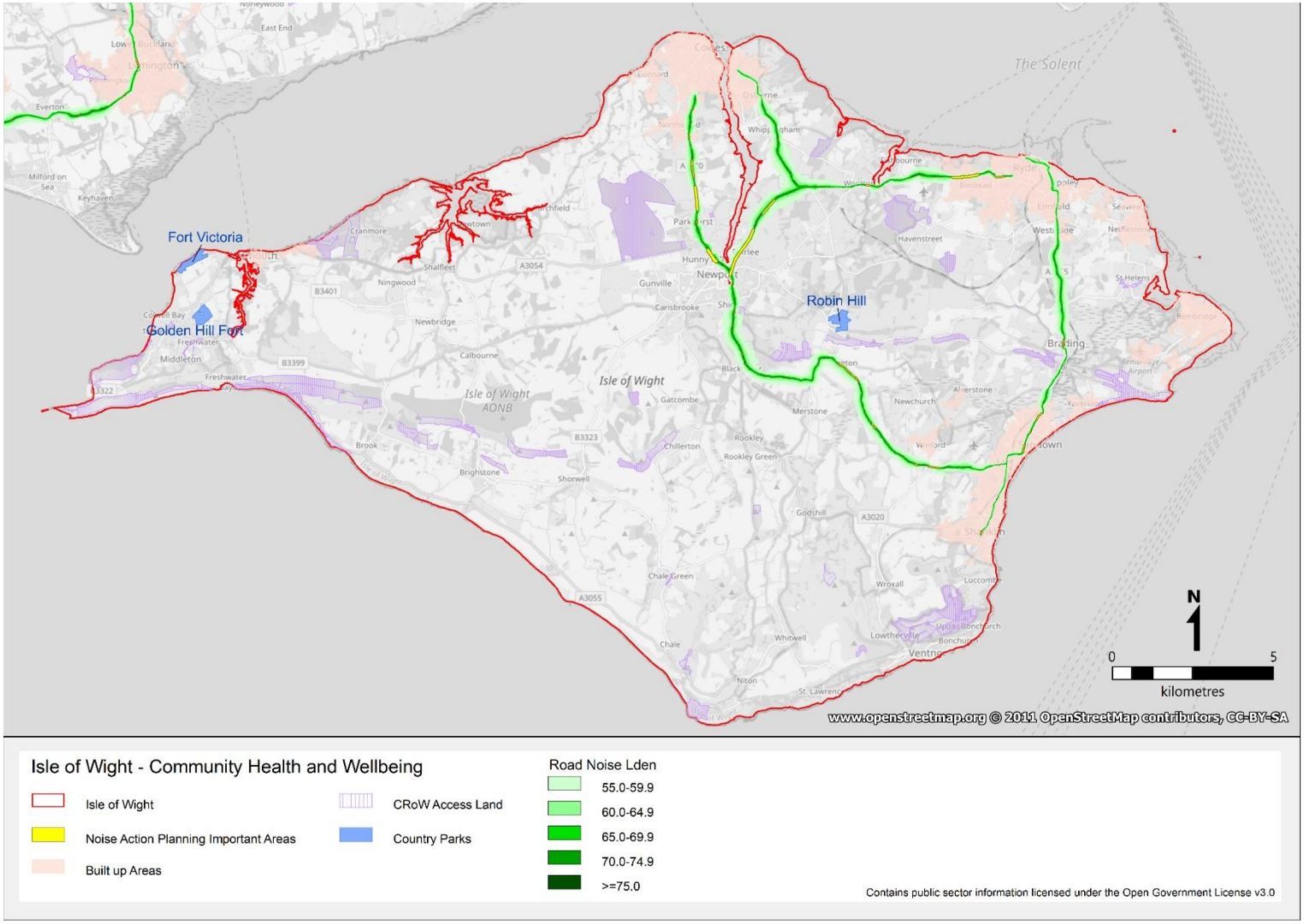
G.6. Water Quality



G.7. Landfill Sites



G.8. Community Health and Wellbeing



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