

1 Introduction and Policy Context

- 1.1 This background paper supports the `Transport` policies in the Island Planning Strategy (IPS). It sets out the specific policy context provided by the National Planning Policy Framework, 2023 and provides a summary of the draft plan policies explaining how they contribute to addressing identified issues. An outline of the key points made during the Island Planning Strategy (IPS) Regulation 18 consultation is also included.

National Planning Policy Framework

- 1.2 Chapter 9 in the NPPF “Promoting Sustainable Transport” seeks the inclusion of plan policies which consider transport issues at the earliest stages of plan making and the management of growth patterns to support sustainable transport objectives. Any major development that will generate significant amounts of movement should be required to provide a travel plan and an application should be supported by a transport statement or transport assessment (paragraph 117).
- 1.3 There are two further relevant chapters for addressing transport issues – Chapter 3 Plan Making and Chapter 12 Achieving Well Designed and Beautiful Places.
- 1.5 The Government's Planning Practice Guidance (PPG) provides further guidance on how policies should be implemented. The relevant PPGs are:

*Transport Evidence Bases in Plan-making and Decision Taking
Travel Plans, Transport Assessments and Statements*

- 1.6 Paragraph 003 (reference ID:54-003-20141010) of the PPG identifies a key issue to be considered in developing a transport evidence base, is the need to

“assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms. Assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport”.

2. Island Planning Strategy Background and Policies

- 2.1 The overall vision for the Island Planning Strategy seeks to ensure that the Isle of Wight is

“an inspiring place in which to grow up, work, live and visit”.

- 2.2 The Island benefits from a wide range of transport options for people and goods, and in getting to and around the Island. It is unique in the UK in having

ISLAND PLANNING STRATEGY EXPLAINER DOCUMENT - TRANSPORT

all its links to the mainland provided by private sector companies, with no public service obligation. The Island is linked to the mainland by six cross-Solent routes, three of which carry both vehicles and foot passengers and three which operate only for foot passengers.

- 2.3 In 2016, approximately 2.4m passengers used ferry services to access the Island, generating an estimated £296m contribution to the local economy. 5.5% of Island residents in employment relied on ferries for daily commuting to the mainland to jobs in London, Portsmouth, Southampton and the surrounding area. Conversely, only an estimated 3.7% of Island jobs are filled by mainland residents who commute to the Island.
- 2.4 In getting on and off the Island, there is a wide choice of foot passenger services running to Cowes and Ryde (including a hovercraft service) and vehicle ferries into Yarmouth, East Cowes and Fishbourne. The island relies on services bringing both people and goods to the Island. The cost and regularity of the services is an important issue to those living on the island.
- 2.5 The arrival to the Island through the gateway ports is important and giving a good first impression by ensuring co-ordinated public transport and managing traffic on the local road networks is crucial.
- 2.6 The island does not share land boundaries with other authorities and is not driven through as part of a longer, onward journey. It therefore is not burdened by through traffic. Instead, the Island experiences seasonal variations due to tourism-related traffic, especially in summer.
- 2.7 The layout of the Island's highway network is influenced by the shape of the Island, the location of the River Medina and the locations of the towns and settlements. Newport is central to the Island, with Cowes and East Cowes to the north, Ryde to the north-east, Sandown and Shanklin to the south east, Ventnor to the south and Freshwater to the west. This means that the roads are like the spokes and rim of a wheel and so it is not surprising that this creates a problem at Newport where many cross island trips compete with local journeys. Methods of alleviating Newport's traffic issues are on-going.
- 2.8 In some areas to the south of the island, coastal roads experience issues related to land instability and increasingly from climate change and the resulting rise in sea levels.
- 2.9 The Island experiences a high-level of self-containment - people who live on the Island generally work on the Island and often live close to where they work. Based on the 2011 Census the **Employment Land Study** demonstrates the on-Island commuting patterns, which focus on people commuting to Newport but with notable flows from the Bay and Ryde.
- 2.12 It is a widely held aspiration on the Island to create a Newport to West Wight cycle route, along with the completion of the Newport to East Cowes route. This is anticipated to have recreational and leisure benefits and has a positive contribution to the tourism offer.

2.12 The transport policies are wide ranging covering sustainable transport, increasing transport choice, cross Solent transport, rail transport, electric vehicle charging and car parking. Additional transport evidence supporting the IPS includes: -

- Local Transport Plan
- Local Cycling and Walking Infrastructure Plans
- Building Regulations 2010 Infrastructure for the charging of electric vehicles
- Isle of Wight Council Charge Point Infrastructure Strategy

2.13 A brief overview of each of the `Transport` policies is set out below.

T1 Supporting Sustainable Transport - The policy supports proposals that increase travel choice and provide alternatives to car travel. Criteria are set out to assess proposals that come forward. The policy makes clear that proposals prejudicing infrastructure improvements set out in the Local Transport Plan or Local Cycling and Walking Infrastructure Plans will not be supported.

T2 A Better Connected Island – The policy supports proposals to improve transport choice, provides alternatives to car travel and reduce the impact on air quality and climate change. Key infrastructure improvements are listed, and further criteria seek to prioritise public transport, cyclists and pedestrians. The principle of seeking a preferred approach for Military Road is set out along with support for proposals supporting the use and future viability of the island's airports and development proposals providing safe and suitable access.

T3 Cross Solent Transport – the policy sets out support for proposals which maintain or improve the choice of routes crossing the Solent and their supporting facilities. Policy criteria are set to assess any proposals that come forward.

T4 Supporting our Railway Network – The policy recognises the importance of the railway infrastructure on the island and sets out criteria identifying the rail projects which will be supported to improve the existing infrastructure.

T5 Electric Vehicle Charging – The policy promotes the use of ultra-low emission vehicles and encourages the introduction of electric charging points, facilities and associated infrastructure in appropriate public places and on previously developed land. The policy requires new development to include charging facilities in line with Building Regulation Requirements and communal facilities must use the Charge Point Infrastructure Strategy as a source of reference.

T6 Parking Provision in New Development – The policy sets out that development proposals will be required to provide parking in line with standards set out in supplementary planning documents and not displace existing on-street parking unless adequate mitigation is provided.

3. Key Issues Arising from the Plan Consultation

3.1 Key transport issues arising from the consultation on the Island Planning Strategy are briefly summarised below, together with an outline of the changes made in the Regulation 19 version of the IPS.

- The policy should add the Local Cycling and Walking Infrastructure Plan (LCWIP) and various suggested schemes for cars, cycling and walking. Sustainable transport modes at junctions should be prioritised and the focus moved away from car travel to sustainable travel modes. A clear direction is needed on Military Road. **Policy T1** has been amended to clarify the relationship between the Local Plan, the Local Transport Plan and Local Cycling and Walking Infrastructure Plans. A reference has been added on the positive impact on health and wellbeing from sustainable transport choices. A reference is added to **Policy T2** to include LCWIP and for better priority to be given to public transport, cyclists and walkers. The need to investigate the future of Military Road has been added.
- Add a criterion for improvements to passenger facilities and transport connections. **Policy T3** has been amended to support improvements to key interchange areas offering enhanced passenger facilities and connections to other modes of transport.
- Add references to bring former rail routes back into use and add routes which may be reopened. **Policy T4** has been amended to add that former rail routes should be retained for future sustainable transport and opportunities to extend the rail network south of Shanklin to Ventnor and services through Smallbrook.
- Add to the policy the need for public charging points. Require new development to include parking with a charging point for electric vehicles. **Policy T5** has been amended to encourage and promote ultra-low emission vehicles and electric charging points. Reference has been added to the IOW Charge Point Infrastructure Strategy and Building Regulation Requirements S1-6.

4. Conclusions

4.1 Together, the `Transport` policies seek to help achieve the aspirations linked to tackling congestion in Newport, helping to address climate change and the journey to net zero by reducing reliance on the private car, developing an appropriate parking strategy, improving overall transport quality and the improvement of cross Solent transport services on the island.

Frequently Asked Questions – Transport

1. How are infrastructure needs assessed for new development?

The provision of infrastructure results from the involvement of many different organisations and is determined by the level and types of development being planned for. The Infrastructure Delivery Plan identifies strategic infrastructure needed to underpin the level of development in the IPS. Wherever possible, it identifies the types and location of infrastructure needed, its cost and the sources of funding and is a live document that will be regularly reviewed and updated. Local infrastructure needs associated with individual sites result from existing plan policies (including the Local Transport and LCWIP), policy documents and liaison with statutory consultees such as the Highways authority.

2. Why can't new development include more car parking?

National guidance steers development away from setting maximum parking standards which should only be set where clearly justified. The council wishes to avoid car dominated development but recognises that under provision of parking leads to high levels of on-street parking. The level of parking provision is a balance between amenity, the design of the development and safety of the highway network. The Guidelines for Parking Provision as Part of New Development SPD sets out the level of parking to be achieved in new development.

3. Why can't new transport measures focus only on buses, cycling and walking. There is too much provision for cars?

Plan policies have a strong focus on sustainable development which is consistent with national policy guidance and the emerging Local Transport Plan which recognises the desire to create '20 minute neighbourhoods' where residents of new development can meet all of their day to day needs within a 20 minute walk of home. The approach taken seeks to offer a choice of transport modes for journeys to help reduce congestion and limiting the need to travel.