Strategic Environmental Assessment of the Bournemouth, Poole and Dorset Local Transport Plan 3

Strategic Environmental Assessment Report

December 2010

Produced for

Borough of Poole Council
Bournemouth Borough Council
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Abbreviations

AA	Appropriate Assessment
AGLV	Area of Great Landscape Value
AONB	Area of Outstanding Natural Beauty
AQMA	Air Quality Management Area
BAP	Biodiversity Action Plan
BARS	Biodiversity Action Reporting System
BREEAM	Building Research Establishment Environmental Assessment Method
BVPI	Best Value Performance Indicator
CD&E	Construction, Demolition and Extraction (Waste)
CPRE	Campaign to Protect Rural England
DCLG	Department for Communities and Local Government
DDA	Disability Discrimination Act
DEFRA	Department for Environment, Food and Rural Affairs
DETR	Department of the Environment, Transport and the Regions
Dft	Department for Transport
DPD	Development Plan Document
DTI	Department of Trade and Industry
EA	Environment Agency
EC	European Commission
EEC	European Economic Community
EIA	Environmental Impact Assessment
EQIA	Equality Impact Assessment
EU	European Union

GHG	Greenhouse Gas
GPZ	Groundwater Protection Zones
HGV	Heavy Goods Vehicle
HSE	Health and Safety Executive
HRA	Habitat Regulations Assessment
IMD	Indices of Multiple Deprivation
LSOA	Local Super Output Areas
LA	Local Authority
LAA	Local Area Agreement
LDF	Local Development Framework
LNR	Local Nature Reserve
LPA	Local Planning Authority
LTP	Local Transport Plan
LSOA	Lower Layer Super Output Area
MAGIC	Multi-Agency Geographic Information for the Countryside
MAA	Multi-Area Agreement
NIS	National Indicator Set
NNR	National Nature Reserve
ODPM	Office of the Deputy Prime Minister
OFWAT	Office of Water Services
ONS	Office for National Statistics
PBRI	Poole Bridge Initiative
PPC	Pollution Prevention & Control
PPG	Planning Policy Guidance
PPS	Planning Policy Statement

RET	River Ecosystem Target
RIF	Regional Infrastructure Fund
RSS	Regional Spatial Strategy
RQO	River Quality Objective
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SAM	Scheduled Ancient Monument
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment
SPA	Special Protection Area
SPD	Supplementary Planning Documents
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Urban Drainage Systems
SEMMS	South East Dorset Multi Modal Study
SWCCIP	South West Region Climate Impacts Partnership
SWRDA	South West Regional Development Agency
UDP	Unitary Development Plan
WHO	World Health Organisation

Non Technical Summary

The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone', introduced the concept of Local Transport Plans (LTP's) to steer the development of national transport policies at the local level. The Transport Act 2000 (now amended by the Local Transport Act 2008) then made it a statutory requirement for local transport authorities to produce LTP's

There are currently two LTP's for Dorset (one covering the South East Dorset conurbation, and the other covering the rest of Dorset), which are in place until March 2011. Under the terms of a Multi Area Agreement (MAA) the three Local Transport Authorities of Bournemouth, Poole and Dorset will produce a single plan for the whole of Dorset. This plan is referred to as LTP3.

The MAA contains the following vision:

> "To develop a strongly performing economy, characterised by a greater concentration of higher skilled, higher paid jobs than now and to do this while respecting and protecting our unique environment."

LTP3 will cover the whole of the Dorset sub-region which consists of

the following Districts and Boroughs:

> West Dorset District Council, East Dorset District Council, North Dorset District Council, Purbeck District Council, Weymouth and Portland Borough Council, Christchurch Borough Council

and the following Unitary Authorities:

> Borough of Poole Council, Bournemouth Borough Council

LTP's are developed in the context of, and with close links to a number of wider policy documents (identified in Appendix A) and are the mechanism for delivering the transport requirements necessary to deliver the levels of growth set out in the Local Development Frameworks (LDF's). With approximately 55,000 new homes, and 54,000 new jobs estimated up to 2026 there will be significant additional transport demands which the LTP must address. Partnership working with wider policy areas such as health and education is key to delivering LTP and wider policy objectives.

LTP3 is subject to Strategic Environmental Assessment (SEA) in accordance with the Strategic Environmental Assessment Directive (2001/EC/42) (SEA Directive).

The SEA Directive requires that a formal assessment is undertaken of plans and programmes which are likely to have significant effects on the environment. The purpose of the Directive is "to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation

and adoption of plans and programmes with a view to promoting sustainable development".

This SEA Report is designed to fulfil the requirements of the SEA Directive in respect of the SEA "Environmental Report". The report will be published alongside the LTP3 Preferred Strategy and will be available to individuals and organisations involved in consultation on the Preferred Strategy.

The approach adopted for the SEA has been iterative with close interaction between those individuals responsible for the assessment and those individuals responsible for development of the Plan.

The approach and the format of this SEA Report follow best practice and guidance on strategic environmental assessment produced by the Department of Communities and Local Government and the Department for Transport. The SEA has been undertaken with assistance from a Sustainability Appraisal Panel comprising a range of statutory consultees and local planning officers.

The first stage in the SEA process involved assembling information on the existing environmental, social and economic baseline to provide a starting point for appraising the effects of implementing the Plan. This information was reported previously, in the SEA Scoping Report.

Views on the content of the Scoping Report, including the proposed approach to the appraisal, were taken into account through a formal consultation with statutory and non-statutory consultees. The Plan visions and goals were tested for compatibility with the SEA framework by means of a compatibility matrix. During development of the option/alternatives for the Plan, the SEA Framework developed in the Scoping Report was applied to test each potential option/alternative.

The options/alternatives were tested for compatibility with the SEA objectives. The appraisal methodology considered whether the impacts, would be direct, secondary, synergistic, cumulative, short term or long term and whether these impacts will be local, regional or national.

A number of potential negatives impacts were identified in relation to highways schemes. This information has been used to inform the development of the Preferred Strategy. In addition, a number of over arching mitigation measures have been identified as follows:

- Climate Change adaptation techniques should be included in the options. These include flood prevention schemes, SUDS and green infrastructure.

- Appropriate Assessment screening should be carried out and any identified mitigation incorporated into LTP3.

- An Equality Impact Assessment should be carried out on all options and mitigation incorporated into LTP3.

- All options should be linked to key development areas identified in Dorset Development Plan Documents including Core Strategies, Waste and Minerals Plans and Area Action Plans.

A number of long term positive impacts were identified associated with the following key strategic measures and associated policies:

- Minimise the need to Travel;

- Managing and maintaining the existing network more efficiently;

- Public transport alternatives to the car;

- Active travel and “greener” travel choices;

- Travel safety measures;

- Managing demand for private car use; are positive to most SEA objectives.

The proposals for strategic network improvements give rise to some uncertainties and, potentially, negative impacts. Large scale highways schemes are likely to reduce traffic congestion and air pollution by smoothing traffic flows and allowing vehicles to achieve more efficient engine speeds in the short to medium term. However, any improvements due to vehicle engine efficiency are likely to be outweighed by overall growth in car borne trips and increased mileage through induced demand. Therefore, overall, a negative impact on air quality and increasing carbon emissions could result.

The SEA Report includes draft monitoring recommendations. These will be updated following consultation. The SEA Directive requires that significant environmental effects of implementing the plan or programmes should be monitored “in order to identify unforeseen adverse effects and to be able to undertake remedial action”. Responsible Authorities must ensure when designing their monitoring arrangements that they comply with this provision.

The emerging Preferred Strategy and associated policies have been subject to a Health Impact Assessment (HIA) and integrated into the SEA process..The SEA Framework included objectives specifically relating to Population and Human Health. These were developed in consultation with the Primary Care Trust. Key health issues were identified during the scoping stage. Mitigation has been recommended to be incorporated into the Preferred Strategy for example:

- Avoid severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure;

- Tackle accident hot spots and target casualty reduction
- Create Home Zones in residential areas;
- Introduce more 20mph zones, particularly in residential areas and around schools
- Developing a green infrastructure network linking all areas to improve health and accessibility;
- Ensure access to health, employment and education prioritising Health Action Areas;
- Promote the health benefits of cycling and walking through improved environments for pedestrians and cyclists, promotional campaigns and increased access to information;
- Increase bus services for communities on the periphery of the urban areas where current service is low;
- Work with local communities and the voluntary sector, particularly in the rural areas, to develop local access solutions which meet local access needs
- Work with emergency planners to ensure access is maintained in all areas during extreme weather conditions.

The policies, proposals and associated schemes included in the Dorset LTP3 were screened for their potential to have significant impacts on Natura 2000 sites. Potential impacts arising from the LTP3 were identified as the following:

- Habitat fragmentation or loss;
- Changes in air quality through pollution;
- Increases in noise and light levels (as a result of vehicles, construction or new infrastructure);
- Changes in soil chemical composition (through road spray and construction activities;
- Introduction of invasive species and changes in habitat character;
- Recreation impacts (for example, increased noise disturbance or damage through trampling);

Due to the uncertainty inherent at this stage of the assessment, and the potential for multiple plans to have in-combination effects with the LTP3, all Natura 2000 sites

included within the HRA should be considered when carrying out further HRA work at the project level or in more detailed lower tier plans.

Therefore, while there is potential for LTP3 policies and proposals to impact Natura 2000 sites, further assessment at the project level or in lower tier plans is considered more appropriate, given the uncertainty surrounding the current proposal. Therefore, assuming that the additional policies recommended in Section 9 are included in the LTP3 and appropriate avoidance and mitigation can be identified within subsequent project or plan level HRAs, it is concluded that no significant impacts to Natura 2000 sites will result from the implementation of the LTP3.

The SEA has also been supported by screening stages of an Equalities Impact Assessment for the options/alternatives, and the preferred strategy and associated policies. The aim of these assessments was to ensure that the plan did not result in disproportionate impacts on different “Target Groups” of society based on ethnicity, gender, sexual orientation, age disability and religion.

The EqIA has highlighted a number of key issues to be taken into consideration when assessing the suitability of the different potential LTP3 policy options.

Negative impacts may arise from the introduction of demand management initiatives which may be felt hardest by low income groups. Some Equality groups may be unfamiliar with the strategic need and justification for some schemes.

An accessibility strategy is being produced alongside the LTP3. It is recommended that communication and awareness is addressed, for example information should be made accessible to those with disabilities and where English is a second language.

The consideration of the Equalities Act 2010 given in policy LTP-G1 should ensure that any potential inequalities are mitigated across the Equalities Groups.

Cumulative Effects

There are many potential interactions between transport use and the environment and many of the impacts predicted for the various component LTP3 sub-topics are cumulative in their nature.

Cumulative negative effects on landscape, soils and biodiversity are anticipated from the new transport measures proposed in LTP3 in combination with the development pressure on land use in general.

It is anticipated that there would be a cumulative positive effect on human health through greater prioritisation of active travel initiatives. The combination of a reduction in traffic and an increase in walking and cycling would improve human health through both increased physical activity and reduced air and noise pollution.

As part of the process of developing the Local Transport Plan, a full multi modal transport study (South East Dorset Multi-Modal Study) is currently underway that seeks to identify the improvements that are required to the transport system in the South East Dorset conurbation over the next 15 years.

There have been close links between the SEA for the LTP3 and the development of SEDMMS to date. The SEDMMS study indicates that the LTP3 Preferred Strategy will give a 9.7% reduction in carbon emissions on the 2008 base by 2026,[1]

The predicted positive effect on carbon emissions and air quality depends upon a reduction in traffic arising from the cumulative modal shift from the combination of improved public transport measures, promotion of walking and cycling, energy efficiency of vehicles and the implementation of new technology.

[1] The SEDMMS Study covers the South East Dorset Area and not the whole of the Dorset sub-region

1 Introduction

1.1 Bournemouth, Poole and Dorset Local Transport Plan 3 (2011 – 2026)

The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone', introduced the concept of Local Transport Plans (LTP's) to steer the development of national transport policies at the local level. The Transport Act 2000 (now amended by the Local Transport Act 2008) then made it a statutory requirement for local transport authorities to produce LTP's.

The LTP process has brought about a step change in the way local authorities plan strategically for transport in their areas. Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, environmental objectives and better local economies.

LTP's define the area's plans and strategies for maintaining and improving the local transport network within economic, environmental and social constraints and will set out programmes of expenditure on transport improvements in line with national and regional transport policy. They covers all forms of transport (including freight).

Public participation is a key part of developing LTP's to involve the wider community. LTP's have regard to objectives set out in Sustainable Community Strategies and other local documents.

LTP's are developed in the context of, and with close links to a number of wider policy documents (identified in Appendix A) and are the mechanism for delivering the transport requirements necessary to deliver the levels of growth set out in the Local Development Frameworks (LDF's). Partnership working with wider policy areas such as health and education is key to delivering LTP and wider policy objectives.

There are currently two LTP's for Dorset (one covering the South East Dorset conurbation, and the other covering the rest of Dorset), which are in place until March 2011.

In July 2000 a first LTP (LTP1) was published for Bournemouth, Poole and Christchurch, and a separate LTP was published for rural Dorset. Both covered the five year period 2001/02 - 2005/06. In March 2006 a second and current LTP (LTP2), was published covering the South East Dorset travel to work area, again with a separate LTP covering rural Dorset. These LTP's cover the five year period 2006/07 - 2010/11.

Progress Reports for both South East Dorset and rural Dorset were published in December 2008 and were well received by the Government Office for the South West (GOSW).

LTP3 must be in place by the end of March 2011 and should be based on the requirements of the Department for Transport's (DfT's) guidance which is in line with the Local Transport Act 2008.

Under the terms of a Multi Area Agreement (MAA), (identified and explained further in Appendix A) the three Local Transport Authorities of Bournemouth, Poole and Dorset have produced a single plan for the whole of Dorset for LTP3. The MAA contains the following vision:

"To develop a strongly performing economy, characterised by a greater concentration of higher skilled, higher paid jobs than now and to do this while respecting and protecting our unique environment."

This will strengthen the joint working between the authorities and focus efforts and resources towards joint goals that will benefit the wider area.

LTP3 will cover the whole of the Dorset sub-region. (See Figure 1-1)

The sub-region consists of the Shire Authority of Dorset County Council and the following Districts and Boroughs:

- West Dorset District Council, East Dorset District Council, North Dorset District Council, Purbeck District Council, Weymouth and Portland Borough Council, Christchurch Borough Council

and the following Unitary Authorities:

- Borough of Poole Council, Bournemouth Borough Council

The LTP area includes the South East Dorset conurbation which, with a population of almost 450,000, is the second largest urban area in the South West. The entire Bournemouth, Poole and Dorset sub-region has a population of approximately 700,000.

For the purpose of this Report 'the Dorset sub-region' refers to all authorities, and 'Dorset' includes the 6 districts, excluding the unitary authorities of Bournemouth and Poole.

As part of the process of developing the Local Transport Plan, a full multi modal transport study (South East Dorset Multi-Modal Study) is currently underway that seeks to identify the improvements that are required to the transport system in the South East Dorset conurbation over the next 15 years. A preferred strategy has been identified and is currently being consulted upon in tandem with the LTP3; this forms a key part of the overall LTP strategy, providing the overriding approach to transport improvements in the South East Dorset area. SEDMMS itself is not required to be subject to SEA, although the alternative strategies were appraised against the Department for Transport's NATA appraisal framework, which includes

full consideration of environmental, social and economical impacts, and were also part of the LTP alternative options tested by the SEA. There have been close links between the SEA for the LTP3 and the development of SEDMMS to date.

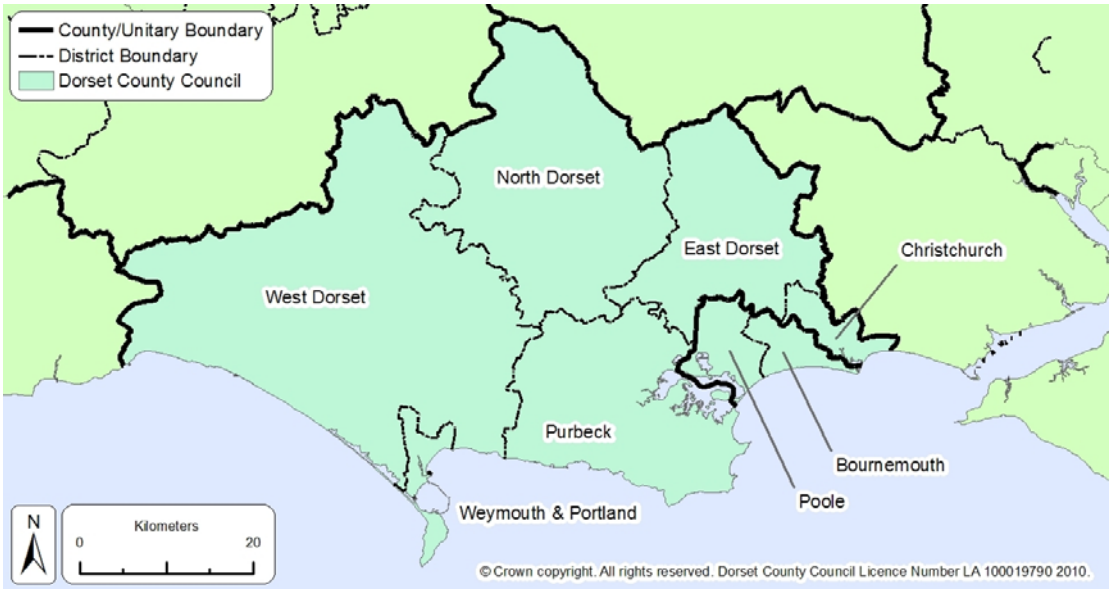


Figure 1-1 The Local Transport Plan area

2 Legislative Requirements

2.1 Strategic Environmental Assessment

The *European SEA Directive (2001/42/EC)* was implemented in England through the *Environmental Assessment of Plans and Programmes Regulations 2004* [i] *(Statutory Instrument 2004 No. 1633)* and makes SEA mandatory for plans and programmes:

a. Which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management , telecommunications, tourism, town and country planning or land use and which set the framework for future development consent for projects listed in Annexes I and II to the Environmental Impact Assessment (EIA) Directive (85/337/EEC);or

b. Which in view of the likely effect on sites, have been determined to require an assessment pursuant to Article 6 or 7 of the Habitats Directive (92/43/EEC)

2.2 SEA Directive Compatibility

The SEA Directive states that an Environmental Report shall be prepared in which *"the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated"* (Article 5.1). It also states that the Environmental Report shall include *"information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, [and] its stage in the decision-making process"* (Article 5.2).

Table 2-1 identifies where the information required to satisfy the requirements of the SEA Directive is presented in this SEA Report.

Table 2-1 SEA Requirements

Requirements / Where covered in Guide	(Page number / Appendix/ End notes)
Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated. The information to be given is (Art. 5 and Annex I):	This Report
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Appendix A
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or	Appendix B & C

Requirements / Where covered in Guide	(Page number / Appendix/ End notes)
programme;	
c) The environmental characteristics of areas likely to be significantly affected;	Appendix C & D
d) Any existing environmental problems which are relevant to the plan programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	Appendix C & D Section 5
e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation;	Appendix C & D
f) The likely significant effects on the environment, including on issues such biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects);	Appendix C
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Sections: 5 Section: 6 Section 8.4 Section: 8.5
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Appendix C Section: 8
i) A description of measures envisaged concerning monitoring in accordance with Article 10;	Section: 9
The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2).	Appendix E

Requirements / Where covered in Guide	(Page number / Appendix/ End notes)
Consultation: Authorities with environmental responsibility, when deciding on the scope and level of detail of the information to be included in the environmental report (Art. 5.4).	
Authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2).	Appendix E
Other EU Member States, where the implementation of the plan or programme is likely to have significant effects on the environment of that country (Art. 7).	N/A
Taking the environmental report and the results of the consultations into account in decision-making (Art. 8).	Appendix E
Provision of information on the decision: When the plan or programme is adopted, the public and any countries consulted shall be informed and the following made available to those so informed: • The plan or programme as adopted; • A statement summarising how environmental considerations have been integrated into the plan or programme and how the environmental report pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan or programme as adopted, in the light of the other reasonable alternatives dealt with; and • The measures decided concerning monitoring (Art. 9 and 10).	TBC following submission of the SEA Report
Monitoring of the significant environmental effects of the plan's or programme's implementation (Art. 10).	TBC following submission of the SEA Report
Quality assurance: environmental reports should be of a sufficient standard to meet the requirements of the SEA Directive (Art. 12).	This Report

2.3 Local Transport Plans

Local Transport Plans are prepared by Local Transport Authorities (LTA) outside of London. LTA's are required to produce LTP's in accordance with the Transport Act (2000), as amended by the Local Transport Act (2008).

The Transport Act 2000 as amended requires local transport authorities to have regard to Government guidance and policies on the environment when formulating Local Transport Plans and policies. The Act makes particular reference to climate change mitigation and adaptation, but authorities should consider how their strategies and implementation plans relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity.

The proposed LTP3 is based on the DfT's national goals for transport. These are a reflection of previous government policy, based on principles set out in "Delivering a Sustainable Transport System" (DaSTS) published by DfT in November 2008. This has regards for the influential Stern and Eddington reports and sets out the future policy direction for transport in England. The five goals for transport are:

- Supporting economic growth
- Tackling climate change (reducing carbon emissions)
- Better safety, security and health
- Equality of opportunity
- Quality of life

These goals have provided an important basis of the LTP3 and were a focus of early consultation. The Coalition Government have retained these goals but have emphasised that Supporting Economic Growth and Tackling Climate Change are of key priority.

Draft guidance issued by the Department for Transport in April 2009, 'Strategic Environmental Assessment for Transport Plans and Programmes TAG Unit 2.11 Transport Analysis Guidance (TAG)', [ii] states that:

"Alongside the preparation of the LTP and SEA, there will be a number of other Assessment activities that may be required (e.g. Equality Impact Assessment (EqIA) and Health Impact Assessment (HIA)). Where appropriate the SEA should draw on the findings of these other assessments."

2.4 Equality Impact Assessment

Local authorities have a duty under race, disability and gender legislation to carry out an Equality Impact Assessment of their LTP. The production of an EqIA can help determine how an LTP may affect different groups of people. The DfT advises that

an EqIA is carried out alongside a SEA and encompass race, gender, disability, age, religion/belief and sexual orientation.[iii]

2.5 Health Impact Assessment

A Health Impact Assessment is not a statutory requirement for the LTP3; however the HIA process has been integrated into the SEA process for the Bournemouth, Poole and Dorset LTP3.

2.6 Habitats Regulations Assessment

Habitats Regulation Assessment (HRA) should be undertaken as an iterative process during the development of a programme or plan that is likely to have an adverse effect on any designated Natura 2000 sites.

Part II of the Conservation (Natural Habitats, &c.) (Amendment) Regulation 2007 outlines the due process for the protection of Natura 2000 sites with respect to development plans. The LTP3 is subject to HRA.

3 Methodology

3.1 SEA Process

Table 3-1 SEA Stages describes the stages of SEA as set out in the Practical Guide to Strategic Environmental Assessment Directive (DCLG – Department of Communities and Local Government, previously ODPM, 2005). This guidance, has been used in conjunction with other best practice guidelines e.g. Strategic Environmental Assessment for Transport Plans and Programmes and WebTAG Guidance (Department for Transport, draft Guidance, 2009). WebTAG table below Table 3-3 identifies the link between SEA and the LTP process.

The SEA should:

- Provide a long term view of how the area covered by the plan is expected to develop, taking account of social, environmental and economic effects of the proposed plan.
- Provide a mechanism for ensuring that SEA objectives are translated into sustainable policies.
- Reflect global, national, regional and local concerns.
- Provide an audit trail of how the plan has been revised to take account the findings of the SEA.
- Form an integral part of all stages of plan preparation.
- Incorporate the requirements of the SEA Directive.

Table 3-1 SEA Stages

SEA Stage	What is involved
STAGE A	**Setting the context and objectives, establishing the baseline and deciding on the scope.** ***Tasks*** • **A1:** Identifying other relevant policies, plans and programmes, and SEA objectives. • **A2:** Collecting baseline information. • **A3:** Identifying environmental problems. • **A4:** Developing the SEA objectives. • **A5:** Consulting on the scope of the SEA.
STAGE B	**Developing and refining options and assessing effects** ***Tasks*** • **B1:** Testing the plan or programme objectives against the SEA objectives. • **B2:** Developing the Strategic alternatives. • **B3:** Predicting the effects of the Draft plan or programme including alternatives. • **B4:** Evaluating the effects of the Draft plan or programme including alternatives.

SEA Stage	What is involved
	• **B5:** Considering ways of mitigating adverse effects. • **B6:** Proposing measures to monitor the environmental effects of implementing the plan or programme.
STAGE C	**Preparing the Environmental Report *Tasks*** • **C1:** Preparing the Environmental Report.
STAGE D	**Consulting** • **D1:** Consulting on the draft plan and the Environmental Report. • **D2(i)**: Assessing significant changes. • **D2(ii):** Appraising significant changes resulting from representations. • **D3:** Making decisions and providing information.
STAGE E	**Monitoring the significant effects of implementing the plan on the environment** • **E1:** Finalising aims and methods for monitoring. • **E2:** Responding to adverse effects.

3.2 Health Impact Assessment

Health Impact Assessment (HIA) aims at studying upstream health determinants in an integrated way rather than concentrating on single risk factors. Its overall objective is to provide decision-makers with sound information on implications on health of any given policy.

A Health Impact Assessment is not a statutory requirement for the LTP3; however the HIA process will be integrated into the SEA process for the Bournemouth, Poole and Dorset LTP3.

The World Health Organisation sets out a number of principles that need to be considered in relation to integrating health impact assessment within SEA.

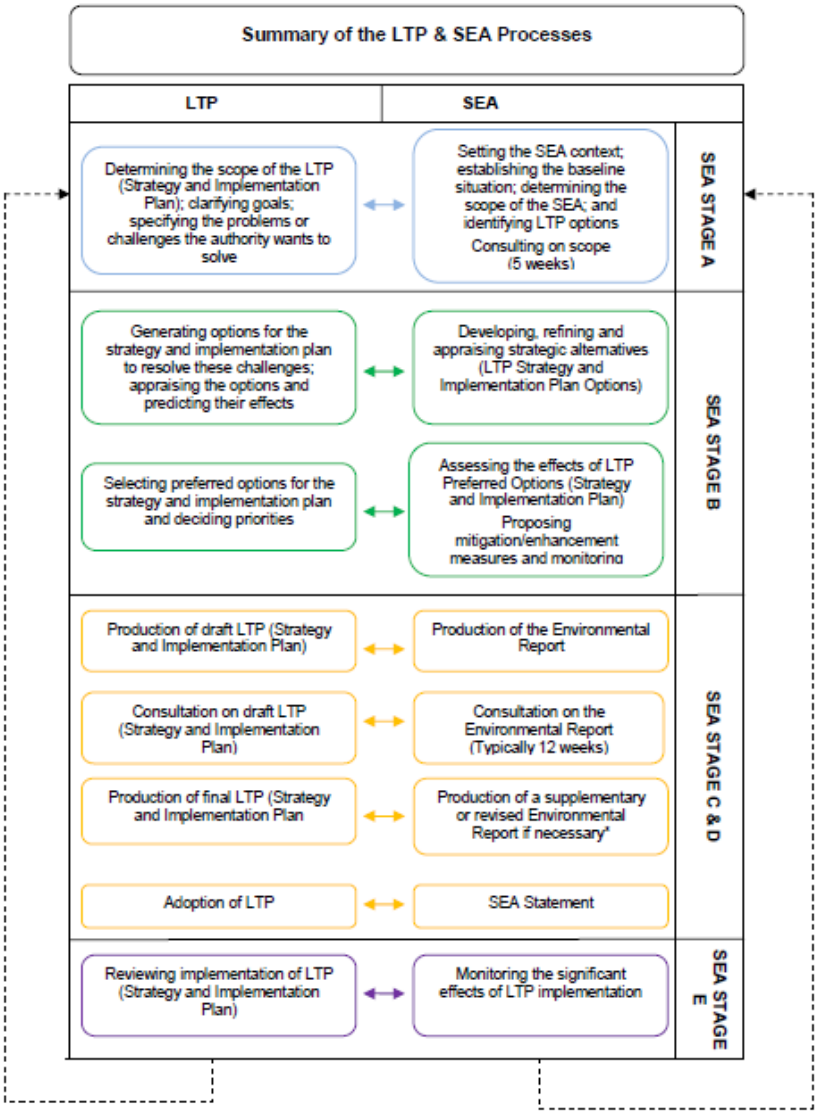
Table 3-2 Integrating HIA into the SEA Process, sets out the key principles that need to be considered and at what stage in the SEA process these will be addressed and documented.

Table 3-2 Integrating HIA into the SEA Process

Key Principles of HIA	Stage integrated into the SEA
Include, routinely, an initial screening to determine the broad relevance to people's health of the policies, plans or programme under consideration;	Relevance to the Local Transport Plan
Take into account any health concerns expressed by relevant health authorities and of the public;	Stage A 1- 5 and consultation of Scoping Report will include heath authorities.
Consider the range of health determinants, and how they are likely to be modified, in positive and/or negative ways, as a result of the policies, plans or programmes that were subject to the SEA;	Stage A 1 - Health Plans, Programmes and Policies have been collated; Stage A 2 - Health baseline data has been collected

Key Principles of HIA	Stage integrated into the SEA
	Stage A 3 – Health key issues have been identified for Dorset Sub – region Stage B - All the above will be used to inform the appraisal of the LTP3 alternatives/options
Consider the positive as well as the negative effects of proposed policies and programmes;	Stage B
Consider how the expected health effects might be distributed across different groups within the population who are affected;	Stage B The EqIA has been SEA and used to identify potential impacts to different groups
Contain recommendations with respect to actions that could be undertaken to enhance the potential positive health effects identified and to mitigate or remove the negative ones;	Stage B
Seek to involve the public through consultation and participation;	Stakeholder workshops have been carried out as part of the LTP3 and SEA process with heath authorities. Consultation results Appendix E
Give due account to issues raised by the public and/or organisations representing members of the public who may be affected;	Stage C - the results of Stakeholder consultation will be collated and will state where they have been addressed within the SEA
Consider the need for cost-effective monitoring of any anticipated impact(s) on people's health.	Stage C Stage D Stage E

Table 3-3 LTP3 and SEA Processes and Links



* An updated Environmental Report may only be required if significant changes are made to the LTP between draft and final versions.

4 Baseline and Context

4.1 Identifying Relevant Policies, Plans and Programmes

The SEA considers LTP3 in the context of a wide range of other relevant plans and programmes with environment objectives both within and outside the authorities' jurisdiction. To this end, relevant policies, plans and programmes at international, European, regional and local level that may have social, environmental and economic implications for the LTP3 have been reviewed. Appendix A documents all the relevant plans and programmes including International, European, National, Regional (South West), County (Dorset), Unitary Authorities (Bournemouth & Poole) & Districts (West Dorset, East Dorset, North Dorset, Purbeck, Weymouth and Portland, Christchurch) relevant to the LTP3. Appendix A also highlights which SEA objectives are linked to the relevant plans and programmes.

4.2 Social, Environmental and Economic Baseline Characteristics and Predicted Future Baseline

Baseline information has been reviewed to establish the current state of the area covered by the LTP3, and to identify trends in economic, environmental and social parameters and to assess current environmental and sustainability issues that are evident in the area. The full baseline is available in Appendix B

The baseline information is intended to provide a basis for predicting and monitoring the effects of implementation of the plan. It also helps to identify the environmental and sustainability issues and alternative ways of dealing with them.

Baseline data has been collected for the following local authority areas:

- Dorset County Council
- Borough of Poole Council
- Bournemouth Borough Council
- West Dorset District Council
- East Dorset District Council
- North Dorset District Council
- Purbeck District Council
- Weymouth and Portland Borough Council
- Christchurch Borough Council

4.3 Limitations of Data

4.3.1 Place Surveys

The National Indicator Set launched by the government in April 2008 contains 25 indicators which are informed by citizens' views and perspectives; these replace the previous Quality of Life Indicators. 18 of these indicators are collected through a single Place Survey administered by, or on behalf of, each local authority.

The survey took place every two years, Borough of Poole and Bournemouth Borough Councils were responsible for preparing their own Place Survey and Dorset County Council prepared one for the remaining Districts and Boroughs. Although the indicators used are the same, the way the data is recorded and formatted varies within each report and therefore this may lead to slight discrepancies within overall baseline results.

The collection of the National Indicators set have since been stopped by the coalition Government and have yet to be replaced; however this past data is relevant for the purpose of the SEA Report.

4.3.2 Dorset Data book

The data and statistics recorded within the Dorset Data Book contains information based on the most recent Census in 2001 and data provided by authorities such as the police, hospitals, doctors, schools etc within the area to give estimated data for 2009 and future estimates. Therefore population, human health and equalities statistics will not be completely consistent or accurate.

The Dorset Data Book contains information on Dorset County Council including each District and Borough, however some sections of the Data Book excludes data for Bournemouth and Poole, such as waste statistics. This is because they are Unitary Authorities and are individually responsible for the collection of specific types of data. Within this SEA Scoping Report where the data includes Bournemouth and Poole it is referred to as Dorset Sub Region, whereas Dorset County Council data refers to the County excluding Bournemouth and Poole.

The data has been collected where possible for each District and each Borough, and compared to the South West Region statistics and National Statistics. Due to the fact that data had to be collected from various different sources slight discrepancies are noted, although these discrepancies are not considered to be unduly significant for the purposes of this review.

4.3.3 Environment Agency Data

An indicator used by the Environment Agency to determine the ‘Number of planning permissions granted contrary to Environment Agency (EA) advice on flooding and water quality grounds has been considered in the SEA. However the EA figures often do not take account of where their objections have been withdrawn following flood risk assessments. Therefore data collected from LA’s Annual Monitoring Reports may not equate with the data given on the EA website.

The General Quality Assessment (GQA) reporting for river water quality has changed, because of the changes to the Environment Agency monitoring programme as they move towards Water Framework Directive (WFD) reporting and the GQA are currently in a transitional period. The GQA will continue to be used by the Government as a national headline indicator for another three years and will overlap with WFD reporting. When there is enough new data collected for the WFD the old water quality indicators will be replaced with ones that use this new data. Fewer sites will be monitored in the coming years and it is likely that the Poole site is one of those that will be dropped.

4.4 Identifying Environmental Issues and Problems

Identifying environmental issues and problems provides an opportunity to define the key social, environmental and economic issues which need to be taken into account when preparing LTP3. In some cases these are constraints which must be overcome, or impacts which must be avoided; in other cases these may be opportunities (e.g. stimulating the local economy and employment markets) which should be pursued where possible, or supported indirectly by transport policies in other instances.

There is a wealth of knowledge regarding environmental and sustainability issues within the Dorset sub region as identified in the identification of plan, programmes and polices. Key environmental issues have also been identified through researching the baseline information (Appendix B).

The SEA is based on testing the options for the LTP against a list of SEA objectives These SEA objectives have been drawn up taking account of the principal environmental issues relevant to the LTP area. The following sections summarise the issues identified through the review of the baseline data. Section 4.6 summarises the key issues that need to be addressed by the LTP3.

4.5 SEA Topics

The baseline information is set out in Appendix B. This section includes an overview of the current situation and covers the topics specified in Annex 1 (f) of the SEA Directive, i.e.

- Climate
- Air
- Biodiversity, Flora and Fauna
- Soil
- Water
- Population & Human Health (including transport, economics, tourism)

- Material Assets (including housing and waste)
- Cultural Heritage
- Landscape

4.6 SEA Key Issues

Health

- There has been a consistent fall in the number of traffic injury collisions and casualties over the past 10 years. However, in 2008, there were still 442 road casualties per 100,000 people in Dorset, the highest rate amongst the South West counties and unitary authorities.
- In 2008 Bournemouth and Poole had 420 and 403 total casualties per 100,000 population respectively. This equates to the 4th and 5th highest proportions among South West county and unitary authorities and is notably higher than the South West average of 368 and the England average of 397. Poole accounted for approximately 25% of all Killed or Seriously Injured (KSI's) in the South East Dorset area, compared to 35% for Bournemouth. 14% of all accidents involved pedestrians and 15% involved cyclists.
- Bournemouth and Poole have similar rates of both overweight and obesity levels compared to the national average for both 4-6yrs at 24% and 10-11yrs at 28.1%. The national average for 4-6yrs is 22.8% and for 10-11 yrs is 27%. These results were higher for age group 4-6yrs than previous years and slightly exceeded national trends.
- Within Poole, there are inequalities by location and gender. For example, men from the least deprived areas can expect to live ten years longer than those living in the most deprived areas.
- Within Bournemouth rates of drug misuse, violent crime and people diagnosed with diabetes all appear higher than the England average.
- Within Bournemouth there are inequalities by location and gender. Women living in the least deprived areas can expect to live six years longer and men over eight years longer than those living in the most deprived areas of Bournemouth.
- The health of children in Bournemouth is similar to that of England as a whole, however, over 5,700 children live in low income households.
- More adults claim incapacity benefit due to mental illness in Bournemouth compared with the England average.

Unemployment Rates

- The highest proportion of unemployment claimants in the sub region were in Bournemouth at 3.7% of the working age population in 2009.

- Unemployment in Poole remains marginally below the rate for the south west region and the average rate for Dorset remains below that of both Poole and the south west region. Within Dorset, Weymouth and Portland had the highest annual average rate of claimant unemployment.

- Although the Dorset sub region has a higher than average percentage of people of working age that are employed, statistics show that the numbers of households receiving benefit has risen sharply since 2008 with 3,040 more households.

Air Quality Management Areas

- There are currently 4 Local Air Quality Management Areas (LAQMA) within the LTP area; one at Dorchester, one at Chideock and one in Winton, Bournemouth and one in Poole.

- West Dorset District Council (WDDC) declared Chideock Air Quality Management Area (AQMA) in May 2007. The high level of HGV traffic passing through Chideock combined with the local topography is responsible for high levels of nitrogen oxide.

- Following monitoring, West Dorset District Council declared High East Street in Dorchester an Air Quality Management Area (AQMA) in 2009.

Access to Amenities/Services

- There are ten areas in Dorset that are within the top 20% most deprived nationally for multiple deprivation. Eight of these are within the urban areas of Weymouth and Portland and two in Christchurch

- Two Bournemouth Local Super Output Areas LSOAs are within the most deprived 5% nationally. These are both in Boscombe West ward. One of them is among the most deprived 1% of LSOAs in England.

- Having regard for the number benefit claimants, lack of access to services and the LSOA indices of multiple deprivation, Bournemouth, Weymouth and Portland rank as the most deprived Boroughs or Districts within the LTP area

- There are large rural areas within the Dorset sub region. Access to services is a significant deprivation concern. There are a number of hospitals within the sub region; however some areas of North and West Dorset are a considerable distance from these and accessibility is an issue.

- Four groups are at particular risk of geographical isolation and transport difficulty. These include younger people, older people, those with impaired mobility and households in rural areas living on low incomes.

- North Dorset, East Dorset and parts of West Dorset are poorly served by public transport. In East Dorset only 41% of residents are able to walk to a bus stop which is served hourly or more frequently. In North Dorset the proportion is 66%.

- The Districts have a low population density and a high level of car ownership. There is a lack of transport alternatives. A high percentage of people use their cars to travel to work, even though very few people commute distances over 20km.

- Within the more compact urban settlements of Bournemouth and Poole access to services is relatively good.. However, there are still accessibility issues such as a lack of access to cars, particularly for low income households and areas of deprivation, and lack of access to suitable public transport alternatives. One area that is particularly affected by poor accessibility owing to poor transport links is the Boscombe area in Bournemouth.

- Contraction of bus services, particularly at the peripheries of the urban areas, has resulted in these communities suffering from reduced accessibility.

- Other key issues within the Bournemouth and Poole area include poor north-south accessibility in Bournemouth and access to Bournemouth International Airport, particularly by public transport.

- Affordability of transport is also an issue in terms of accessibility for children and young people (who often may not have access to a car).

Crime

- In 2008/09 Bournemouth's overall crime rate was 2nd highest of the 16 South West counties and unitary authorities. Poole was 6th highest. Bournemouth saw an increase across all key offences for the period 2007/08 to 2008/09.

Tourism

- The Dorset sub region receives 16.3 million night visitors per year and 13.7 million day visitors per year. Bournemouth receives the most visitors at 4.6m per yr. Key domestic markets are London and the Southeast, the East and West Midlands.

- 78% of visitors used their car to travel to Dorset during the main season.

- The Jurassic Coast is a major leisure destination and supports about tourism related 48,000 jobs. .

- Whilst the visitors themselves bring economic benefits, their reliance on road-based access, especially cars, has a significant impact on landscape, communities, air quality, and damage to the historic environment in villages.

Olympics

- Weymouth and Portland will be holding events in the 2012 Olympic Games; this will bring considerable numbers of both competitors and spectators to the area. During games time, the Weymouth Transport Package will be complemented by a series of temporary measures put in place for the duration of the sailing events in Weymouth Bay and Portland Harbour.

Flooding

- The risk of flooding within the study area arises from river, surface water, groundwater, sewer and coastal flooding. There are 3 major rivers running through the sub region; the River Frome, the River Stour and the River Avon. Several major roads are likely to impacted by flooding, and these include the A 338 through Christchurch, A350 through Blandford, the A352 through Wareham and the A35 near Dorchester.

Climate Change

Carbon dioxide (CO2) is the main greenhouse gas. 4,701 kt of end user CO2 emissions were released in the Dorset sub region in 2008 across all sectors. Overall carbon emissions in the Dorset sub-region fell by 5.6% from 7.00 to 6.61 tonnes per capita, a 5.6% decrease compared to 2005.

Carbon Emissions from Transport in Dorset

The total volume of carbon emitted by road transport over the period 2005 to 2008 dropped by 5.6% from 1308Kt CO2 to 1235Kt CO2. In 2008 transport accounted for 26.3% of all carbon emissions in the Dorset sub-region which is slightly higher than the average for the South West and the United Kingdom at 25.7% and 23.7% respectively.

Carbon emissions from road transport fell by 7.0% from 1.87 to 1.74 tonnes per capita in the Dorset sub-region, indicating that the road transport sector is experiencing a reduction in carbon in comparison to the other sectors. How much of this is due to reduced travel as a result of the recession is uncertain.

Climate Change Implications

- Habitats which are dependent on the Dorset coasts and wetlands are particularly at risk, with the prospects of sea level rise and longer summer droughts.

- Climate change may result in wider extremes of temperature. The most at risk groups include the elderly. The LTP area has a higher than average proportion of inhabitants over the age of 60yrs and this is expected to increase.

- Flooding – it is predicted that there will be an increased frequency of severe coastal and river floods, both of which can have severe impacts on health, including mental health problems due to experience of personal and economic loss and stress.

- Built structures such as bridges, promenades, pylons, roads and railway lines will become more vulnerable to higher winds, flooding, storm events and soil moistures changes.

- Damage to rural roads and overloading of sewers may also become more commonplace.

- Some coastal villages and towns are easily cut off during storm conditions. Along the Dorset coast there is commonly there is only one access route in and out of the settlement e.g. Swanage, Ringstead, Charmouth and Portland.

4.7 SEA Framework

Introduction

The SEA Framework provides a method for describing, analysing and comparing the sustainability effects of plans and policies. A series of SEA objectives were developed at the scoping stage, taking into account the relationship between the LTP and the objectives of other plans and programmes, along with the findings of the baseline information review. These objectives have formed the basis for the SEA evaluation of different LTP3 options.

The SEA objectives were refined through consultation at the scoping stage to form the suite of objectives set out in Table 4-1 which provides the framework against which elements of the LTP are evaluated in this report.

Table 4-1 SEA Framework

SEA Objectives	Questions
SEA Topic Biodiversity, Flora and Fauna - Environment	

SEA Objectives	Questions
1. To ensure no harm to biodiversity at designated sites and European protected species	Will the option impact any of the following designations? SSSI LNC SAC SPA Ramsar SNCI
2. Enhance general biodiversity and species across Dorset.	Will the option results in loss of any habitat or disturb local biodiversity?
	Will the option enhance local biodiversity, for example introduction / improvement of greenways
SEA Topic Population & Human Health (includes transport) - Social	
3. Help support communities to maintain facilities for social cohesion and enabling equal access to basic services, amenities, & open space; easily, safely and affordably	Will the option results in any loss of open space?
	Will the option assist with reducing crime?
	Will the option result in increased accessibility to open space?
	Will the option result in increased access to : GP, Hospital, Primary School Secondary School, Retail, food?
	Will the option provide access to employment?
	Will the option result in reduced : Total road accidents – KS1 Total road accidents – Children Total road accidents – slight injury % of total pedestrian road accident casualties % of total cyclist road accident casualties
	Will the option promote 'place shaping' by improving/enhancing urban design principles?
4. Increase accessibility to sustainable transport for both local residents, tourists and employers	Will the option increase travel to work from the following modes? a) by private motor vehicle b) by public transport c) On foot or cycle
	Will the option provide new safe accessible cycle routes? a) Urban?

SEA Objectives	Questions
	b) Rural?
	Will the option increase and protect the public Rights of Way (RoW) network?
	Will the option increase the amount of residents within walking distance to hourly bus stops?
	Will the option assist with reducing the Total annual average daily traffic on roads accessing the Jurassic Coast?
	Will the option reduce traffic flows for all vehicle types (million vehicle km)?
	Will the option increase access of new holiday accommodation and attractions to a public transport route?
	Will the option increase the number of bus services to rural areas?
	Will the option increase access to tourist attractions?
	Will the option increase real time bus stops?
	Will the option increase the number of workplace, school and visitor travel plans submitted as part of planning applications?
	Will the option increase the number of visitors attending Weymouth for the Olympic games events using public: transport, buses and trains?
	Will the option improve access to Bournemouth airport?
	Will the option increase the % of freight being transported by sustainable transport modes such as train rail and water?
	Will Park & Ride lead to any detrimental impacts?
5. Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reduce health inequalities	Will the option contribute to healthy living and offer opportunities to reduce overweight/obesity in children: a) age 4-5yrs b) age 10- 11 yrs
	Will the option increase opportunities for local resident populations to travel to work by: a) by private motor vehicle b) by public transport c) On foot or cycle

SEA Objectives	Questions
	Will the option provide new safe accessible cycle routes? a) Urban? b) Rural?
	Will the option provide new footpaths?
	Will the option increase accessibility to sport facilities for all adults?
	Will the option increase opportunities for residents to undertake physical activity?
	Will the option increase accessibility to hospitals for residents with the following: a) all cancers b) circulatory diseases c) respiratory diseases
	Will the option increase Self-reported measure of people's overall health & wellbeing?
	Will the option promote 'place shaping' by improving/enhancing urban design principles?
6. Ensure that transport developments/schemes do not have a disproportionate effect on local residents	Will the option increase noise impacts from: Roads Construction Maintenance
	Will the option ensure that road schemes are registered with the considerate constructor's scheme?
7. Ensure active voluntary and community engagement in decision making in transport planning	Are stakeholder consultations taking place?
	Are consultation responses being incorporated into the plan?
SEA Topic Soil - Environment	
8. Promote the conservation and wise use of land reduce contamination, and safeguard soil quality and quantity	Will the option result in loss of Grade 1 and 2 land (ha) Agricultural Land?
	Will the option uses brownfield land over Greenfield land?
	Will the option disturb contaminated land?
SEA Topic Water - Environment	
9. Prevent pollution to the water environment and protect resources	Will the option prevent pollution to water courses?
10. Reduce vulnerability to flooding	Will the option assist with preventing flooding?
	Will the option reduce the amount of roads at risk from flooding?

SEA Objectives	Questions
	Will the option increase the amount of flood prevention schemes on major roads?
SEA Topic Air – Environment	
11. Maintain and where possibly Improve air quality	Will the option assist with reducing the number of Local Air Quality Management Areas (LAQMA)?
	Will the option reduce : NO2 PM10 levels
SEA Topic Climate - Environment	
12. Mitigate climate change	Will the option reduce Carbon dioxide emissions by sector and per capita emissions: a) transport
13. Adapt to the impact of climate change	Does the option encourage the use of sustainable urban drainage system (SUDS)?
	Will the option reduce the amount of roads at risk from flooding?
	Will the option increase the amount of flood prevention schemes on major roads?
	Will the option increase the Length of green infrastructure network, including greenways?
	Will he option promote tree planting?
SEA Topic Material Assets – Economic	
14. Improve access to education facilities and employment opportunities	Will the option result in increased access to : GP, Hospital, Primary School Secondary School, Retail, food?
	Will the option improve areas of severance?
	Will the option increase severance?
	Will the option promote 'place shaping' by improving/enhancing urban design principles?
	Is the option economically viable?
15. Encourage sustainable tourism	Will the option increase accessibility to the Jurassic coast by sustainable transport methods?
	Will the options increase opportunities for tourist's to arrive by train?
	Will the option reduce traffic flow during commuting times and during the peak season?
	Will the option increase opportunities to use

SEA Objectives	Questions
	water axis?
16. Ensure accessibility is maintained for major infrastructure	Will the option promote the use of travel plans, Transport Assessments for all major infrastructure?
	Will the option reduce HGV traffic flow through residential areas?
17. To ensure that transport related activities use natural resources more efficiently and sustainably, in particular land, mineral aggregates, water and fuel.	Will the option promote clean transport technology for example: car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking?
	Does the option promote SWMP to be submitted with transport related planning applications?
18. To promote sustainable design and construction techniques for both new and existing transport schemes	Does the option promote sustainable design and construction techniques?
SEA Topic Cultural Heritage & Landscape - Environment	
19. To protect, enhance and manage the rich diversity of the historic environment (including architectural and archaeological heritage)	Does the option ensure protection & enhancement of the historic environment (including architectural and archaeological heritage)?
	Will the onion protect and enhance sites, features and areas of historical, archaeological and cultural value in both urban and rural areas?
20. To protect, enhance and manage the character and appearance of the landscape including townscape, maintaining and strengthening local distinctiveness and sense of place	Will the option have an adverse impact on the AONB
	Is the option located near or within the buffer zone of Scheduled Ancient Monuments, Heritage Sites, World Heritage Sites, etc?
	Will the option promote good urban design principles, maintain and strengthen local distinctiveness and sense of place?
	Will the option protect and enhance sites, features and areas of historical, archaeological and cultural value in both urban and rural areas?
	Will it protect historic townscapes and settlement character?
	Will it respect, maintain and strengthen local distinctiveness and sense of place?
	Will it promote high quality urban design?

5 HRA Screening Summary

5.1 Summary of impacts arising from the LTP3

The policies, proposals and associated schemes included in the Dorset LTP3 were screened for their potential to have significant impacts on Natura 2000 sites. Potential impacts arising from the LTP3 were identified as the following:

- Habitat fragmentation or loss;
- Changes in air quality through pollution;
- Increases in noise and light levels (as a result of vehicles, construction or new infrastructure);
- Changes in soil chemical composition (through road spray and construction activities;
- Introduction of invasive species and changes in habitat character;
- Recreation impacts (for example, increased noise disturbance or damage through trampling);

Based on the findings of the HRA screening process, likely significant impacts arising from the implementation of the LTP3 could not be ruled out for the majority of Natura 2000 sites, including:

- The Avon Valley SPA/Ramsar;
- Cerne and the Sydling Downs SAC;
- Chesil Beach & the Fleet SAC;
- Chesil Beach and the Fleet SPA/Ramsar;
- Chilmark Quarries;
- Dorset Heath SAC;
- Dorset Heaths (Purbeck and Wareham) & Studland Dunes SAC;
- Dorset Heathlands SPA/Ramsar;
- Fontmell and the Melbury Downs SAC;
- Isle of Portland to Studland Cliffs SAC;
- New Forest SAC/SPA/Ramsar;

- Poole Harbour SPA/Ramsar;
- River Avon SAC;
- River Axe SAC;
- Rooksmoor SAC;
- St Albans Head to Durlston SAC;
- Avon Valley SPA/Ramsar SAC; and
- The West Dorset Alder Wood SAC.

Due to the uncertainty inherent at this stage of the assessment, and the potential for multiple plans to have in-combination effects with the LTP3, all Natura 2000 sites included within the HRA should be considered when carrying out further HRA work at the project level or in more detailed lower tier plans.

Therefore, while there is potential for LTP3 policies and proposals to impact Natura 2000 sites, further assessment at the project level or in lower tier plans is considered more appropriate, given the uncertainty surrounding the current proposal. Therefore, assuming that the additional policies recommended in Section 9 are included in the LTP3 and appropriate avoidance and mitigation can be identified within subsequent project or plan level HRAs, it is concluded that no significant impacts to Natura 2000 sites will result from the implementation of the LTP3. [iv]

6 EqIA Summary

The EqIA has highlighted a number of key issues to be taken into consideration when assessing the suitability of the different potential LTP3 policy options.

Negative impacts may arise from the introduction of demand management initiatives which may be felt hardest by low income groups. Some Equality groups may be unfamiliar with the strategic need and justification for some schemes.

An accessibility strategy is being produced alongside the LTP3. It is recommended that communication and awareness is addressed, for example information should be made accessibly to those with disabilities and where English is a second language.

The consideration of the Equalities Act 2010 given in policy LTP-G1 should ensure that any potential inequalities are mitigated across the Equalities Groups.

7 Option/Alternative Appraisal Summary

Table 7-1 to Table 7-4 provide a summary of the appraisal of the four alternative strategic themes which were under consideration for the LTP3.

In summary, the four broad strategic themes were as follows:

A. Do minimum (business as usual).

B. Significant public transport improvements and greener choices.

C. More ambitious public transport improvements and greener choices while discouraging car based commuting.

D. More roads with some public transport improvements and controlling demand for travel by car.

The summary tables contain a discussion of potential impacts for the types of schemes under each theme, and score the social, economic and environmental aspects of each. Recommendations for mitigation are also identified. The full details of the options appraisal are presented in the appraisal matrices in Appendix C.

Each theme has been divided into sub-topics. Each sub-topic was subject to a separate appraisal. Mitigation measures have been outlined specific to those sub-topics. The mitigation measures outlined may also be relevant to other sub-topics within the option. The appraisal of the theme sub-topics has been used in the development of a Preferred Strategy. The Preferred Strategy for the LTP3 consists of various elements under each of the themes, considered to perform best in the appraisal work,

The principal sub-topics are as follows

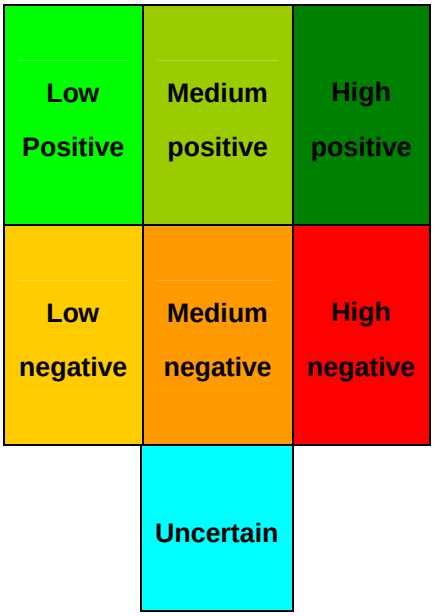
- Smarter choices
- Public transport improvements
- Demand management
- Highways

The detail of these sub-topics varies across the themes.

The appraisal methodology had consideration for whether the impacts would be direct, secondary, synergistic, cumulative, short term or long term and whether these impacts will be local, regional or national.

For some sub-topics there may not yet be enough information available to robustly score impact as either negative or positive. For other sub-topics the appraisal may identify a combination of positive and negative impacts. In both cases the overall score is recorded as uncertain

Key:



The geographical extend of the potential impacts, i.e. whether they can be regarded as local, regional or national, is stated with the score in the summary table for example:

A number of over arching mitigation measures have been identified for implementation across all the options. These are listed below:

- Measures for climate change adaptation should included in the options. These may include, flood prevention schemes, SUDS and use of green infrastructure.

- Appropriate Assessment Screening should be carried out and any identified mitigation incorporated into the LTP3.

- An Equality Impact Assessment should be carried out on all options and any identified mitigation incorporated into the LTP3.

- The options should be linked to key development areas identified in Development Plan Documents for example Core Strategies, Waste and Minerals Plans and Area Action Plans.

Table 7-1 Option A Summary Appraisal

OPTION A – 'DO MINIMUM' (Business as Usual) **This strategy involves implementing measures that are already approved, then continuing with relatively small scale improvements to improve public transport and reduce congestion with an assumption of limited available resources**	**Social** Short Term	**Social** Long Term	**Economic** Short Term	**Economic** Long Term	**Environment** Short Term	**Environment** Long Term	**Mitigation**
Smarter Choices Summary: Overall the smarter choices options are beneficial to the social objectives in the short term; there is opportunity to improve human health, through the promotion of travel plans and active travel supported by improved walking and cycling facilities. These modes of travel are also widely available to much of the population, although a more realistic option for those in the urban areas. The positive impacts on health are likely to be long term. However without considerable improvement of linkages to education, health facilities, employment and recreational facilities these alone are unlikely to greatly improve human health in the long term within Dorset, Overall the economic appraisal raised uncertainties. Some congestion reduction benefits may be expected, particularly in the urban areas. Although tourism access to the Jurassic coast will be improved, access to other tourist areas is not specified. HGV movement of waste, minerals and other freight access is not addressed. Environmentally the options highlighted potential local positive aspects; for example reduction in congestion from private cars resulting in improved air quality, however long term it is unlikely that C02 emissions will be reduced significantly - the options would target shorter car trips. Some uncertainties were identified, mainly relating to the promotion of tourism. These included potential impacts from increased vehicle/coach movement and visitors on Biodiversity, designated sites and the historic environment, including townscape and landscape.	**Low Positive local**	**Low Negative County**	**Uncertain**	**Low Negative County**	**Uncertain**	**Low Negative County**	Include sustainable transport access to tourist areas through-out the Dorset sub-region in addition to the Jurassic coast. Ensure LTP links to the AONB Management Plan. HGV/freight movement needs to be addressed, with consideration of transferring freight to rail. Real time bus stops could be included, these allow people to see when the next bus arrives and offers more choice. Promote the health benefits of cycling and walking through campaigns and increased access to information. Ensure LTP links fully to local Health Strategies / Plans e.g Obesity Action Plan Easier accessible information on choice of sustainable transport methods should be implemented; this can be provided through a website linked to all transport methods in Dorset.
Public Transport Improvements Summary: Short term these will be beneficial to the social objectives; public transport improvements will benefit local communities by increasing access to services. Uncertainties were identified where there is lack of information about access in both rural and urban locations. Improved community transport would be particularly beneficial to rural communities, which tend to have a greater proportion of older people. These positive aspects will not be immediate and are likely to take several years to implement. The focus of the improvements will benefit the urban areas more than the rural areas of the LTP area. Long term car use is unlikely to reduce significantly and the benefits will be reduced due to lack of adequate investment that that is required for continued housing & employment growth. The economic appraisal was uncertain during the short term; access will be increased to employment sites which will be beneficial to employers and employees. However this option does not include adequate investment or rail improvements so the access will be limited. Long term congestion will not be improved and this will result in a negative impact economically. Environmentally the option appraisal raised uncertainties. This is due to the possible impacts on biodiversity - the P & R's in Weymouth is to be built on a disused landfill site so there may be a possibility of contamination, only shorter trips are targeted and the	**Low Positive local**	**Low Negative County**	**Uncertain**	**Low Negative County**	**Uncertain**	**Low Negative County**	Implementation periods and methods of public transport improvement schemes need to be outlined. Green fuel/vehicles use should be promoted for bus fleets. Airport access should be improved for sustainable transport. Promote the health benefits of cycling and walking through greater integration with public transport Seek to make public transport more affordable and easier to use Easier accessible information on choice of sustainable transport methods should be implemented; this can be provided through a website linked to all transport methods in Dorset. Interchange or integrated passenger transport authority also supports a negative score should be included in the option,

OPTION A – 'DO MINIMUM' (Business as Usual) **This strategy involves implementing measures that are already approved, then continuing with relatively small scale improvements to improve public transport and reduce congestion with an assumption of limited available resources**	**Social** Short Term	**Social** Long Term	**Economic** Short Term	**Economic** Long Term	**Environment** Short Term	**Environment** Long Term	**Mitigation**
uses of green fuel/vehicles is not included. Long term lack of adequate investment will lead to continued car use and increased C02 emissions.							
Demand Management Summary: Overall the economic and social appraisal was neutral; information is required on whether the charge will increase for short term or long term parking. Could encourage people to use alternative forms of transport; however the moderate increases proposed may not deter people from using their cars. Higher parking charges may exclude some sections of society who do not have access to realistic public transport alternatives. Could be detrimental to local business and may deter some tourists. There are no significant impacts expected on the environment – may reduce congestion locally – although could result in people travelling further to places with more affordable parking. Overall these measures are unlikely to have any meaningful impact	**Neutral**	**Neutral**	**Neutral**	**Neutral**	**No Impact**	**No Impact**	Implementation periods and methods of demand management schemes need to be outlined. Ensure alternative methods of transport are implemented to coincide with demand management measures; these must be affordable and sustainable. Permit parking should be introduced to restrict parking in nearby residential areas (Controlled Parking Zones) Increase the cost of commuter parking to reduce peak hour traffic while holding or slightly reducing off-peak parking to increase vitality of centres and help them compete with out of town shopping
Highways Summary: The social impacts were overall uncertain. Several short term negative impacts associated with the construction phase - local residents maybe impacted through noise, dust impacts and congestion. The long term negative impacts during the operational phase include increased traffic and the associated health implications. The Twin Sail Bridge has already received planning permission and is therefore considered as part of the long term cumulative effects of this option. There are many social benefits associated with scheme including improved accessibility to a relatively deprived area which will stimulate regeneration. However freight/HGV traffic may be re-directed through residential areas. Local safety schemes should result in reduced road casualties and DTEP should result in local air quality improvements. Economic impacts were uncertain, although accessibility will be improved as part of Poole Bridge Regeneration Scheme and the Twin Sails Bridge, which will be beneficial to employment. Highways improvement schemes will benefit HGV/Freight movement, particularly to the Port of Poole. Environmentally the option appraisal highlighted several negative impacts including the possibility of disturbance of designated sites and impacts of local biodiversity during both the construction phase and operational phase. Potential to disturb contaminated land during highways works. Flood risk and use of SUDS are not addressed. Increase in both construction traffic and general traffic may increase emissions and decrease air quality. However the application of ITS may result in traffic flowing more efficiently. Overall, the options are likely to result in an increase in CO2 emissions. Any new highways infrastructure may impact the historic environment both short term during construction and long term by increased vehicle movement and the associated pollution. The Twin Sails bridge is thought to lead to a visual improvement in the area.	**Uncertain**	**Uncertain**	**Uncertain**	**Uncertain**	**Low Negative County**	**Low Negative County**	Ensure construction environmental management plans are in place before works begin. Implementation periods and methods of highways improvement schemes needs to be identified. Include sustainable transport measures HGV/freight movement needs to be addressed. consider transfer to rail Demand management for use of the Twin Sails bridge. A toll during the AM peak for private motor vehicles on both lifting bridges could raise money and cut congestion Sustainable design and construction techniques should be promoted ,such as low energy lighting and noise road surfaces SWMP should be completed with all planning applications for highways improvements. Link all highways infrastructure to public transport, freight and port activities. Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure, including appropriate crossings.. Ensure CEEQUAL standards are applied to all new highways schemes.

Table 7-2 Option B Summary Appraisal

OPTION B - SIGNIFICANT PUBLIC TRANSPORT IMPROVEMENTS AND 'GREENER' CHOICES This strategy builds on the current scale of activities set-out in Option A, but these are extended and broadened. It includes expanded Smarter Choices, improved public transport and local highway schemes funded by DfT major scheme funding and some limited demand management by increased parking charges. This strategy is broadly consistent with the vision of the current Local Transport Plan (LTP2). It also seeks to maximise the use of developer funding for transport infrastructure through the use of the Community Infrastructure Levy or other tariff based mechanisms	Social Short Term	Social Long Term	Economic Short Term	Economic Long Term	Environment Short Term	Environment Long Term	Mitigation
Smarter Choices Summary: Overall these smarter choices options are beneficial to the social objectives; there is significant opportunity to improve human health, with many more possibilities promoted for active travel through walking and cycling and other options which would encourage the use of more sustainable travel modes over the car. These modes of travel are also widely available to much of the population, although a more realistic option for those in the urban areas The positive impacts on health are likely to be long term, particularly if the benefits are "locked-in" with the associated public transport improvements proposed. Overall the economic appraisal raised some uncertainties. Some congestion reduction benefits may be expected, particularly in the urban areas. Although tourism access to the Jurassic coast will be improved, access to other tourist areas is not specified, HGV movement of waste, minerals and other freight access is not addressed. Environmentally the options highlighted local positive aspects such as reduction in congestion from private cars resulting in improved air quality, and less car dominated urban environments improving the public realm. However some uncertainties were identified, mainly relating to the promotion of tourism. These included impacts from increased vehicle/coach movement and visitors on Biodiversity designated sites and the historic environment, including townscape and landscape. Long term there may be some reduction in CO2 emissions if a sustained change in travel behaviour is achieved.	**Low Positive local**	**Low Positive local**	**Uncertain**	**Uncertain**	**Uncertain**	**Uncertain**	Include sustainable transport access to tourist areas through-out the Dorset sub-region in addition to the Jurassic coast. Ensure LTP links to the AONB Management Plan Include other forms of sustainable tourism – eco travel HGV/freight movement needs to be addressed, with consideration of transfer to rail freight. Real time bus stops should be included, this allows people to see when the next bus arrives and offers more choice. Smarter choices should be linked to key development areas identified in all Development Plan Documents for example Core Strategies. Ensure walking / cycling links into "green infrastructure" networks Promote the health benefits of cycling and walking through campaigns and increased access to information. Ensure LTP links fully to local Health Strategies / Plans e.g Obesity Action Plan Airport access should be improved for sustainable travel modes. Hospital access should be improved for sustainable travel modes. A travel partnership approach should be considered between the councils and the local travel companies. A more accessible information on choice of sustainable transport methods should be implemented; this can be provided through a website linked to all transport methods in Dorset. Consideration should be given to providing an economic incentive to encourage people to undertake them when there is a less buoyant economy. Travel plans should be linked to P & R's. There should be a specific strategy for Poole as it's too easy to park there and a lot of space is taken up in Poole centre by the car parks. These smarter choices need to be linked to infrastructure. I.e. the reallocation of road space from car users to enable more cycling and public transport for commuting.
Public Transport Improvements - Bus Showcase Corridors Summary: These options are beneficial to the social objectives; improvements will	**Low Positive local**	**Low Positive local**	**Low Positive local**	**Low Positive local**	**Uncertain**	**Uncertain**	Implementation periods and methods of public transport improvement schemes need to be identified. Lock in benefits by incorporating walking / cycling infrastructure to,

OPTION B - SIGNIFICANT PUBLIC TRANSPORT IMPROVEMENTS AND 'GREENER' CHOICES **This strategy builds on the current scale of activities set-out in Option A, but these are extended and broadened. It includes expanded Smarter Choices, improved public transport and local highway schemes funded by DfT major scheme funding and some limited demand management by increased parking charges. This strategy is broadly consistent with the vision of the current Local Transport Plan (LTP2). It also seeks to maximise the use of developer funding for transport infrastructure through the use of the Community Infrastructure Levy or other tariff based mechanisms**	Social Short Term	Social Long Term	Economic Short Term	Economic Long Term	Environment Short Term	Environment Long Term	Mitigation
benefit local communities by greatly increasing access to services, with real alternatives to the car. BSCs should also improve the journey experience for public transport users. However urban areas and the periphery will benefit more than the rural areas. These positive aspects will not be immediate and are likely to take several years to implement. Overall the economic appraisal was positive; bus showcase corridors will increase access to urban areas, particularly from some more peripheral areas. This will be beneficial to employers and employees. . Benefits to sustainable tourism are possible through the bus show case corridors. Environmentally the option appraisal raised potential negative impacts and several uncertainties. The option will reduce emissions and improve air quality; however there is a potential impact to designated sites from coach /vehicle movement, and land take may occur. Short term impacts from road widening can include contamination of water through the disturbance of contaminated land. The bus show case corridors will contribute positively to reducing C02 emissions, however engine standards are not identified and climate change adaptation is not addressed. Short term and Long term impacts of coaches /vehicles movement can impact the historic environment and townscape.							and along, the Bus Showcase Corridors Green fuel/vehicles –should be used for bus fleets Ensure construction environmental management plans are in place before works begin. Incorporate good urban design to ensure the bus show case corridors have no negative impacts on landscape, townscape and the historic environment. Maximise the benefits of the BSCs by promoting high density development along them in LDFs All public transport should be affordable. Real time bus stops should be implemented to compliment the BSC. The plan needs to consider what the need of the transport is and therefore what will make people change to public transport. E.g. people use their cars for shopping as they need to carry large loads. The plan could consider encouraging partnerships with supermarkets and town centre shops for deliveries
Public Transport Improvements - Public transport bus and rail improvements Summary: Overall the transport improvement options are beneficial to the social objectives - express bus services in particular will have a positive impact on accessibility from more peripheral urban areas. Improved community transport would be particularly beneficial to rural communities, which tend to have a greater proportion of older people. These positive aspects will not be immediate and are likely to take several years to implement The improvements provide more balanced benefits to both the urban and rural areas. Important issue - increased use of cross-conurbation rail link seems to be significantly underplayed. Overall the economic appraisal was positive, increased access will be beneficial to employers and employees and the associated reduction in congestion should provide more reliable journey times, Environmentally the option appraisal raised some uncertainties. Enhanced rail services would attract a shift from longer distance car trips, which would have a more significant impact on reducing CO2 emissions.	**Low Positive local**	**Low Positive local**	**Low Positive local**	**Low Positive local**	**Uncertain**	**Uncertain**	Implementation periods and methods of public transport improvement schemes need to be outlined. Improve station facilities, including cycle provision, to maximise benefits of enhanced rail services Green fuel/vehicles use should be included. Sustainable Airport access should be improved. If non car transport were improved significantly there would be less need for car related highway schemes. All public transport should be affordable. Easier accessible information on choice of sustainable transport methods should be implemented; this can be provided through a website linked to all transport methods in Dorset.

OPTION B - SIGNIFICANT PUBLIC TRANSPORT IMPROVEMENTS AND 'GREENER' CHOICES **This strategy builds on the current scale of activities set-out in Option A, but these are extended and broadened. It includes expanded Smarter Choices, improved public transport and local highway schemes funded by DfT major scheme funding and some limited demand management by increased parking charges. This strategy is broadly consistent with the vision of the current Local Transport Plan (LTP2). It also seeks to maximise the use of developer funding for transport infrastructure through the use of the Community Infrastructure Levy or other tariff based mechanisms**	Social Short Term	Social Long Term	Economic Short Term	Economic Long Term	Environment Short Term	Environment Long Term	Mitigation
Public Transport Improvements – Park and Ride Summary: The social impacts identified are uncertain.., There may be an impact on local residents through an increase in noise, lighting, increased local traffic generation and crime impacts. Positive impacts include possible reduction of traffic flow in Bournemouth, Poole, Weymouth & Dorchester centres. It is not clear whether the P & R's are to benefit commuters, tourists or day trippers. The economic impacts identified are also uncertain there are many benefits due to increased accessibility, however long term severance could be increased by removing traffic outside the town centre. New park and ride services may be used by local residents who previously used local bus services which could reduce their viability It is uncertain who the users of the P & R's will be. P & R could have disbenefits to tourism - replacing town centre car parks which are walkable from the beach/shops with car parks on the edge of the Borough which are not, could have a negative effect on tourism - particularly on day trippers. Access for employees is likely to be more problematic. P&R may not benefit HGV traffic flow in outlying areas as congestion maybe increased. Sustainable design and construction techniques are not promoted. P&R may need to be heavily subsidised A reduction of parking in the town centre would result in a loss of revenue for the council and there could therefore be economic impacts. The environmental impacts identified are overall negative; short term it is likely to reduce local congestion in town centres and C02 emissions, however not reducing overall car dependency. Various P& R are located within/adjacent to SPA's and SAC's, loss of open space may impact local biodiversity and this option could lead to development on Greenfield land. Urban centres will be improved due to less traffic congestion, however the rural areas will not benefit as congestion may increase, it is uncertain if P&R will link to cycle ways, car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking. Reducing transport congestion in the urban areas will benefit the historic environments, landscape and townscape.	**Uncertain**	**Uncertain**	**Uncertain**	**Uncertain**	**Medium County Negative**	**Medium County Negative**	Implementation periods and methods of public transport improvement schemes need to be outlined. All public transport improvements should support the place making agenda by improving urban design in urban areas. It needs to be clearer who will benefit from the P&R's. The P&R should not be promoted as a long term solution, but should be used as a larger strategic implementation plan where sustainable transport measures are incorporated into the LTP3. P&R sites could also take the form of a public transport hub rather than just a car park. The impacts would be very location and scheme specific Ensure CEEQUAL standards are applied to all new P&R's. More emphasis on rail park and ride as this will enhance accessiblty for people living near the rail network as well as for car owners and will make better use of existing infrastructure and provide additional car parking for the rail network. Possible park and ride at Bournemouth Airport as this would provide a frequent bus service to the airport from Bournemouth/Poole for employees and visitors as well as a P&R service for motorists going to Bournemouth/Poole. The plan needs to provide easy affordable access to town centres so that they maintain economic viability.
Demand Management Summary: Overall the social impacts are uncertain. These options should lead to an increase in more sustainable alternatives to the car, however assuming that this is targeting commuters, secondary impacts will result in parking increasing in residential areas. Higher parking charges may exclude some sections of society who do not have access to realistic public transport	**Uncertain**	**Uncertain**	**Uncertain**	**Uncertain**	**Medium County Positive**	**Medium County Positive**	Implementation periods and methods of demand management schemes need to be identified. Link demand management to vehicle emissions e.g favourable to greener vehicles Ensure alternative methods of transport are implemented to coincide with demand management measures; these must be

OPTION B - SIGNIFICANT PUBLIC TRANSPORT IMPROVEMENTS AND 'GREENER' CHOICES **This strategy builds on the current scale of activities set-out in Option A, but these are extended and broadened. It includes expanded Smarter Choices, improved public transport and local highway schemes funded by DfT major scheme funding and some limited demand management by increased parking charges. This strategy is broadly consistent with the vision of the current Local Transport Plan (LTP2). It also seeks to maximise the use of developer funding for transport infrastructure through the use of the Community Infrastructure Levy or other tariff based mechanisms**	Social Short Term	Social Long Term	Economic Short Term	Economic Long Term	Environment Short Term	Environment Long Term	Mitigation
alternatives. Could be detrimental to local business and may deter some tourists Two economic impacts were highlighted; the positive impacts are that severance maybe reduced, and the option may be positive towards sustainable development with more reliable journey times in the urban centres. However the increase in charges and reduction in parking may decrease tourism numbers in the short term. The environmental impacts were overall positive. Demand management will reduce traffic congestion in the urban centres, and this will improve air quality, reduce C02 emissions and will benefit the historic environments. The use of the Steam train will compliment the heritage preservation/tourism and reducing transport congestion in the urban areas will benefit the townscape.							affordable and sustainable. Ensure that parking restrictions are implemented to prevent parking in residential areas.
Highways Summary: Several short term negative impacts associated with the construction phase - local residents maybe impacted through noise, dust impacts and congestion. The long term negative impacts during the operational phase include increased traffic and the associated health implications. The Twin Sail Bridge will bring many social benefits by providing improved accessibility to a relatively deprived area and will stimulate regeneration. However freight/HGV traffic may be re-directed through residential areas. Local safety schemes should result in reduced road casualties and DTEP should result in local air quality improvements. Economic impacts were overall positive with generally improved connectivity being the main impact.. Accessibility will be improved as part of Poole Bridge Regeneration Scheme and the Twin Sails Bridge, which will be beneficial to employment.. Highways improvement schemes will benefit HGV/Freight movement. These highways improvements improve access to the airport, however this may increase severance in other areas and the improvements are only beneficial to car users. Environmentally the option appraisal highlighted many negative impacts. These include possible disturbance of designated sites and impacts on local biodiversity during both the construction phase and operational phase. Potential to disturb contaminated land during highways works. Flood risk and use of SUDS are not addressed. Increase in both construction traffic and general traffic may increase emissions and decrease air quality. However the ITS improvements should lead to traffic flowing more efficiently in the short term, but reductions in journey time by car are likely to generate more car use in the longer term. Any new highways infrastructure may impact the historic environment	**Medium County Negative**	**Medium County Negative**	**Low County Positive**	**Low County Positive**	**Medium County Negative**	**Medium County Negative**	Implementation periods and methods of Highways improvement schemes needs to be outlined. Ensure construction environmental management plans are in place before works begin. Improve access to Bournemouth and Bournemouth airport by sustainable transport. The airport is currently very car dependent and this needs to be tackled by a significant improvement in bus infrastructure/services as well as cycle routes for staff, e.g. Pig Shoot Bridge. Include sustainable transport measures HGV/freight movement needs to be addressed with full consideration of the possibilities for transfer to rail freight. Demand management for use of the Twin Sails Bridge. Ensure construction environmental management plans are in place before works begin. SWMP should be competed with all planning applications for highways improvements. Highways infrastructure should be linked to key development areas identified in all Dorset Development Plan Documents for example Core Strategies. Link all highways infrastructure to public transport, freight and port activities.

OPTION B - SIGNIFICANT PUBLIC TRANSPORT IMPROVEMENTS AND 'GREENER' CHOICES This strategy builds on the current scale of activities set-out in Option A, but these are extended and broadened. It includes expanded Smarter Choices, improved public transport and local highway schemes funded by DfT major scheme funding and some limited demand management by increased parking charges. This strategy is broadly consistent with the vision of the current Local Transport Plan (LTP2). It also seeks to maximise the use of developer funding for transport infrastructure through the use of the Community Infrastructure Levy or other tariff based mechanisms	Social Short Term	Social Long Term	Economic Short Term	Economic Long Term	Environment Short Term	Environment Long Term	Mitigation
both short term during construction and long term by increased vehicle movement and the associated pollution. The Twin Sails bridge is thought lead to a visual improvement in the area.							Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure, including appropriate crossings. Ensure CEEQUAL standards are applied to all new highways schemes.

Table 7-3 Option C Summary Appraisal

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND 'GREENER' CHOICES WHILE DISCOURAGING CAR BASED COMMUTING Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges.	Social	Score	Economic	Score	Environment	Score	Mitigation
Smarter Choices Summary: Overall the smarter choices options are beneficial on a larger scale than the previous other options to the social objectives; there is greater opportunity to improve human health through the promotion of travel plans, improved walking and cycling facilities, improved public realm, and promotion of eco driving. Travel exchanges in rural communities could greatly improve access to services in these areas, and could reduce car dependency. These options are more likely to achieve a longer term shift in travel behaviour away from the private car. Overall the economic impacts were positive. Benefits are likely to be "locked in" with improved public transport and strong demand management, resulting in a more significant reduction in car based trips, leading to more reliable journey times in urban centres. Tourism access to the Jurassic coast will be improved and Travel Exchanges may benefit local rural economies. However, HGV movement of waste, minerals and other freight access is not addressed, and university access should also be improved. Environmentally the options highlighted local positive impacts, for example reduction in congestion from private cars resulting in improved air quality. These benefits are more likely to be longer term. Green infrastructure will be improved and eco driving. Positive impacts to the historic environmental, townscape and landscape were identified due to improved public realm and reduction in congestion.	**Medium County positive**	**Medium County positive e**	**Low County Positive**	**Low County Positive**	**Low County Positive**	**Low County Positive**	Real time bus stops should be introduced more widely and use of new technology for providing real time information in other ways Include sustainable transport access to tourist areas through-out the Dorset sub-region in addition to the Jurassic coast. Ensure LTP links to the AONB Management Plan Include other forms of sustainable tourism – eco travel Improve access to the Bournemouth University by sustainable transport Implementation periods and methods of smarter choices schemes need to be outlined. Promote the health benefits of cycling and walking through campaigns and increased access to information. Ensure LTP links fully to local Health Strategies / Plans e.g Obesity Action Plan Improve access to the Bournemouth airport for sustainable transport Improved accessible information on choice of sustainable transport methods should be implemented; this can be provided through a website linked to all transport methods in Dorset.
Public Transport Improvements • New Rapid Transit service (Dorset Area Rapid Transit System) from Wareham to New Milton, running:	**Medium County positive**	**Medium County positive**	**Medium County positive**	**Medium County positive**	**Uncertain**	**Uncertain**	Implementation periods and methods of public transport improvement schemes need to be identified.

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND 'GREENER' CHOICES WHILE DISCOURAGING CAR BASED COMMUTING **Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges.**	Social	Score	Economic	Score	Environment	Score	Mitigation
• 'Tram ~ Train' running alongside/ utilising existing rail line between Wareham and New Milton with on street connections to Bournemouth Town Centre • Operating at 10 vehicles per hour during peak periods/ 12 min frequency off peak These options are beneficial to the social objectives; improvements will benefit local communities by greatly increasing access to services, with real alternatives to the car. These positive aspects will not be immediate and are likely to take several years to implement and are more beneficial to urban areas. Overall the economic appraisal was positive; Dorset Area Rapid Transit System will increase access to urban areas, this will be beneficial to employers and employees. . Benefits to sustainable tourism are also possible. Environmentally the option appraisal raised potential negative impacts and several uncertainties. The option will reduce emissions and improve air quality; however there is a potential impact to designated sites if rail transport is increased as engine standards are not identified and climate change adaptation is not addressed. New infrastructure may impact the historic environment and townscape.							Lock in benefits by incorporating walking / cycling infrastructure to, and along, the Dorset Area Rapid Transit System including cycle parking at stations. Green fuel/vehicles –should be used. Ensure construction environmental management plans are in place before any works begin. Incorporate good urban design to ensure there are no negative impacts on landscape, townscape and the historic environment. All public transport should be affordable.
Public Transport Improvements - Bus Showcase Corridors Summary: These options are beneficial to the social objectives; improvements will benefit local communities by greatly increasing access to services, with real alternatives to the car. BSCs should also improve the journey experience for public transport users. However urban areas will benefit more than the rural areas. These positive aspects will not be immediate and are likely to take several years to implement. Overall the economic appraisal was positive, bus showcase corridors will increase access to urban areas, particularly from some more peripheral areas. This will be beneficial to employers and employees. . Benefits to sustainable tourism are possible through the bus show case corridors. Environmentally the option appraisal raised potential negative impacts and several uncertainties. The option will reduce emissions and improve air quality; however there is a potential impact to designated sites from coach /vehicle movement, and land take may occur. Short term impacts from road widening can include contamination of water through the disturbance of contaminated land. The bus show case corridors will contribute positively to reducing C02 emissions, however engine standards are not identified and climate change adaptation is not addressed. Short term and Long term impacts of coaches /vehicles movement can impact the historic environment and townscape	**Medium County positive**	**Medium County positive**	**Medium County positive**	**Medium County positive**	**Uncertain**	**Uncertain**	Implementation periods and methods of public transport improvement schemes need to be identified. Lock in benefits by incorporating walking / cycling infrastructure to, and along, the Bus Showcase Corridors Green fuel/vehicles –should be used for bus fleets Ensure construction environmental management plans are in place before works begin. Incorporate good urban design to ensure the bus show case corridors have no negative impacts on landscape, townscape and the historic environment. Maximise the benefits of the BSCs by promoting high density development along them in LDFs All public transport should be affordable

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND 'GREENER' CHOICES WHILE DISCOURAGING CAR BASED COMMUTING **Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges.**	Social	Score	Economic	Score	Environment	Score	Mitigation
Public Transport Improvements – Park and Ride Summary: The social impacts identified are uncertain. There may be an impact on local residents through an increase in noise, lighting, increased local traffic generation and crime impacts around the P&R sites. Positive impacts include possible reduction of traffic flow in Bournemouth, Poole, Christchurch, Weymouth & Dorchester centres. It is not clear whether the P & R's are to benefit commuters, tourists or day trippers. Rail based P&R likely to capture longer distance car based trips. The economic impacts identified are also uncertain there are many benefits due to increased accessibility. P&R at Bournemouth Airport will provide a frequent service to the airport from Bournemouth/ Poole for employees and visitors. New park and ride services may be used by local residents who previously used local bus services which could reduce their viability It is uncertain who the users of the P & R's will be. P & R could have disbenefits to tourism - replacing town centre car parks which are walkable from the beach/shops with car parks on the edge of the Borough which are not, could have a negative effect on tourism - particularly on day trippers. Access for employees is likely to be more problematic. P&R may not benefit HGV traffic flow in outlying areas as congestion maybe increased. Sustainable design and construction techniques are not promoted. The environmental impacts identified are overall negative; short term it is likely to reduce local congestion in town centres and C02 emissions, however not reducing overall car dependency. Various P& R are located within/adjacent to SPA's and SAC's, loss of open space may impact local biodiversity and this option could lead to development on Greenfield land. Urban centres will be improved due to reduced traffic congestion, however the rural areas will not benefit as congestion may increase, it is uncertain if P&R will link to cycle ways, car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking. Reducing transport congestion in the urban areas will benefit the historic environments, landscape and townscape	**Uncertain**	**Uncertain**	**Uncertain**	**Uncertain**	**Medium County Negative**	**Medium County Negative**	Implementation periods and methods of public transport improvement schemes need to be outlined. All public transport improvements should support the place making agenda by improving urban design in urban areas. It needs to be clearer who will benefit from the P&R's. The P&R should not be promoted as a long term solution, but should be used as a larger strategic implementation plan where sustainable transport measures are incorporated into the LTP3. Ensure CEEQUAL standards are applied to all new P&R's. P&R development should avoid Greenfield sites.
Public Transport Improvements - Expanded network of express bus services especially from outlying communities and Bournemouth International Airport: The social impacts identified are very positive - accessibility will be improved considerably which will be beneficial to both the main urban areas and market towns. Enhanced community transport will benefit rural areas and link to market towns to maximise benefits of enhanced services there. The economic impacts identified were also very beneficial due the greater connectivity to both rural and urban areas provided by public transport. Reduced car based trips into town centres, particularly in the peaks would also reduce congestion. Increased access to Bournemouth Airport will be beneficial to the employers, employees and visitors whether they are business visitors or tourists. Reduction of congestion will be beneficial to HGV movement. The environmental impacts identified are overall positive - C02 emissions will be reduced and overall air quality will improved. Reducing transport congestion in the urban areas will benefit the historic environments, townscape and landscape. There are some potential negative impacts to designated sites from visitors, and waterborne transport may impact	**Medium County Positive**	**Medium County Positive**	**Medium County Positive**	**Medium County Positive**	**Low County Positive**	**Low County Positive**	Ensure an Appropriate Assessment Screening is carried out and all mitigation is incorporated into the LTP3. Implementation of public transport improvement schemes needs to be identified. Green fuel/vehicles use should be included Ensure construction environmental management plans are in place before works begin. Incorporate good urban design to ensure the bus show case corridors have not negative impacts on landscape, townscape and the historic environment. Easier accessible information on choice of sustainable transport methods should be implemented; this can be provided through a website linked to all transport methods in Dorset.

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND 'GREENER' CHOICES WHILE DISCOURAGING CAR BASED COMMUTING **Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges.**	Social	Score	Economic	Score	Environment	Score	Mitigation
local biodiversity. There is a lack of green infrastructure enhancement and information on buses and use electric fuel or efficient engine standards.							
Public Transport Improvements - Rail improvements: The social impacts identified are very positive - accessibility will be improved considerably for those who can access existing, or new services, which will be beneficial to the main urban areas and market towns. There are benefits to those without access to a car. Likely to provide a more realistic alternative to the car, particularly for longer distance trips. The economic impacts identified were also very beneficial due the increased connectivity across the sub-region and, via rail to areas outside the sub-region. Improved rail services will be positive for sustainable tourism, and also beneficial to employers, employees and visitors. This option also encourages freight to be transported by rail. The environmental impacts identified are overall very positive - C02 emissions will be reduced, particularly from longer distance car based trips, and overall air quality will be improved. Reducing congestion in the urban areas will benefit the historic environments, townscape and landscape. It is unclear whether utilising a shuttle diesel unit will be an efficient use of resources.	**High County Positive**	**High County Positive**	**High County Positive**	**High County Positive**	**Medium County Positive**	**Medium County Positive**	Ensure construction environmental management plans are in place before works begin. Ensure walking/ cycling integrated with rail, through station access improvements and being able to take cycles on more services.
Demand Management Summary: Overall the social impacts are uncertain, these options should lead to an increase in cycling and walking, however assuming that this is targeting commuters, secondary impacts will result in parking increasing in residential areas on the edge of town centres (although further Controlled Parking Zones are proposed). Workplace Parking Levy may result in additional costs being passed on to some employees. Could marginalise some people who can not afford the increased charges, and do not have realistic alternatives to the car available. In terms of economic impacts, the more significant increase in charges and reduction in parking may decrease tourism numbers in the short term. The Workplace Parking Levy may also have a negative impact on some smaller businesses and make them less viable. However, the stronger demand management is likely to result in greater reduction in congestion in town centres, making these more attractive places for business The environmental impacts were overall positive – the stronger demand management will reduce traffic congestion in the urban centres, and this will improve air quality, reduce C02 emissions and will benefit the historic environments. Workplace Parking Levy would encourage uptake of low emission vehicles	**Uncertain**	**Uncertain**	**Low Local Negative**	**Low Local Negative**	**Medium County Positive**	**Medium County Positive**	Implementation periods and methods of demand management schemes need to be identified. Fully consider impact of demand management, including Workplace Parking Levy, on all sections of society. Consider reduced parking charges for low emission vehicles also.
Highways Summary: The social impacts were overall uncertain. Several short term negative impacts associated with the construction phase - local residents maybe impacted through noise, dust impacts and congestion. The long term negative impacts during the operational phase include increased traffic and the associated health implications. The Twin Sail Bridge will bring many social benefits by providing improved accessibility to a relatively	**Medium County Negative**	**Medium County Negative**	**Medium County Positive**	**Medium County Positive**	**Medium County Negative**	**Medium County Negative**	Implementation of highways improvement schemes needs to be identified. Ensure construction environmental management plans are in place before works begin. Include sustainable transport measures

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND 'GREENER' CHOICES WHILE DISCOURAGING CAR BASED COMMUTING **Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges.**	Social	Score	Economic	Score	Environment	Score	Mitigation
deprived area and will stimulate regeneration. However freight/HGV traffic may be re-directed through residential areas. Local safety schemes should result in reduced road casualties and DTEP should result in local air quality improvements. Economic impacts were overall positive with generally improved connectivity being the main impact. Accessibility will be improved as part of Poole Bridge Regeneration Scheme and the Twin Sails Bridge, which will be beneficial to employment. Highways improvement schemes will benefit HGV/Freight movement, particularly to the Port of Poole and are likely to generally improve connectivity within the sub-region and to wider areas. These highways improvements improve access to the airport, however this may increase severance in other areas and the improvements are only beneficial to car users. Environmentally the option appraisal highlighted many negative impacts. These include possible disturbance of designated sites and impacts on local biodiversity during both the construction phase and operational phase. Potential to disturb contaminated land during highways works. Flood risk and use of SUDS are not addressed. Increase in both construction traffic and general traffic may increase emissions and decrease air quality. However the ITS improvements should lead to traffic flowing more efficiently in the short term, but reductions in journey time by car are likely to generate more car use in the longer term. Any new highways infrastructure may impact the historic environment both short term during construction and long term by increased vehicle movement and the associated pollution. The Twin Sails bridge is thought lead to a visual improvement in the area							HGV/freight movement needs to be addressed. Demand management for use of the Twins sails bridge. SWMP should be competed with all planning applications for highways improvements. Highways infrastructure should be linked to key development areas identified in all Development Plan Documents for example Core Strategies. Link all highways infrastructure to public transport, freight and port activities. Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure. Ensure CEEQUAL standards are applied to all new highways schemes. SWMP should be competed with all planning applications for highways improvements.

Table 7-4 Option D Appraisal Summary

OPTION D - MORE ROADS WITH SOME PUBLIC TRANSPORT IMPROVEMENTS, AND CONTROLLING DEMAND FOR TRAVEL BY CAR **The strategy includes extensive improvements across all modes but with a greater emphasis on increasing highway capacity. However in order to fund the measures it is necessary to introduce congestion charging to both control the volume of traffic (and to limit the amount of generated traffic from new highway infrastructure) and also create a source of potential finance to fund the measures.**	Social Short Term	Social Long Term	Economic Short Term	Economic Long Term	Environment Short Term	Environment Long Term	Mitigation
Smarter Choices Summary: (As Option B) Overall these smarter choices options are beneficial to the social objectives; there is significant opportunity to improve human health, with many more possibilities promoted for active travel through walking and cycling and other options which would encourage the use of more sustainable travel modes over the car. These modes of travel are also widely available to much of the population, although a more realistic option for those in the urban areas	**Low Positive local**	**Low Negative County**	**Uncertain**	**Low Negative County**	**Uncertain**	**Low Negative County**	Include sustainable transport access to tourist areas through-out the Dorset sub-region in addition to the Jurassic coast. Ensure LTP links to the AONB Management Plan Include other forms of sustainable tourism – eco travel HGV/freight movement needs to be addressed, with consideration of transfer to rail freight. Real time bus stops should be included, this allows people to see when the next bus arrives and offers more choice.

OPTION D - MORE ROADS WITH SOME PUBLIC TRANSPORT IMPROVEMENTS, AND CONTROLLING DEMAND FOR TRAVEL BY CAR **The strategy includes extensive improvements across all modes but with a greater emphasis on increasing highway capacity. However in order to fund the measures it is necessary to introduce congestion charging to both control the volume of traffic (and to limit the amount of generated traffic from new highway infrastructure) and also create a source of potential finance to fund the measures.**	Social Short Term	Social Long Term	Economic Short Term	Economic Long Term	Environment Short Term	Environment Long Term	Mitigation
The positive impacts on health are likely to be long term, particularly if the benefits are "locked-in" with the associated public transport improvements proposed. Overall the economic appraisal raised some uncertainties. Some congestion reduction benefits may be expected, particularly in the urban areas. Although tourism access to the Jurassic coast will be improved, access to other tourist areas is not specified, HGV movement of waste, minerals and other freight access is not addressed. Environmentally the options highlighted local positive aspects such as reduction in congestion from private cars resulting in improved air quality, and less car dominated urban environments improving the public realm. There are also possibly impacts from increased vehicle/coach movement and visitors on Biodiversity designated sites and the historic environment, including townscape and landscape. Long term there may be some reduction in CO2 emissions if a sustained change in travel behaviour is achieved.							Smarter choices should be linked to key development areas identified in all Development Plan Documents for example Core Strategies. Ensure walking / cycling links into "green infrastructure" networks Promote the health benefits of cycling and walking through campaigns and increased access to information. Ensure LTP links fully to local Health Strategies / Plans e.g. Obesity Action Plan. Airport access should be improved for sustainable travel modes. More accessible information on choice of sustainable transport methods should be implemented; this can be provided through a website linked to all transport methods in Dorset.
Public Transport Improvements - Bus Showcase Corridors Summary: (same as option B) These options are beneficial to the social objectives; improvements will benefit local communities by greatly increasing access to services, with real alternatives to the car. BSCs should also improve the journey experience for public transport users. However urban areas and the periphery will benefit more than the rural areas. These positive aspects will not be immediate and are likely to take several years to implement. Overall the economic appraisal was positive; bus showcase corridors will increase access to urban areas, particularly from some more peripheral areas. This will be beneficial to employers and employees. . Benefits to sustainable tourism are possible through the bus show case corridors. Environmentally the option appraisal raised potential negative impacts and several uncertainties. The option will reduce emissions and improve air quality; however there is a potential impact to designated sites from coach /vehicle movement, and land take may occur. Short term impacts from road widening can include contamination of water through the disturbance of contaminated land. The bus show case corridors will contribute positively to reducing C02 emissions, however engine standards are not identified and climate change adaptation is not addressed. Short term and Long term impacts of coaches /vehicles movement can impact the historic environment and townscape.	**Low Positive local**	**Low Positive local**	**Low Positive local**	**Low Positive local**	**Uncertain**	**Uncertain**	Implementation periods and methods of public transport improvement schemes need to be identified. Lock in benefits by incorporating walking / cycling infrastructure to, and along, the Bus Showcase Corridors Green fuel/vehicles –should be used for bus fleets Ensure construction environmental management plans are in place before works begin. Incorporate good urban design to ensure the bus show case corridors have no negative impacts on landscape, townscape and the historic environment. Maximise the benefits of the BSCs by promoting high density development along them in LDFs All public transport should be affordable. Real time bus stops should be implemented to compliment the BSC. The plan needs to consider what the need of the transport is and therefore what will make people change to public transport. E.g. people use their cars for shopping as they need to carry large loads. The plan could consider encouraging partnerships with supermarkets and town centre shops for deliveries

OPTION D - MORE ROADS WITH SOME PUBLIC TRANSPORT IMPROVEMENTS, AND CONTROLLING DEMAND FOR TRAVEL BY CAR **The strategy includes extensive improvements across all modes but with a greater emphasis on increasing highway capacity. However in order to fund the measures it is necessary to introduce congestion charging to both control the volume of traffic (and to limit the amount of generated traffic from new highway infrastructure) and also create a source of potential finance to fund the measures.**	Social Short Term	Social Long Term	Economic Short Term	Economic Long Term	Environment Short Term	Environment Long Term	Mitigation
Public Transport Improvements - Public transport bus and rail improvements Summary: Overall the transport improvement options are beneficial to the social objectives - express bus services in particular will have a positive impact on accessibility from more peripheral urban areas,. Improved community transport would be particularly beneficial to rural communities, which tend to have a greater proportion of older people. These positive aspects will not be immediate and are likely to take several years to implement The improvements provide more balanced benefits to both the urban and rural areas. Important issue - increased use of cross-conurbation rail link seems to be significantly underplayed. Overall the economic appraisal was positive, increased access will be beneficial to employers and employees and the associated reduction in congestion should provide more reliable journey times, Environmentally the option appraisal raised some uncertainties. Enhanced rail services would attract a shift from longer distance car trips, which would have a more significant impact on reducing CO2 emissions. There are possible impacts on biodiversity - the park and ride in Weymouth is to be built on a disused landfill site so there may be a possibility of contamination.	**Low Positive local**	**Low Positive local**	**Low Positive local**	**Low Positive local**	**Uncertain**	Uncertain	Implementation periods and methods of public transport improvement schemes need to be outlined. Improve station facilities, including cycle provision, to maximise benefits of enhanced rail services Green fuel/vehicles use should be included. Sustainable Airport access should be improved. If non car transport were improved significantly there would be less need for car related highway schemes. All public transport should be affordable. Easier accessible information on choice of sustainable transport methods should be implemented; this can be provided through a website linked to all transport methods in Dorset
Public Transport Improvements – Park and Ride Summary: (As Option B) The social impacts identified are uncertain.., There may be an impact on local residents through an increase in noise, lighting, increased local traffic generation and crime impacts. Positive impacts include possible reduction of traffic flow in Bournemouth, Poole, Weymouth & Dorchester centres. It is not clear whether the P & R's are to benefit commuters, tourists or day trippers. The economic impacts identified are also uncertain there are many benefits due to increased accessibility, however long term severance could be increased by removing traffic outside the town centre. New park and ride services may be used by local residents who previously used local bus services which could reduce their viability It is uncertain who the users of the P & R's will be. P & R could have disbenefits to tourism - replacing town centre car parks which are walkable from the beach/shops with car parks on the edge of the Borough which are not, could have a negative effect on tourism - particularly on day trippers. Access for employees is likely to be more problematic. P&R may not benefit HGV traffic flow in outlying areas as congestion maybe increased. Sustainable design and construction techniques are not promoted. The environmental impacts identified are overall negative; short term it is likely to reduce local congestion in town centres and C02 emissions,	**Uncertain**	**Uncertain**	**Uncertain**	**Uncertain**	**Medium Negative County**	**Medium Negative County**	Implementation periods and methods of public transport improvement schemes need to be outlined. All public transport improvements should support the place making agenda by improving urban design in urban areas. It needs to be clearer who will benefit from the P&R's. The P&R should not be promoted as a long term solution, but should be used as a larger strategic implementation plan where sustainable transport measures are incorporated into the LTP3. Ensure CEEQUAL standards are applied to all new P&R's. More emphasis on rail park and ride as this will enhance accessiblty for people living near the rail network as well as for car owners and will make better use of existing infrastructure and provide additional car parking for the rail network. Possible park and ride at Bournemouth Airport as this would provide a frequent bus service to the airport from Bournemouth/Poole for employees and visitors as well as a P&R service for motorists going to Bournemouth/Poole

OPTION D - MORE ROADS WITH SOME PUBLIC TRANSPORT IMPROVEMENTS, AND CONTROLLING DEMAND FOR TRAVEL BY CAR **The strategy includes extensive improvements across all modes but with a greater emphasis on increasing highway capacity. However in order to fund the measures it is necessary to introduce congestion charging to both control the volume of traffic (and to limit the amount of generated traffic from new highway infrastructure) and also create a source of potential finance to fund the measures.**	Social Short Term	Social Long Term	Economic Short Term	Economic Long Term	Environment Short Term	Environment Long Term	Mitigation
however not reducing overall car dependency. Various P& R are located within/adjacent to SPA's and SAC's, loss of open space may impact local biodiversity and this option could lead to development on Greenfield land. Urban centres will be improved due to less traffic congestion, however the rural areas will not benefit as congestion may increase, it is uncertain if P&R will link to cycle ways, car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking. Reducing transport congestion in the urban areas will benefit the historic environments, landscape and townscape							P&R sites could also take the form of a public transport hub rather than just a car park. The impacts would be very location and scheme specific
Highways Summary: In this option increased highways infrastructure on the social impacts have been identified as very negative. Short term impacts of large scale developments may impact residents during construction and operational phases - there will be increased noise and dust levels. Long term. car use is promoted with increased dependence on the car likely. Accessibility is only increased for car owners and severance is likely to be increased. Healthy lifestyles through cycling/walking provision and conditions to improve healthy lifestyles are likely to be hindered. The additional highways infrastructure may result in increased road casualties. The economic impacts are considered to have some medium - long term positive aspects, due to increased connectivity, which will be beneficial to HGV movements, employees and employers, particularly with improved connectivity to the airport and to the key routes linking the sub-region to wider areas. However this may lead to increased severance in other areas and the improvements are only beneficial to car users. Longer term the benefits may be limited as car use and congestion is likely to increase with induced traffic. The environmental impacts highlighted are very negative, there is a possibility of development on Greenfield land, disturbance of contaminated land and water pollution during the construction phase. Various highways improvements are located within/adjacent to SPA'S and SAC's, loss of open space may impact local biodiversity. This option encourages the use of cars; therefore air quality will be reduced long term as car dependency is encouraged even though short term congestion may be reduced on these routes. Noise impacts are also likely. Any new highways infrastructure may impact the historic environment, however junction improvements may have a positive impact on the historic environment and landscape including townscape this is considered to be short term only.	**High Negative County**	**High Negative County**	**Medium Positive County**	**Medium Positive County**	**High Negative County**	**High Negative County**	Implementation periods and methods of highways improvement schemes need to be outlined. Ensure construction environmental management plans are in place before works begin. Include sustainable transport measures HGV/freight movement needs to be addressed Ensure CEEQUAL standards are applied to all new highways schemes. Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure. Link all highways infrastructure to public transport, freight and port activities. Highways infrastructure should be linked to key development areas identified in all Dorset Development Plan Documents, for example Core Strategies. SWMP should be competed with all planning applications for highways improvements. Consider using car pool lanes during rush hour. A HRA Screening is required
Demand Management Summary: Overall the social impacts are uncertain, These options should lead to an	**Uncertain**	**Uncertain**	**Low Positive**	**Low Positive**	**High Positive**	**High Positive**	Implementation periods and methods of demand management schemes need to be identified.

OPTION D - MORE ROADS WITH SOME PUBLIC TRANSPORT IMPROVEMENTS, AND CONTROLLING DEMAND FOR TRAVEL BY CAR **The strategy includes extensive improvements across all modes but with a greater emphasis on increasing highway capacity. However in order to fund the measures it is necessary to introduce congestion charging to both control the volume of traffic (and to limit the amount of generated traffic from new highway infrastructure) and also create a source of potential finance to fund the measures.**	Social Short Term	Social Long Term	Economic Short Term	Economic Long Term	Environment Short Term	Environment Long Term	Mitigation
increase in cycling and walking and more pleasant town centre environments, however assuming that this is targeting commuters, secondary impacts will result in parking increasing in residential areas on the edge of town centres (although further Controlled Parking Zones are proposed). Workplace Parking Levy may result in additional costs being passed on to some employees. Could marginalise some people who can not afford the increased charges, and do not have realistic alternatives to the car available. Congestion charging could similarly impact some people disproportionately, such as low income households, and could have disproportionate impacts at the charging area margins. In terms of economic impacts, the more significant increase in charges and reduction in parking may decrease tourism numbers in the short term. The Workplace Parking Levy may also have a negative impact on some smaller businesses and make them less viable. Similarly, congestion charging may affect some local businesses within the charging zone, with people less prepared to travel into the town centre location for their services. However, the stronger demand management is likely to result in a significantly greater reduction in congestion in town centres, making these more attractive places for business with far more reliable journey times. The seasonal road user charging for non-residents could result in a reduction in tourist numbers in the short term. The environmental impacts were overall positive – the stronger demand management will reduce traffic congestion in the urban centres, and this will improve air quality, reduce C02 emissions and will benefit the historic environments. Workplace Parking Levy and congestion charging would encourage uptake of low emission vehicles			**County**	**County**	**County**	**County**	Ensure alternative methods of transport are implemented to coincide with demand management measures; these must be affordable and sustainable. Demand management should also include reduced public transport cost as parking costs are reduced to encourage use.

7.1 Health Impact Assessment

The objectives in Table 7-5 relate to Population and Human Health and were subject to consultation with the Primary Care Trust (PCT) at the Scoping Stage. Consultation responses received are documented in Appendix E

Table 7-5 SEA Objectives - Health

SEA Topic Population & Human Health (includes transport)	
Help support communities to maintain facilities for social cohesion and enabling equal access to basic services, amenities, & open space; easily, safely and affordably	Will the option results in any loss of open space?
	Will the option result in increased accessibility to open space?
	Will the option result in increased access to : GP, Hospital, Primary School Secondary School, Retail, food?
	Will the option provide access to employment?
	Will the option result in reduced : Total road accidents – KS1 Total road accidents – Children Total road accidents – slight injury % of total pedestrian road accident casualties % of total cyclist road accident casualties
	Will the option promote 'place shaping' by improving/enhancing urban design principles?
Increase accessibility to sustainable transport for both local residents, tourists and employers	Will the option increase travel to work from the following modes? a) by private motor vehicle b) by public transport c) On foot or cycle
	Will the option provide new safe accessible cycle routes? a) Urban? b) Rural?
	Will the option increase and protect the public Rights of Way (RoW) network?
	Will the option increase the amount of residents within walking distance to hourly bus stops?
	Will the option assist with reducing the Total annual average daily traffic on roads accessing the Jurassic Coast?
	Will the option reduce traffic flows for all vehicle types (million vehicle km)?

SEA Topic Population & Human Health (includes transport)	
	Will the option increase the number of bus services to rural areas?
	Will the option increase real time bus stops?
	Will the option increase the number of workplace, school and visitor travel plans submitted as part of planning applications?
	Will the option increase the number of visitors attending Weymouth for the Olympic games events using public: transport, buses and trains?
	Will Park & Ride lead to any detrimental impacts?
Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reduce health inequalities	Will the option contribute to healthy living and offer opportunities to reduce overweight/obesity in children: a) age 4-5yrs b) age 10- 11 yrs
	Will the option increase opportunities for local resident populations to travel to work by: a) by private motor vehicle b) by public transport c) On foot or cycle
	Will the option provide new safe accessible cycle routes? a) Urban? b) Rural?
	Will the option provide new footpaths?
	Will the option increase accessibility to sport facilities for all adults?
	Will the option increase opportunities for residents to undertake physical activity?
	Will the option increase accessibility to hospitals for residents with the following: a) all cancers b) circulatory diseases c) respiratory diseases
	Will the option increase Self-reported measure of people's overall health & wellbeing?
	Will the option promote ‘place shaping’ by improving/enhancing urban design principles?
Ensure that transport developments/schemes do not have a	Will the option increase noise impacts from: Roads

SEA Topic Population & Human Health (includes transport)	
disproportionate effect on local residents	Construction Maintenance
	Will the option lead to improved provision of safe sustainable transport modes for those disproportionately affected?
	Will the option ensure that road schemes are registered with the considerate constructor's scheme?

Local priorities for health set out in Sustainable community Strategies include: '*Healthy Weight, employment and mental health, supporting independence for older people, teenage pregnancy and road traffic accidents.*'

Table 7-6 lists the key health issues identified during the scoping stage and contains recommendations for mitigation to be incorporated into the Preferred Strategy in relation to the key health issues identified.

Table 7-6 Key Health Issues and Mitigation

Key Health issues identified	Mitigation recommendations to be incorporated into Preferred Strategy
Dorset has a higher proportion of people diagnosed with diabetes than in England as a whole.	Regular physical activity helps prevent and manage diabetes; therefore it is essential to promote the health benefits of cycling and walking through campaigns and increased access to information. Invest in new cycling and walking infrastructure and develop a core cycle network for the sub-region's urban areas Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure. Public transport improvements should support the place making agenda by improving public realm in urban areas.
Rates of death and injury on the roads of Dorset are higher than the England average. 268 people are killed or seriously injured on the roads each year.	Improve highways where accident hotspots are known Raise awareness of accident hot spots Create home zones in residential areas Reduce the speed limit to 20mph in residential areas
Within Poole, there are inequalities by location and gender. For example, men from the least deprived areas can expect to live ten years longer than those living in the most deprived areas.	Ensure health, employment and education facilities are accessible to deprived areas in Poole. Mitigate against identified areas of severance by improving access and incorporating

Key Health issues identified	Mitigation recommendations to be incorporated into Preferred Strategy
	cycling and pedestrian accessibility into the design of all new infrastructure and existing infrastructure.
Traffic accidents in Dorset shows overall good performance in terms of a reduction in the total number of road casualties. There has been a consistent fall in the number of all injury collisions and casualties over the past 10 years. However, in 2008, there were still 442 road casualties per 100,000 people in Dorset, the highest rate in the South West counties and unitary authorities. In 2008 Bournemouth and Poole had 420 and 403 casualties per 100,000 population respectively. This equates to the 4th and 5th highest proportions among South West county and unitary authorities (South West average = 368, England average = 397). Poole accounted for approximately 25% of all Killed or Serious Injured ('KPIs in the South East Dorset area, compared to 35% for Bournemouth. 14% of all accidents involved pedestrians and 15% involved cyclists.	Improve highways where accident hotspots are known Raise awareness of accident hot spots Create home zones in residential areas Reduce the speed limit to 20mph in residential areas
Bournemouth and Poole have similar rates of both overweight and obesity levels compared to the national average for both 4-6yrs at 24% and 10-11yrs at 28.1%. The national average for 4-6yrs is 22.8% and for 10-11 yrs is 27%. These results were higher for age group 4-6yrs than previous years and slightly exceeded national trends.	Regular physical activity helps prevent and manage obesity; therefore it is essential to promote the health benefits of cycling and walking through campaigns and increased access to information. Invest in new cycling and walking infrastructure and develop a core cycle network for the sub-region's urban areas. Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure and where possibly existing infrastructure. Public transport improvements should support the place making agenda by improving urban design in urban areas. A green infrastructure network should be produced, linking to deprived areas to improve health and accessibility.
Rates of drug misuse, violent crime and people diagnosed with diabetes all appear higher than the England average with over 2,000 people misusing drugs in Bournemouth.	Regular physical activity helps prevent and manage diabetes; therefore it is essential to promote the health benefits of cycling and walking through campaigns and increased access to information.
Within Bournemouth there are inequalities by location and gender. Women living in the least deprived areas can expect to live six years longer and men over eight years longer	Ensure access to health, employment and education is accessible to deprived areas in Bournemouth.

Key Health issues identified	Mitigation recommendations to be incorporated into Preferred Strategy
than those living in the most deprived areas of Bournemouth.	Mitigate against identified areas of severance by improving access and incorporating cycling and pedestrian accessibility into the design of all new infrastructure and existing infrastructure
The health of children in Bournemouth is similar to that of England as a whole; however, over 5,700 children live in low income households.	Low income households, need access to health, employment and education services, access should be affordable and where possibly accessed by foot or cycle. Low income families are likely to suffer from health inequalities; therefore it is essential to promote the health benefits of cycling and walking through campaigns and increased access to information.
More adults claim incapacity benefit due to mental illness in Bournemouth compared with the England average.	Adults with mental health issues need access to health, employment and education services, access should be affordable and where possibly accessed by foot or cycle.
Unemployment Rates The highest unemployment claimants in the sub region were in Bournemouth at 3.7% of the working age population in 2009. Poole remains marginally below the rate for the south west region and the average rate for Dorset remains below that of both Poole and the south west region. Within Dorset, Weymouth and Portland had the highest annual average rate of claimant unemployment. Although the Dorset sub region has a higher than average percentage of people of working age that are employed, statistics show that the numbers of households receiving benefit has risen sharply since 2008 with 3,040 more households.	Ensure access to employment and education is increased for all areas of deprivation and areas with the highest unemployment rates. All future growth areas should be linked to employment areas. Mitigate against identified areas of severance by improving access and incorporating cycling and pedestrian accessibility into the design of all new infrastructure and existing infrastructure.
Air Quality Management Areas • There are currently 3 Local Air Quality Management Areas (LAQMA) within the LTP area; one at Dorchester, one at Chideock and one in Winton, Bournemouth. • West Dorset District Council (WDDC) declared Chideock Air Quality Management Area (AQMA) in May 2007. The high level of HGV traffic passing through Chideock combined with the local topography is responsible for the high levels of nitrogen oxide. • Following monitoring West Dorset	Consider minor highways improvements to reduce congestion Promote eco – driving Eco-driving is about driving in a style suited to modern engine technology: smart, smooth and safe driving techniques that lead to average fuel savings of 5-10%. [v] Support adoption of low emission vehicles through parking charges tiered to vehicle emissions. Demand management measures e.g. increasing parking charges. Implement DTEP in Dorchester.

Key Health issues identified	Mitigation recommendations to be incorporated into Preferred Strategy
District Council declared High East Street in Dorchester an Air Quality Management Area (AQMA) in 2009.	
Access to Amenities/Services • There are ten areas in Dorset that are within the top 20% most deprived nationally for multiple deprivation, eight are within the urban areas of Weymouth and Portland and two in Christchurch • Two Bournemouth Local Super Output Areas LSOAs are within the most deprived 5% nationally. These are both in Boscombe West ward. One of them is among the most deprived 1% of LSOAs in England. • When comparing the benefit claimants, lack of access to services and the Indices of multiple deprivation super output areas statistics in the LTP area, Bournemouth, Weymouth and Portland score higher and therefore worse than all other Boroughs and Districts, • There are large rural areas within the Dorset sub region resulting in access to services being a significant area of deprivation. There are a number of hospitals within its boundary; however some areas of North and West Dorset are a considerable distance from these and accessibility is an issue. • Four groups are at particular risk of geographical isolation and transport difficulty. These include younger people, older people, those with impaired mobility and households in rural areas living on low incomes. • North Dorset, East Dorset and parts of West Dorset are poorly served by public transport. Due to the location of bus stops in East Dorset only 41% of residents are able to walk to a bus stop which is served hourly or more frequently, in North Dorset the amount is 66%. • The Districts have a low population density, however due to the lack of	Low income households, need access to health, employment and education services, access should be affordable and where possibly accessed by foot or cycle. Low income families are likely to suffer from health inequalities; therefore it is essential to promote the health benefits of cycling and walking through campaigns and increased access to information. A green infrastructure network should be produced, linking to deprived areas to improve health and accessibility Ensure health, employment and education facilities are accessible to deprived areas. Mitigate against identified areas of severance by improving access and incorporating cycling and pedestrian accessibility into the design of all new infrastructure and existing infrastructure Promote cycling and walking through campaigns and increased access to information. Invest in new cycling and walking infrastructure and develop a core cycle network for the sub-region's urban areas Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure and where possibly existing infrastructure. Public transport improvements should support the place making agenda by improving urban design in urban areas. Bus services should be increased for communities on the periphery on the urban areas were current service is low. Ensure mitigation from EqIA is incorporated into Preferred Strategy.

Key Health issues identified	Mitigation recommendations to be incorporated into Preferred Strategy
transport alternatives there is consequently a high level of car ownership and a high percentage of people use their cars to travel to work, even though very few people commute distances over 20km • Within Bournemouth and Poole access to services is relatively good due to its more compact urban nature. However, there are still accessibility issues such as a lack of access to cars, particularly for low income households and areas of deprivation, and lack of access to suitable public transport alternatives. One area that is particularly affected by poor accessibility owing to poor transport links is the Boscombe area in Bournemouth. • Contraction of bus services, particularly at the peripheries of the urban areas, has resulted in these communities suffering from reduced accessibility. • Other key issues within the Bournemouth and Poole area include poor north-south accessibility in Bournemouth and access to Bournemouth International Airport, particularly by public transport. • Affordability of transport is also an issue in terms of accessibility for children and young people (who often may not have access to a car).	
Crime Bournemouth's overall crime rate was 2nd highest in 2008/09 of the 16 South West counties and unitary authorities. Poole was 6th highest. Bournemouth saw an increase across all key offences for the period 2007/08 to 2008/09.	Ensure that all new cycle parking is designed to prevent crime
Climate Change • Extremes of temperature may result in death and most at risk groups include the elderly. The LTP area (and Dorset in particular) has a higher than average number of inhabitants	The Preferred Strategy should ensure maintenance of built structures such as bridges, promenades, pylons, roads and railway lines roads to ensure that they are robust against extreme weather conditions Materials that are robust to heat and snow should be used

Key Health issues identified	Mitigation recommendations to be incorporated into Preferred Strategy
over the age of 60yrs and this is expected to increase. • Flooding – it is predicted that there will be an increased frequency of severe coastal and river floods, both of which can have severe impacts on health in particular mental health problems due to experience of personal and economic loss and stress. • All built structures such as bridges, promenades, pylons, roads and railway lines will become more vulnerable to higher winds, flooding, storm events and soil moistures changes. • Damage to rural roads and overloading of sewers may also become more commonplace. • Some coastal villages and towns are easily cut off during storm conditions because most have only one access route in and out of the settlement e.g. Swanage, Ringstead, Charmouth and Portland.	Flood prevention schemes should be implemented Ensure access to hospitals and GP's is improved for all areas Work with emergency planners

8 Preferred Strategy

The final LTP3 Preferred Strategy includes a combination of elements from the sub – topics and these have been integrated as policies within the Draft LTP3 as listed below:

LTP3 Goals

Bournemouth Borough Council, the Borough of Poole and Dorset County Council will pursue a co-ordinated package of education, integrated transport and land-use policies to achieve the following outcomes:

Supporting Economic Growth:

- Support a more productive and prosperous economy, with improved reliability, efficiency and connectivity of transport networks and communications

Tackling Climate Change:

- Reduce the overall level of emissions of carbon dioxide and other greenhouse gases from travel and transport and ensure the network is resilient

Equality of Opportunity:

- Promote more equal opportunities for everyone, including access to services they need, to create a fairer society

Better Safety, Security and Health:

- Reduce the risk of death, injury or illness arising from transport and promote travel modes that encourage healthy, active lifestyles

Improved Quality of Life:

- Protect and enhance the quality, local distinctiveness and diversity of Dorset's built and natural environment, and improve individual well-being and enjoyment of places

Value for Money:

- Achieve value for money in all transport investment

LTP-GEN2 - Sustainable travel patterns

The authorities, together with their partners, will seek to manage travel demand through a mix of hard and soft measures to encourage sustainable travel patterns, including:

- Land use planning policies and strategic spatial planning
- Encouraging people and businesses to reduce the need to travel via virtual access and co-location of facilities through the land use planning process
- Encouraging smarter choices
- Car parking policies
- Prioritising the use of the highway network

LTP-GEN3 - Highway network function

Reviews of the highway network function shall have regard to the need to balance user demands and reflect the local context. For all decisions affecting Dorset's rural highways the Dorset Rural Roads Protocol shall apply to ensure the conservation and enhancement of the outstanding quality of its landscape and settlements, while delivering a safe and convenient network for all modes of transport.

1. **Minimise the Need for Travel**

LTP-A1 - Land use and transport

When preparing Local Development Documents, and their regeneration and investment strategies, the Local Planning Authorities and Regeneration Agencies shall have regard to the provisions of the LTP3, to ensure that as far as possible, development and redevelopment proposals make the best use of existing transport infrastructure and services, improve connectivity locally and in the wider area where appropriate, and provide high levels of accessibility for all with an emphasis on sustainable modes of travel. Where major development is permitted outside Town Centre areas, additional public transport, cycling and walking facilities will be sought to minimise use of the car.

LTP-A2 - Major development

Through seeking a step change in the quality and reliability of public transport services, policy within the LTP will support land use policy that encourages major development in the main urban areas and in centres along key public transport corridors and around transport hubs, to maximise the potential use of public transport.

LTP-A3 - Developer funding

In order to support delivery of the LTP, the Local Planning Authorities shall have regard to the provision of developer funding requirements for transport within Local Development Documents in order to ensure that new development is served by adequate transport infrastructure and that impacts on the existing transport network are mitigated. This shall include requirements for developers to:

- Contribute towards priorities and schemes contained within the LTP that are deemed to directly relate to, and mitigate impacts of, their development

- Fund the necessary transport infrastructure and mitigation measures required for the development of their particular site. This shall include sufficient links to walking, cycling and public transport networks

- Make financial contributions towards pooled funds or when introduced a Community Infrastructure Levy, where appropriate, to provide transport infrastructure identified as necessary to support planned growth and mitigate the proportionate cumulative impact of additional trips generated by their development on the wider transport network, in accordance with government guidance

LTP-B1 - Accessibility planning

Working closely with the Local Planning Authorities, the authorities will seek to ensure that Accessibility Planning is embedded within planning and strategy documents and continue to encourage service providers to embed accessibility considerations within their service delivery investment programmes.

2. **Strategic Road Networks**

LTP-C1 Strategic connectivity

The authorities will work with Network Rail, public transport operators, the airport operator, the Highways Agency and neighbouring authorities to ensure that connections between Dorset and other parts of the UK, especially to Bristol and the north, are maintained, improved and resilient to climate change events. This shall include working with relevant partners to:

3. Ensure high quality surface access to Bournemouth Airport to support existing and projected passenger growth and promote it's role as an international gateway

4. Provide reliable access to the sub-region's ports and support growth in passenger and freight services

5. Identify and develop schemes on the rail network to increase capacity and reliability for both passenger and freight services

6. Support the role of local, national and international tourism in the sub-region

LTP-C2 HA memorandum of understanding

In order to guide future development in Dorset so that its affects on the A31 / A35 strategic road network are minimised, the authorities will seek to ensure that the Highways Agency Memorandum of Understanding is a material consideration in the assessment of relevant planning applications.

LTP-C3 Freight connectivity

Working with partners, strategic network improvements will support the efficient and reliable movement of freight within the sub-region whilst seeking to improve the environmental performance of the freight industry, including:

- Supporting the role of air freight at Bournemouth Airport in accessing international markets, whilst minimising associated impacts on local residents and the environment

- Maximising future opportunities to enhance the role of rail freight in the sub-region, including the development and expansion of rail freight terminals, particularly at the Port of Poole

LTP C-4 Strategic network improvements

In order to deliver the strategic transport infrastructure identified as necessary to mitigate the cumulative impacts of planned growth in South East Dorset to 2026, the authorities will seek to ensure that developer funding through pooled contributions, or as replaced by a local CIL, shall complement other third party funding sources, including bids to central government.

LTP C-5 New road infrastructure

New roads will only be constructed where it can be demonstrated there is a strategic need that meets corporate priorities and will be subject, where necessary, to further Appropriate Assessment to consider potential impacts on Special Areas of Conservation and Special Protection Areas. Design and construction shall take into account impacts on the environment and provision for alternative modes to the car.

LTP-C6 Land reservations

Local Planning Authorities will have regard to the requirements for significant transport improvements as proposed in the LTP3 when establishing land reservations in Local Development Documents.

3. Managing and maintaining the existing network more efficiently

LTP-D1 Asset Management

The authorities will maximise opportunities for collaborative working, including with neighbouring authorities, to ensure that the transport network and associated assets are adequately managed and maintained to an appropriate and safe condition through effective Asset Management, which:

- focuses on the long term outcomes of providing a fully sustainable highway network with reduced costs and environmental impacts.
- incorporates maintenance programmes assessed against their impacts on waste, carbon emissions, noise and air quality, as well as the historic and natural environments.
- seeks to maintain current Levels of Service at a minimum

LTP-D2 Co-ordination of maintenance

Where feasible, maintenance schemes will be integrated with improvement schemes to minimise disruption to the network and ensure efficient use of resources.

LTP-D3 Works on the highway

Under current or new government guidance or powers, the authorities will ensure that works undertaken on the local network by third parties such as utility companies or developers are completed to the highest standard and that the robustness of such works are monitored, with the third parties being required to take corrective action as necessary.

LTP-D4 Street lighting

The street lighting network will be managed and improved to minimise environmental impact without compromising on road safety and personal security, and to enhance conservation and quality of life improvement areas.

LTP-D5 Resilient transport network

The authorities will identify the most vulnerable parts of the transport network to the impacts of climate change, seek to implement appropriate mitigation, and develop contingency plans for the maintenance of travel during extreme weather or other events affecting the network.

LTP-E1 Efficiency of existing highway

The efficiency of the existing highway will, where appropriate, be enhanced by:

- improvements at critical junctions;

- extension of Urban Traffic Control / Intelligent Transport Systems;
- management of on and off street parking;
- provision of parking information to motorists;
- re-allocating road space to give priority to buses, cyclists and pedestrians;
- promoting neighbourhoods that support the needs of residents;
- reviewing speed limits to regulate traffic flow and fuel efficiency of vehicles

LTP-E2 Traffic management

On Bus Showcase Corridors traffic management and restrictions on parking and development will be applied to improve the flow and reliability of bus services.

LTP-E3 Joint Traffic Control Centre

The authorities will seek to establish a Joint Traffic Control Centre (JTCC), operated by an independent organisation and overseen by a single Traffic Manager, to improve co-ordination of expeditious traffic movement within and across the authority boundaries.

LTP-E4 Long distance east-west traffic

In conjunction with Hampshire County Council, long distance East- West traffic through the South East Dorset conurbation will be discouraged from diverting onto less suitable routes by:

- Direction signing promoting use of the A31 Trunk Road
- Better information for tourists
- Promotion of Rail Park & Ride

LTP-E5 Freight Quality Partnership

The authorities will work with freight generators, through the Freight Quality Partnership, to pursue the following strategic priorities for freight movement within the sub-region:

- Support the sustainable and efficient movement of freight to, from and within the sub-region
- Support national and locally led initiatives to accelerate the introduction of low carbon transport through improving the environmental performance of the freight industry

- Minimise impacts of noise, pollution and disturbance on other road users, local communities and the environment

LTP-E6 Freight routes and facilities

A Freight Route and Facilities Map will be established and be subject to review and update at each major LTP review. Information shall include recommended lorry routes, road standards, weight limitations, area restrictions, lorry parking, ports and Ro-Ro ferries and major industrial estates.

4. Public Transport alternatives to the car

LTP-F1 Integrated Transport Authority

The authorities will seek to form a single Integrated Transport Authority to provide the driving force to co-ordinate, promote and secure, in partnership with public transport operators, a high quality, sustainable, and accessible low carbon public transport system in Dorset which responds to current and forecast future demand, and the local needs of both residents and visitors.

LTP-F2 Bus provision

Local bus services and provision will be kept under review in partnership with the main operators, and through Quality Bus Partnerships, with a focus on improving service levels, "greening" the bus fleet, and access, for all, to key services and facilities.

LTP-F3 Park and Ride

Strategic Park & Ride capacity will be developed at appropriate locations to assist sustainable transport movement to and from town centres. Park & Ride sites proposed in LTP3 shall be identified and safeguarded in relevant Local Development Documents. Implementation of new sites will be phased in conjunction with parking restraint, reviews of parking charges and other demand management measures.

LTP-F4 Light Rapid Transit

Further investigation will be undertaken during the LTP period into the feasibility of a future Light Rapid Transit scheme for the South East Dorset conurbation.

LTP-F5 Rail Park and Ride

Park & Ride journeys by rail will be promoted at stations with identified demand in conjunction with the rail operators.

LTP-G1 Equality

The authorities will work in partnership with relevant organisations to ensure the access needs of groups defined in the Equalities Act 2010 are met as a far as practicable, including improving physical access to public transport services for elderly people, people with disabilities and families with children

LTP-G2 Smartcards

Opportunities will be actively sought to introduce a Smartcard based cross-modal fares system in Dorset. The authorities will support the implementation of a national system, and participate in local pilots where possible.

LTP-G3 Travel information

In partnership with public transport operators, the authorities will ensure that high quality, accessible, and increasingly personalised travel information, is available to all covering end to end journeys involving public transport, and the integration with other modes.

LTP-G4 Seamless travel

The authorities will work with LTP partners to develop seamless integration between all types of transport modes, with a focus on high quality public transport interchanges.

LTP-H1 Community transport

The authorities will seek to increase social inclusion by working in partnership with Community Transport Providers and the voluntary sector to develop a thriving community transport sector that delivers financially sustainable services for disadvantaged groups which are well integrated with commercial public transport routes and hubs.

LTP-H2 Supported services

Subject to the availability of resources, and consideration of alternative solutions, the authorities will seek to support socially necessary local bus services to complement commercially provided services where necessary to maintain levels of accessibility.

5. Active travel and “greener” travel choices

LTP-I1 Active Travel priorities

The authorities will prioritise and promote walking and cycling as the first choice travel modes for trips under 5 km, for people of all ages and abilities, in order to encourage modal shift towards sustainable travel modes and improve accessibility for those without access to a car. This will be supported by:

- maximising their role as key transport modes, and to assist in reducing LTP-Ithe use of private cars, by raising their status and promoting them as a healthy, economic, and energy efficient means of transport

- improving the pedestrian and cyclist environment by giving them greater priority and reducing danger from speed and volume of traffic

- developing and maintaining safe, convenient, efficient and attractive transport infrastructure conducive to cycling and walking

LTP-I2 Cycling infrastructure

Cycling infrastructure investment will be targeted towards creating continuous, convenient and safe routes in line with prioritised Strategic Cycle Route Networks.

LTP-I3 Utility cycling

Resources available for promoting cycling and making improvements to routes will be prioritised towards utility cycling (to access employment and services). The authorities will work with other partners and identify alternative funding sources to improve routes used purely for leisure and tourist cycling.

LTP-I4 Active travel in new development

New development should actively seek to be well integrated with, and not compromise, existing and proposed walking and cycling routes and facilities. The provision of appropriately located new footways and cycle routes, or improvements to existing facilities, will be expected in order to achieve this.

LTP-I5 Cycle parking

Secure and convenient cycle storage facilities will be provided at key destinations such as town centres, schools, transport interchanges, parks and tourist destinations. Businesses and other land owners will be encouraged to do the same.

LTP-I6 Integration with public transport

The authorities will work with LTP partners to increase opportunities for cyclists and pedestrians to integrate and interchange with public transport. This will be supported by improved direction signing, access and facilities for pedestrians and cycles implemented at all local rail stations

LTP-J1 Green travel behaviour

To promote modal shift towards sustainable travel modes, a long term co-ordinated, integrated package of targeted Smarter Choices measures will be pursued to instil positive travel choices and raise travel awareness of public transport, active travel

and smarter choices alternatives to car use, and their associated health, environmental and wider social benefits.

LTP-J2 Transport Assessments and Travel Plans

The authorities will ensure that Local Development Documents include requirements for Transport Assessments and Travel Plans for all planning applications for development that may have significant impacts on the transport network. These should consider potential impacts on all modes of transport, including walking and cycling and the safety of all users, and clearly set out how access by alternative modes to the car will be promoted and impacts on the environment (including CO2 emissions) minimised.

LTP-J3 Low carbon vehicle technology

The authorities will support the uptake of new low carbon vehicle technology, and particularly local innovative businesses to stimulate the Green Knowledge Economy. Local Planning Authorities shall have regard to these requirements in preparing Local Development Documents to encourage the installation of charging points and /or the allocation of car parking spaces for electric vehicles in new development.

LTP-J4 Sustainable tourism

Sustainable tourism to, from and within the sub-region will be encouraged and supported with the aims of reducing carbon emissions, minimising the impact on the natural environment and supporting the local tourist industry.

LTP-J5 Air Quality and noise

The authorities will work with Environmental Health Officers to monitor, manage, and mitigate the impacts of noise and air pollution from transport, with a focus upon maintaining them within acceptable levels by:

- Ensuring effective Air Quality Action Plans are maintained for all Air Quality Management Areas

- Addressing the First Priority Areas identified in the DEFRA Noise Action Plans

LTP-K1 Public realm and streetscapes

The authorities will reduce street clutter and make streetscape improvements by seeking to use high-quality materials and street furniture to enhance the public realm and its accessibility, for all users, in ways that respond to the local context and strengthen local distinctiveness. On rural roads the Dorset Rural Roads Protocol will be applied to minimise the impact of street furniture, signing and lining on the rural environment.

6. Travel safety measures

LTP-L1 Integrated road safety

An integrated approach to road safety will be adopted to reduce casualties which takes opportunities to support healthier lifestyles through promoting walking and cycling, tackle deprivation and enable neighbourhood renewal, and create quality public spaces and streetscapes.

LTP-L2 Road safety priorities

The authorities will continue to develop strategic partnership working co-ordinated through the Dorset Road Safe partnership to apply a holistic approach to casualty reduction and prevention through Engineering, Education and Enforcement, targeted towards the most vulnerable users as appropriate, and focusing upon:

- Pedestrian and cyclist casualties in urban areas
- Protecting children and young people
- Motorcycle (Powered Two Wheeler) casualties
- Rural roads
- Poor road user behaviour
- Illegal and inappropriate speed

LTP-L3 Prioritisation of safety initiatives

All road safety schemes will be identified based upon prioritisation of accident savings on routes, junctions, road lengths or speed limit sections, and a high priority will be given to integrating road safety within all highway maintenance schemes and schedules and other local improvement and regeneration projects

LTP-M1 Safety and security

The authorities will work with partners, including the Police, public transport operators and Network Rail, to reduce actual and perceived safety and security concerns towards the use of the transport network and to reduce its vulnerability to terrorism and vandalism

7. Managing demand for private car use

LTP-N1 Supply and pricing of parking

Complementary parking policies will support the local economy but, through supply and pricing, not undermine the use of public transport and low carbon forms of travel.

Parking policies in the urban areas should, through supply and pricing mechanisms, discourage commuter/ long stay parking in the town centres to actively encourage the use of park and rides, public transport and other low carbon forms of travel.

LTP-N2 Controlled parking zones

Controlled Parking Zones (CPZs) will be further developed as a means of effectively regulating and managing on-street parking. In and adjacent to CPZs, the following controls will be investigated and introduced where appropriate:

Preferential Residents Parking Schemes – including investigating the use of differential rates based on vehicle fuel efficiency;

- Pricing of on-street spaces;
- Car parking restrictions to provide space for public transport, cycles or facilities for people with disabilities

8.1 Compatibility of LTP Preferred Strategy Vision and Goals with the SEA Objectives

DCLG guidance states that the objectives of plans and programmes subject to SEA should be tested for compatibility with the SEA objectives to assist, where necessary, in refining the Vision and Goals as well as in evaluating options.

The Vision and Goals have been tested against the SEA objectives by means of a compatibility matrix. The detailed appraisal is presented in Appendix D.

8.2 LTP3 Preferred Strategy Vision

The preferred vision for the LTP3 was developed taking into account the strategic priorities contained within the Multi Area Agreement vision and the Sustainable Community Strategies and Corporate Plans. The LTP3 vision is:

"A safe. reliable and accessible transport system for Bournemouth, Poole and Dorset that assists in the development of a strong economy, maximises the opportunities for sustainable transport and respects and protects the area's unique environmental assets and assists in the development of a strong low carbon economy"

8.3 LTP3 Preferred Strategy Goals

A set of goals support the LTP3 vision and defined the strategic desired outcomes for transport improvements in the Dorset sub-region:

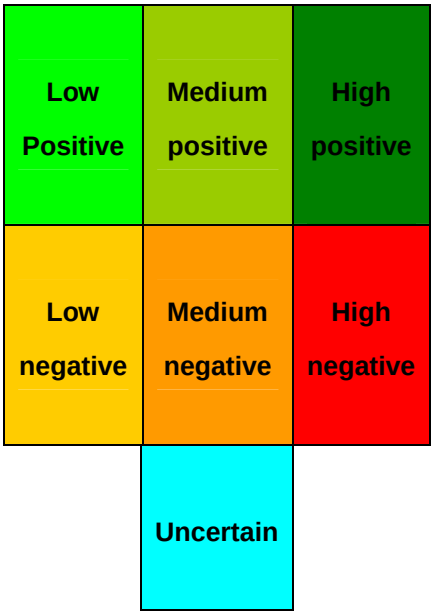
- *Supporting Economic Growth*
- *Tackling Climate Change*
- *Equality Of Opportunity*

- *Better Safety, Security and Health*
- *Improved Quality Of Life*

The Preferred Strategy appraisal matrices are available in Appendix D, The appraisal methodology considered whether the impacts, would be: direct, secondary, synergistic, cumulative, short term or long term and whether these impacts will be local, regional or national. The following tables provide a summary of the Preferred LTP3 Strategy, and the summary tables discuss the potential impacts; score the social, economic and environmental aspects of each option and suggest mitigation methods to be implemented.

The mitigation measures outlined may also be relevant to other policies within the Preferred Strategy and this is specified in the right hand side column within the tables set out in section 8.4 below:

Key:



8.4 SEA Appraisal of the Preferred Strategy and Associated Policies

Table 8-1 1 A – Minimise the need to Travel

1 – Minimise the need to Travel ***A- Influence the location and design of new development so that people can meet their day to day needs with less overall need to travel, and in sustainable ways***			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment – If people can meet their needs locally then they travel less and are therefore less at risk of climate change related disruption to the transport network however climate change adaptation is not addressed for example flood risk.		• Green infrastructure needs to be incorporated in LTP3 and also through LDF and developer contributions • Address issue of tourism and travel • Water pollution, flooding, climate change adaptation to be addressed through relevant LDF land use policies	LTP-C1, LTP-J4, LTP-A3
Social – Long term positive impacts on population, human health if access to services, facilities and employment are increased			
Economic - If people can meet their needs locally then they travel less and are therefore less at risk of climate change related disruption to the transport network however climate change adaptation is not addressed for example flood risk.			
Policy LTP-A1 Land use and transport			
Environment – If people can meet their needs locally then they travel less and are therefore less at risk of climate change related disruption to the transport network however climate change adaptation is not addressed for example flood risk.		• Green infrastructure needs to be incorporated in LTP3 and also through LDF and developer contributions • Address issue of tourism and travel • Water pollution, flooding, climate change adaptation to be addressed • Ensure both rural and urban areas benefit	LTP-C1, LTP-J4, LTP-A3 LTP-H1, LTP-H2,
Social – Long term positive impacts on population, human health if access to services, facilities and employment are increased			
Economic - Increased access to employment, tourism not specifically addressed			

1 – Minimise the need to Travel *A- Influence the location and design of new development so that people can meet their day to day needs with less overall need to travel, and in sustainable ways*			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Policy LTP-A2 Major development			
Environmental – Positive **-** Supports land use policy defined in LDF, therefore should reduce future car dependency, maintain air quality, reduce carbon emissions		**N/A**	
Social – Positive to health and accessibility		**N/A**	
Economic – positive to economic accessibility		**N/A**	
Policy LTP-A3 Developer funding			
Environmental – Overall positive, however negative impacts are associated to lack of information flood prevention schemes.		• Green infrastructure needs to be incorporated • Address issue of tourism and travel • Water pollution, flooding, climate change adaptation to be addressed • Climate change adaptation to be addressed • Ensure rural and urban areas benefit • Green infrastructure network to be implemented linked to health benefits	LTP-C1, LTP-J4, LTP-A3, LTP-H1, LTP-H2,
Social – Overall positive as adequate transport infrastructure will be provided			
Economic - overall positive as adequate transport infrastructure will be provided			

Table 8-2 1B – Minimise the need to Travel

1 – Minimise the need to Travel **B - Supporting the local availability of services to reduce the need to travel**			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment – Long term positive impacts as services are provided locally reducing air pollution and carbon emissions		**N/A**	
Social – Long term positive impacts on population, human health if local access to services, facilities is increased			
Economic – No Impact			
LTP-B1 Accessibility planning			
Environment – Long term positive impacts as services are provided locally reducing air pollution and carbon emissions		• Link to EqIA mitigation	
Social – Long term positive impacts on population, human health if local access to services, facilities is increased			

Table 8-3 2C- Strategic network improvements

2- Strategic network improvements **C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth**			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment – Overall negative due to possible disturbance of designated sites, impacts of local biodiversity, development on Greenfield land, possible disturbance of contaminated land, possible water pollution during the construction phase. Large scale highways schemes are likely to reduce traffic congestion and air pollution by smoothing traffic flows and allowing vehicles to achieve more efficient engine speeds in the short to medium term. However, any improvements due to vehicle engine efficiency are likely to be outweighed by overall growth in the use of car borne trips and increased mileage through induced demand, therefore overall negative impact on air quality and increasing carbon emissions. Whilst improvements in public transport will help to provide alternatives to the car, if car travel is made easier, more convenient and still remains cheaper than public transport through the highways improvements, it is unlikely to encourage a sufficient switch away from the private car A31 at risk of flooding this is not addressed, sustainable design and construction techniques are not promoted Any new highways infrastructure may impact the historic environment, however junction improvements may have a positive impact on the historic environment and landscape including townscape if congestion is reduced. Large amounts of waste may occur during construction		• Implementation periods and methods of Highways improvement schemes needs to be outlined • Ensure construction environmental management plans are in place before works begin • Improve access to Bournemouth and Bournemouth airport by sustainable transport. • Include sustainable transport measures • HGV/freight movement needs to be addressed with full consideration of the possibilities for transfer to rail freight • Demand management for use of the Twin Sails Bridge and within urban areas in Dorset such as cordon congestion charging, to reduce unnecessary car use and	LTP 3 Implementation Plan LDF DOCUMENTS And LTP-C1, LTP-C3, LTP-F1, LTP-F2, LTP-F3, LTP-F4, LTP-E5, LTP-E6, LTP-J4, LTP-A3, LTP-H1, LTP-H2, LTP-N1, LTPN2 HRA Screening Report **Error! Bookmark not defined.** has set out mitigation for the implementation of the LTP3

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		increase sustainable transport • Work place parking levy should be considered to manage demand • New roads should be tolled to avoid the risk of "induced demand" • Public Transport fares should be competitive with the cost of motoring e.g. through competitive pricing of public transport and demand management to increase the real cost of motoring • SWMP should be competed with all planning applications for highways improvements • Link all highways infrastructure to public transport, freight and port activities • Ensure CEEQUAL standards are applied to all new highways schemes	

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		• Include sustainable design and construction techniques, SUDS • Mitigate climate change by setting speed limits on strategic roads to the optimal vehicle efficiency i.e. 50mph • Include sustainable design and construction techniques, climate change adaptation techniques	
Social – Overall negative, construction phase will increase noise and dust levels, beneficial to car users, does not promote social cohesion and healthy lifestyles and may increase severance. Climate change mitigation and adaptation not addressed, extreme weather conditions can cause stress, illness and sometimes death within the community.		• Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure, including appropriate crossings which provide sufficient priority to pedestrians and cyclists within urban areas • Include sustainable transport measures e.g. off-road cycle tracks within all new road schemes • The airport is currently	LTP 3 Implementation Plan LDF DOCUMENTS And LTP-A3, LTP-C1, LTP-C3, LTP-F1, LTP-F2, LTP-F3, LTP-F4, LTP-E5, LTP-E6, LTP-J4, LTP-H1, LTP-H2, LTP-I1, LTP-I2, LTP-I3 LTP-I4, LTP-I5, LTP-I6, LTP-N1, LTPN2

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		very car dependent and this needs to be tackled by a significant improvement in bus infrastructure/services as well as cycle routes • Mitigate climate change i.e. by measures to restrain car use and promote efficient driving speeds • Include sustainable design and construction techniques, climate change adaptation techniques • Promote healthy lifestyles through active travel initiatives • New highways and public transport schemes should be constructed to make them resilient to the projected climatic changes in precipitation and temperature, including operational strategies for managing these systems during extreme weather	

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		events	
Economic - Access will be increased, however these highways improvements may increase severance in other areas, access to the airport and areas in need of regeneration will be improved, however the improvements are only beneficial to car users. No measures to adapt to climate change, which could have an adverse impact on the economy		• Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure, including appropriate crossings • New highways and public transport schemes should be constructed to make them resilient to the projected climatic changes in precipitation and temperature, including operational strategies for managing these systems during extreme weather events	LTP 3 Implementation Plan LDF DOCUMENTS LTP-A3, LTP-C1, LTP-C3, LTP-F1, LTP-F2, LTP-F3, LTP-F4, LTP-E5, LTP-E6, LTP-J4, LTP-H1, LTP-H2, LTP-I1, LTP-I2, LTP-I3 LTP-I4, LTP-I5, LTP-I6, LTP-N1, LTPN2 HRA Screening Report **Error! Bookmark not defined.** has set out mitigation for the implementation of the LTP3
LTP-C1 Strategic connectivity			
Environmental – Uncertain connecting to Bristol and the Midlands will just encourage travel & hence emissions, unless it is done using Public Transport and maximises sustainable modes, rail freight, negative impacts include: **p**ossible development on greenfield land, possible disturbance of contaminated land		• Reduce land take • Ensure contaminated land is dealt with appropriately • SWMP should be competed with all planning applications for highways improvements	LTP-C1, LTP-C3

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		• Ensure construction environmental management plans are in place before works begin • Maximise Public Transport links over vehicle links • Seek rail freight alternatives to key corridors for movement of freight e.g. the A350 Poole to Midlands	
Social –Increased accessibility will have long term positive impacts on population and human health, and climate change adaptation will be included and promoted, however any new infrastructure may increase noise and dust levels, during construction and operation.		• Ensure construction environmental management plans are in place before works begin	
Economic - access to education facilities and employment will be maintained and improved			
LTP-C2 HA memorandum of understanding		**N/A**	
Environment - Supports all SEA objectives		**N/A**	
Social - Supports all SEA objectives		**N/A**	
Economic - Supports all SEA objectives			
LTP-C3 Freight connectivity			
Environment - rail freight is beneficial to air quality, and climate change due to reducing carbon emissions; however air freight will increase carbon emission.		• Limit use of air freight movement and consider	Asset Management - Transport Asset Management Plans

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Efficient freight movement should be beneficial to the historic environment Rail freight movement may be impacted by flooding		the future role of lower carbon forms of air freight such as semi-buoyant aircraft • Ensure that flood risk is reduced on all railways	
Social - The efficient and reliable movement of freight within the sub-region will have long term positive impacts on population and human health, it will reduce HGV traffic flow through residential areas Increased air freight movement will impact noise levels. Reliable freight supports home deliveries and provision of local services		• Consider noise impacts of freight movement	
Economic - Will reduce HGV traffic flow through residential areas and should improve accessibility to employment if congestion is reduced.			
LTP C-4 Strategic network improvements			
Environment – Overall negative scores as in the long term this will encourages car dependency. Although some schemes will reduce congestion, the increased volume of motor vehicle trips and associated carbon emissions and will more than exceed any improvements in savings from reduced congestion. Does not promote alternative modes of transport or sustainable tourism. Possibly disturbance of designated sites, impacts of local biodiversity, development on Greenfield land, possible disturbance of contaminated land, possible water pollution during the construction phase. A31 at risk of flooding this is not addressed, sustainable design and construction techniques are not promoted and resource use will increase. Any new highways infrastructure may impact the historic environment, however junction		• Implementation periods and methods of Highways improvement schemes needs to be outlined • Ensure construction environmental management plans are in place before works begin • Improve access to Bournemouth and Bournemouth airport by	LTP 3 Implementation Plan LDF DOCUMENTS LTP-A3, LTP-C1, LTP-C3, LTP-F1, LTP-F2, LTP-F3, LTP-F4, LTP-E5, LTP-E6, LTP-J4, LTP-H1, LTP-H2, LTP-I1, LTP-I2, LTP-I3 LTP-I4, LTP-I5, LTP-I6, LTP-N1, LTPN2

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
improvements may have a positive impact on the historic environment and landscape including townscape if congestion is reduced. Large amounts of waste may occur during construction		sustainable transport. • Include sustainable transport measures e.g. off-road cycle tracks within all new road schemes • HGV/freight movement needs to be addressed with full consideration of the possibilities for transfer to rail freight • New roads should be tolled to avoid the risk of "induced demand" • Demand management for use of the Twin Sails Bridge and within urban areas in Dorset e.g. cordon congestion charging to reduce car use and increase sustainable transport should be considered • Work place parking levy should be considered • SWMP should be completed with all planning applications for	HRA Screening Report **Error! Bookmark not defined.** has set out mitigation for the implementation of the LTP3

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		highways improvements • Link all highways infrastructure to public transport, freight and port activities • Ensure CEEQUAL standards are applied to all new highways schemes • Mitigate climate change i.e. by measures to restrain car use and promote efficient driving speeds • Include sustainable design and construction techniques, climate change adaptation techniques – SUDS • Locally sourced sustainable materials should be used for construction • New highways and public transport schemes should be constructed to make them resilient to the projected climatic changes	

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		in precipitation and temperature, including operational strategies for managing these systems during extreme weather events	
Social - Short term - construction phase will increase noise and dust levels. Long term beneficial to car users, no information on improving/enhancing urban design and does not promote social cohesion and healthy lifestyles may increases severance. Enhancing reliance on car use will increase car dependency vulnerable to climate change events affecting the highways network. May be positive as junctions are improved, some residents currently use smaller quieter roads to avoid dangerous junctions,		• Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure, including appropriate crossings and providing adequate priority for pedestrians and cyclists where communities are severed • Include sustainable transport measures • The airport is currently very car dependent and this needs to be tackled by a significant improvement in bus infrastructure/services as well as cycle routes for staff, e.g. Pig Shoot Bridge.	LTP 3 Implementation Plan LDF DOCUMENTS LTP-A3, LTP-C1, LTP-C3, LTP-F1, LTP-F2, LTP-F3, LTP-F4, LTP-E5, LTP-E6, LTP-J4, LTP-H1, LTP-H2, LTP-I1, LTP-I2, LTP-I3 LTP-I4, LTP-I5, LTP-I6, LTP-N1, LTPN2

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		• Mitigate climate change • Include sustainable design and construction techniques, climate change adaptation techniques • Promote healthy lifestyles through active travel initiatives	
Economic – Access will be increased, however these highways improvements may increase severance in other areas, access to the airport and areas in need of regeneration will be improved, and however the improvements are only beneficial to car users. Does not promote sustainable tourism.		• Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure, including appropriate crossings	LTP-I1, LTP-I2, LTP-I3, LTP-I4, LTP-I5LTP-I, LTP-K1,
LTP C-5 New road infrastructure			
Environment – Overall uncertain scores, although New road infrastructure will include high occupancy vehicle lanes, alternative modes of transport and sustainable tourism are not promoted. Possibly disturbance of designated sites, impacts of local biodiversity, development on Greenfield land, possible disturbance of contaminated land, possible water pollution during the construction phase. A31 at risk of flooding this is not addressed, sustainable design and construction techniques are not promoted and resource use will increase. Any new highways infrastructure may impact the historic environment, however junction improvements may have a positive impact on the historic environment and landscape		• Mitigate climate change i.e. by measures to restrain car use and promote efficient driving speeds • Include sustainable design and construction techniques, climate change adaptation techniques	LTP-C1, LTP-I1, LTP-I2, LTP-I3, LTP-I4, LTP-I5LTP-I, LTP-K1 HRA Screening Report **Error! Bookmark not defined.** has set out mitigation for the implementation of the LTP3

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
including townscape if congestion is reduced. Large amounts of waste may occur during construction			
Social - N/A			
Economic - climate change mitigation /adaptation and natural resource use are not addressed.		• Mitigate climate change i.e. by measures to restrain car use and promote efficient driving speeds • Include sustainable design and construction techniques, climate change adaptation techniques	LTP-C1, LTP-I1, LTP-I2, LTP-I3, LTP-I4, LTP-I5LTP-I, LTP-K1,
LTP-C6 Land reservations			
Environment – N/A			
Social - Positive to growth areas identified with the LDF documents, therefore beneficial, however uncertain if the reservations are for major roads which create severance, increase air pollution etc in local areas?		• Mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure, including appropriate crossings • Promote healthy lifestyles through active travel initiatives	LTP-GEN2, LTP-A1, LTP-C1, LTP-I1, LTP-I2, LTP-I3, LTP-I4, LTP-I5LTP-I, LTP-K1, HRA Screening Report **Error! Bookmark not defined.** has set out mitigation for the implementation of the LTP3

2- Strategic network improvements C - Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth			
Summary	**Score**	**Mitigation /further enhancement**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		• Ensure compliance with LDF	
Economic - Positive to growth areas identified with the LDF documents, therefore beneficial, however uncertain if the reservations are for major roads which create severance, increase air pollution etc in local areas?			

Table 8-4 3D - Managing and maintaining the existing network more efficiently

3 - Managing and maintaining the existing network more efficiently D - Keeping transport infrastructure well-maintained, safe, and resilient for all users			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment –Positive and negative scores identified. Long term positive benefits as air quality will be improved and C02 emissions reduced if congestion is reduced. Negative impacts during the construction phase - increased noise, dust, and congestion levels may occur. Water pollution and flooding is not addressed. Sustainable design and construction techniques are not promoted.		• Ensure construction environmental management plans are in place before works begin • SWMP should be completed with all planning applications for highways improvements • Link all highways infrastructure to public transport, freight and port activities • Ensure CEEQUAL	LTP-GEN2, LTP-A1, LTP-C1, LTP-I1, LTP-I2, LTP-I3, LTP-I4, LTP-I5LTP-I, LTP-K1, HRA Screening Report **Error! Bookmark not defined.** has set out mitigation for the implementation of the LTP3

3 - Managing and maintaining the existing network more efficiently D - Keeping transport infrastructure well-maintained, safe, and resilient for all users			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		standards are applied to all new highways schemes • Include sustainable design and construction techniques, climate change adaptation techniques – SUDS • Locally sourced sustainable materials should be used for construction • Adapt to climate change by providing details in the HAMP on how new construction/maintenance of the highways network will be resilient to predicted temp/precipitation changes, and specify operational arrangements during extreme weather conditions • Low carbon methods of road construction and maintenance should be used to both reduce carbon emissions and minimise resource use i.e.	

3 - Managing and maintaining the existing network more efficiently D - Keeping transport infrastructure well-maintained, safe, and resilient for all users			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		cold asphalt processes, recycled road planings	
Social - : Long term positive impacts on population and human health as infrastructure of existing network is maintained. Construction phase may increase noise, dust, and congestion levels,		• Ensure construction environmental management plans are in place before works begin	
Economic - Long term benefit impacts as congestion is reduced and accessibility is improved for all users		**N/A**	
LTP-D1 Asset Management			
Environment - Positive to all objectives, infrastructure of existing network is maintained.		• Low carbon methods of road construction and maintenance should be used to both reduce carbon emissions and minimise resource use i.e. cold asphalt processes, recycled road planings	Sustainable maintenance practices are promoted and will be incorporated in Transport Asset Management Plans LTP-D1
Social - Positive to all objectives, infrastructure of existing network is maintained.		**N/A**	
Economic - Positive to all objectives, infrastructure of existing network is maintained.		**N/A**	
LTP-D2 Co-ordination of maintenance,			
Environment - N/A			
Social - Positive to social and economic objectives, safety and accessible transport network maintained - efficient use of resources		**N/A**	

3 - Managing and maintaining the existing network more efficiently D - Keeping transport infrastructure well-maintained, safe, and resilient for all users			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Economic - Positive to social and economic objectives, safety and accessible transport network maintained - efficient use of resources		**N/A**	
LTP-D3 Works on the highway			
Environment - N/A			
Social - Positive to social and economic objectives, safety and accessible transport network maintained - efficient use of resources		• Low carbon methods of road construction and maintenance should be used to both reduce carbon emissions and minimise resource use i.e. cold asphalt processes, recycled road planings	Sustainable maintenance practices are promoted and will be incorporated in Transport Asset Management Plans LTP-D1
Economic - Positive to social and economic objectives, safety and accessible transport network maintained - efficient use of resources		**N/A**	
LTP-D4 Street lighting			
Environment - Positive to carbon reduction potential for switching off street lights		• Led Lightening should be used • Purchase renewable energy	
Social - Positive to social will enhance quality of life		**N/A**	
Economic - Positive to economy as safety increased/maintained and accessibility, will save energy due to potential for switching off street lights		• Led Lightening should be used	
LTP-D5 Resilient transport network			
Environment - Positive to Climate change adaptation		• Low carbon methods of	Sustainable maintenance

3 - Managing and maintaining the existing network more efficiently D - Keeping transport infrastructure well-maintained, safe, and resilient for all users			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		road construction and maintenance should be used to both reduce carbon emissions and minimise resource use i.e. cold asphalt processes, recycled road planings	practices are promoted and will be incorporated in Transport Asset Management Plans LTP-D1
Social - Positive to Climate change adaptation.		**N/A**	
Economic - Positive to Climate change adaptation.		**N/A**	

Table 8-5 3E - Managing and maintaining the existing network more efficiently

3 - Managing and maintaining the existing network more efficiently E - Making better use of the sub-region's transport network to maximise it's capacity and efficiency			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment - Positive improved traffic management and measures to promote walking & cycling due should be positive to air quality & carbon reduction.		• Ensure traffic flow does not take sole priority at junction schemes i.e. consider locations where pedestrian flows are equally important such as busy town centres	LTP I-1
Social - Positive to social objectives safety and accessible transport network			

3 - Managing and maintaining the existing network more efficiently E - Making better use of the sub-region's transport network to maximise it's capacity and efficiency			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
maintained			
Economic - Positive to economic objectives safety and accessible transport network maintained		**N/A**	
LTP-E1 Efficiency of existing highway			
Environment - Positive improved traffic management and measures to promote walking & cycling due should be positive to air quality & carbon reduction.		• Ensure traffic flow does not take sole priority at junction schemes i.e. consider locations where pedestrian & cycle flows are equally important such as busy town centres and allocate ped/cycle phases and timings accordingly • Reallocate road space to sustainable modes where possible	LTP I-1
Social - Positive to social objectives safety and accessible transport network maintained		**N/A**	
Economic - Positive to economic objectives safety and accessible transport network maintained		**N/A**	
LTP-E2 Traffic management			
Environment - Positive- Bus Show case corridors will improve the flow and reliability of bus services, more people will use them and reduce car dependency thus improved air quality and carbon reduction		• Bus travel should be affordable • Real time bus information should be improved	LTP G-1, LTP G-3
Social - Positive to social objectives as accessible transport network is provided			

3 - Managing and maintaining the existing network more efficiently E - Making better use of the sub-region's transport network to maximise it's capacity and efficiency			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
reducing travel time.			
Economic - Positive to economic objectives as accessible transport network is provided reducing travel time.			
LTP-E3 Joint Traffic Control Centre			
Environment - Positive improved traffic management should be positive to air quality & carbon reduction.		• Ensure traffic flow does not take sole priority at junction schemes i.e. consider locations where pedestrian & cycle flows are equally important such as busy town centres and allocate ped/cycle phases and timings accordingly	LTP I-1
Social - Positive to social objectives safety and accessible transport network maintained		**N/A**	
Economic - Positive to economic objectives safety and accessible transport network maintained		**N/A**	
LTP-E4 Long distance east-west traffic			
Environment - location of park and rides may have a negative effect on local residents and may lead to a decrease in air quality. P&R promotes car use and does not address climate change mitigation/adaptation. Does not promote clean transport technology for example: car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking. Potential benefits for town centre / historic / aesthetic sites by encouraging thorough traffic to keep to main roads.		• Ensure CEEQUAL standards are applied to all new P&R's • Include sustainable design and construction techniques, climate change adaptation	LTP-C1, LTP-I5, LTP-J3 HRA Screening Report **Error! Bookmark not defined.** has set out mitigation for the implementation of the LTP3

3 - Managing and maintaining the existing network more efficiently E - Making better use of the sub-region's transport network to maximise it's capacity and efficiency			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		techniques • Include cycle parking and electric vehicle recharging points at Park & Ride Sites	
Social - Positive to preventing traffic flow through less suitable routes, however location of park and rides can have negative effect on local residents and may lead to a decrease in air quality. The impacts would be very location and scheme specific Urban centres will be improved due to less traffic congestion, however the rural areas will not benefit as congestion may increase Promotes car dependency and not active travel. Does not promote clean transport technology for example: car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking		• The P&R should not be promoted as a long term solution, but should be used as a larger strategic implementation plan where sustainable transport measures are incorporated into the LTP3. • P&R sites could also take the form of a public transport hub rather than just a car park. • Secure cycle parking should be provided • Promote rail P&R as this will enhance accessibility for people living near the rail network as well as for car owners and will make better use of existing infrastructure	LTP 3 Implementation plan, LTP-F5
Economic - P&R may need to be heavily subsidised			LPT 3 Implementation plan, **LTP-C1,** LTP-F5 LTP-I1, LTP-I2, LTP-I3, LTP-I4, LTP-I5LTP-I, LTP-K1

3 - Managing and maintaining the existing network more efficiently E - Making better use of the sub-region's transport network to maximise it's capacity and efficiency			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		• The plan needs to provide easy affordable access to town centres so that they maintain economic viability	
LTP-E5 Freight Quality Partnership			
Environment - Positive - efficient freight movement and the promotion of low carbon transport will assist with improving air quality and climate change mitigation. Efficient freight movement should be beneficial to the historic environment		**N/A**	
Social - The efficient and reliable movement of freight within the sub-region will have long term positive impacts on population and human health,		**N/A**	
Economic - Will address sustainable freight movement		**N/A**	
LTP-E6 Freight routes and facilities			
Environment - Positive - efficient freight movement will assist with improving air quality and climate change mitigation Efficient freight movement will minimise the impact on the historic environment.		• Should be linked to areas at risk of flooding • Should include climate change mitigation i.e. developing lower carbon freight options such as freight forwarding hubs, biofuel mix and night time deliveries • Should be linked to protection of the historic	LPT 3 Implementation plan, LTP-C1, LTP-F5 LTP-I1, LTP-I2, LTP-I3, LTP-I4, LTP-I5LTP-I, LTP-K1

3 - Managing and maintaining the existing network more efficiently E - Making better use of the sub-region's transport network to maximise it's capacity and efficiency			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		environment	
Social - long term positive impacts on population and human health needs to be reviewed against complaints received		• Needs to be reviewed against complaints received • Should include climate change mitigation i.e. alternatives if roads closed due to adverse weather (mitigation)	
Economic - Will address sustainable freight movement		• To protect economy, should include climate change adaptation i.e. alternatives if roads closed due to adverse weather (mitigation)	

Table 8-6 4F - Public transport alternatives to the car

4 - Public transport alternatives to the car F - Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**

4 - Public transport alternatives to the car F - Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment - Provision of sustainable transport is beneficial to the environment objectives		• Further mitigate climate change by working with operators to increase the use of sustainable biofuels and the uptake of low carbon vehicles	LPT 3 Implementation plan, LTP-C1, LTP-F5 LTP-I1, LTP-I2, LTP-I3, LTP-I4, LTP-I5LTP-I, LTP-K1
Social - Provision of sustainable transport is beneficial to the social objectives		**N/A**	
Economic - Provision of sustainable transport is beneficial to the economic objectives		**N/A**	
LTP-F1 Integrated Transport Authority			
Environment - Positive to air quality and climate change mitigation, greening the fleet reducing carbon and more efficient use of resources		**N/A**	
Social - Positive to social objectives - accessible transport network maintained		**N/A**	
Economic - Positive to economic objectives - accessible transport network maintained		**N/A**	
LTP-F2 Bus provision			
Environment - Positive to air quality and climate change mitigation, greening the fleet reducing carbon and more efficient use of resources		• Further mitigate climate change by working with operators to increase the use of sustainable biofuels and the uptake of low carbon vehicles	LTP F-2
Social - Positive to social objectives accessible transport network maintained		**N/A**	
Economic - Positive to economic objectives accessible transport network maintained		**N/A**	

4 - Public transport alternatives to the car F - Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
LTP-F3 Park and Ride			
Environment - The environmental impacts identified are uncertain; short term it is likely to reduce local congestion in town centres and C02 emissions, however not reducing overall car dependency. Various P& R are located within/adjacent to SPA's and SAC's, loss of open space may impact local biodiversity and this option could lead to development on greenfield land. Urban centres will be improved due to less traffic congestion, however the rural areas will not benefit as congestion may increase, it is uncertain if all P&R will link to cycle ways, car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking. Reducing transport congestion in the urban areas will benefit the historic environments, landscape and townscape.		• Ensure CEEQUAL standards are applied to all new P&R's • Include sustainable design and construction techniques, climate change adaptation techniques • The P&R should not be promoted as a long term solution, but should be used as a larger strategic implementation plan where sustainable transport measures are incorporated into the LTP3. • P&R sites could also take the form of a public transport hub rather than just a car park. • Secure cycle parking should be provided • Electric vehicle recharging points at Park & Ride Sites	LPT 3 Implementation plan, LTP-C1, LTP-F5 LTP-I1, LTP-I2, LTP-I3, LTP-I4, LTP-I5LTP-I, LTP-K1 HRA Screening Report **Error! Bookmark not defined.** has set out mitigation for the implementation of the LTP3
Social - The social impacts identified are uncertain.., There may be an impact on local residents through an increase in noise, lighting, increased local traffic generation and crime impacts. Positive impacts include possible reduction of traffic flow in Bournemouth, Poole, Weymouth & Dorchester centres.			
Economic - The economic impacts identified are uncertain there are many benefits due to increased accessibility, however long term severance could be increased by removing traffic outside the town centre. P & R could have dis-benefits to tourism - replacing town centre car parks which are walkable from the beach/shops with car parks on the edge of the Borough which are not, could have a negative effect on tourism - particularly on day trippers. P&R may need to be heavily subsidised			

4 - Public transport alternatives to the car F - Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		• Promote rail P&R as this will enhance accessibility for people living near the rail network as well as for car owners and will make better use of existing infrastructure • The plan needs to provide easy affordable access to town centres so that they maintain economic viability • Ensure secure design principles are applied	
LTP-F4 Light Rapid Transit			
Environment – Uncertain further study required		• Uncertain further study required	
Social - Uncertain further study required			
Economic - Uncertain further study required			
LTP-F5 Rail Park and Ride			
Environment - The environmental impacts identified are uncertain; short term it is likely to reduce local congestion in town centres and C02 emissions, however not reducing overall car dependency.		• Include sustainable design and construction techniques, climate change adaptation techniques • The P&R should not be	LPT 3 Implementation plan, LTP-C1, LTP-F5 LTP-I1, LTP-I2, LTP-I3, LTP-I4, LTP-I5LTP-I, LTP-K1 HRA Screening Report **Error!**
Social - The social impacts identified are uncertain. There may be an impact on local residents through an increase in noise, lighting, increased local traffic generation and crime impacts.			

4 - Public transport alternatives to the car F - Building upon the current public transport offer in the sub-region to improve the availability, quality, reliability and punctuality of services			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Economic - P&R may need to be heavily subsidised, however this will make good use of existing infrastructure		promoted as a long term solution, but should be used as a larger strategic implementation plan where sustainable transport measures are incorporated into the LTP3. • P&R sites could also take the form of a public transport hub rather than just a car park. • Secure cycle parking and electric vehicle recharging points should be provided • The plan needs to provide easy affordable access to town centres so that they maintain economic viability • Ensure secure design principles are applied	Bookmark not defined. has set out mitigation for the implementation of the LTP3

Table 8-7 4G- Public transport alternatives to the car

4 - Public transport alternatives to the car **G - Developing a well integrated public transport system which is easier to use for everyone**			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment – Should reduce car dependency			
Social - Positive to social objectives and EqIA			
Economic - Positive to economic accessibility and EqIA			
LTP-G1 Equality			
Environment – N/A		**N/A**	
Social - Positive to social objectives and EqIA		• Information should be made accessible to those with disabilities and where English is a second language	
Economic - Positive to the economy and EqIA, as accessibility will be improved			
LTP-G2 Smartcards			
Environment - Should promote public transport use and reduce car dependency		**N/A**	
Social - Positive to social objectives – more affordable and seamless travel		**N/A**	
Economic - Smartcard may not be economically viable. Likely to support sustainable tourism		• Trial areas and best practise examples should be applied	
LTP-G3 Travel information			
Environment – Should promote public transport use and reduce car dependency		• Ensure travel information about public transport alternatives to the car for visiting key attractions is	

4 - Public transport alternatives to the car G - Developing a well integrated public transport system which is easier to use for everyone			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		targeted at tourists	
Social – Positive to social objectives and EqIA		**N/A**	
Economic –Positive to the economy and EqIA, as accessibility will be improved		**N/A**	
LTP-G4 Seamless travel			
Environment – Should promote public transport use and reduce car dependency		**N/A**	
Social – Positive to social objectives and EqIA		**N/A**	
Economic – Positive to the economy and EqIA, as accessibility will be improved			

Table 8-8 4H– Public transport alternatives to the car

4 – Public transport alternatives to the car H – Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment – Positive in terms of carbon & air pollutant reduction from the increased use of zero emission modes for short trips – which account for about 15-20% of all carbon emissions		**N/A**	
Social – Long term positive impacts on population and human health, particularly towards vulnerable groups and residents in rural areas.		**N/A**	

4 – Public transport alternatives to the car H – Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Economic – Long term benefit impacts as congestion is reduced and accessibility is improved		**N/A**	
LTP-H1 Community transport			
Environment – N/A		**N/A**	
Social – Positive to social objectives –beneficial to rural and urban communities, and the most vulnerable groups of society		**N/A**	
Economic – Positive - improves access to employment, particularly for low income groups and those without access to a car		**N/A**	
LTP-H2 Supported services			
Environment – N/A		**N/A**	
Social - Positive to social objectives - beneficial to rural and urban communities, and the most vulnerable groups of society. However it will be subject to the availability of resources		**N/A**	
Economic – Subject to the availability of resources. May not be economically viable		**N/A**	

Table 8-9 5I – Active travel and "greener" travel choices

5 – Active travel and "greener" travel choices **I – Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure**			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment – Positive in terms of carbon & air pollutant reduction from the increased use of zero emission modes for short trips – which account for about 15-20% of all carbon emissions		**N/A**	
Social – Long term positive impacts on population and human health		**N/A**	
Economic – Long term benefit impacts as congestion is reduced and accessibility is improved		**N/A**	
LTP-I1 Active Travel priorities			
Environment – Positive- will improve air quality in the long term and assist with mitigating climate change by switching short car trips to walking & cycling		• Link to green infrastructure network • Secure cycle parking should be provided • Promote cycle campaigns and cycle proficiency	LTP-C1, LTP-I1, LTP-I2, LTP-I3 LTP-I4, LTP-I6
Social - Beneficial to improving health and accessibility, encouraging active travel			
Economic – Positive - Improve sustainable access to employment and promotes sustainable tourism			
LTP-I2 Cycling infrastructure			
Environment – Positive - will improve air quality in the long term and assist with mitigating climate change by switching short car trips to walking & cycling		• Link to green infrastructure network • Secure cycle parking	LTP-C1, LTP-I1, LTP-I2, LTP-I3 LTP-I4, LTP-I6
Social - Beneficial to improving health and accessibility, encouraging active travel			

5 – Active travel and "greener" travel choices I – Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Economic – Positive - Improve sustainable access to employment and promotes sustainable tourism		should be provided • Promote cycle campaigns and cycle proficiency	
LTP-I3 Utility cycling			
Environment – Positive - will improve air quality in the long term and assist with mitigating climate change by switching short car trips to walking & cycling		**N/A**	
Social - Beneficial to improving health and accessibility, encouraging active travel		**N/A**	
Economic – Positive - Improve sustainable access to employment and promotes sustainable tourism		**N/A**	
LTP-I4 Active travel in new development			
Environment – Positive - will improve air quality in the long term and assist with mitigating climate change by switching short car trips to walking & cycling		**N/A**	
Social - Beneficial to improving health and accessibility, encouraging active travel		**N/A**	
Economic – Positive - Improve sustainable access to employment and promotes sustainable tourism		**N/A**	
LTP-I5 Cycle parking			
Environment – Positive - will improve air quality in the long term and assist with mitigating climate change by switching short car trips to walking & cycling		**N/A**	

5 – Active travel and "greener" travel choices I – Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Social - Beneficial to improving health and accessibility, encouraging active travel		**N/A**	
Economic – Positive - Improve sustainable access to employment and promotes sustainable tourism		**N/A**	
LTP-I6 Integration with public transport			
Environment – Positive - will improve air quality in the long term and assist with mitigating climate change by switching short car trips to walking & cycling		**N/A**	
Social - Beneficial to improving health and accessibility, encouraging active travel		**N/A**	
Economic – Positive - Improve sustainable access to employment and promotes sustainable tourism		**N/A**	

Table 8-10 5J Active travel and "greener" travel choices

5 – Active travel and "greener" travel choices J – Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**

5 – Active travel and "greener" travel choices J – Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment – Positive - will improve air quality in the long term and assist with mitigating climate change by switching short car trips to walking & cycling		**N/A**	
Social - Beneficial to improving health and accessibility, encouraging active travel		**N/A**	
Economic – Positive - Improve sustainable access to employment and promotes sustainable tourism		**N/A**	
LTP-J1 Green travel behaviour			
Environment – Positive will improve air quality in the long term and assist with mitigating climate change by switching short car trips to walking & cycling		• Ensure sufficient resources are provided to realise benefits • Work with schools and residential sector to target opportunities for influencing travel behaviour when making major changes of habit in their lives e.g. changing school, employment or moving house	
Social - Beneficial to improving health and accessibility, encouraging active travel		**N/A**	
Economic – Positive - Improve sustainable access to employment and promotes sustainable tourism		**N/A**	

5 – Active travel and "greener" travel choices J – Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
LTP-J2 Transport Assessments and Travel Plans			
Environment – Positive - will improve air quality in the long term and assist with mitigating climate change by switching short car trips to walking & cycling		**N/A**	
Social - Beneficial to improving health and accessibility, encouraging active travel		**N/A**	
Economic – Positive - Improve sustainable access to employment and promotes sustainable tourism		**N/A**	
LTP-J3 Low carbon vehicle technology			
Environment – Positive – Beneficial to clean transport technology, potential for Carbon reduction by switching to low carbon vehicles		• Ensure role of sustainable biofuels adequately addressed	
Social – N/A			
Economic – Uncertain may not be economically viable but will support growth of emerging low carbon industries in the area and the Green Knowledge Economy.		• Follow best practise examples • Work with local providers of low carbon technologies e.g. Think EV UK Ltd located in Piddlehinton	
LTP-J4 Sustainable tourism			

5 – Active travel and “greener” travel choices J – Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment - Positive - will reduce carbon emissions, minimising the impact on the natural environment and supporting the local tourist industry		**N/A**	
Social – N/A			
Economic – Positive supports the local tourist industry		**N/A**	
LTP-J5 Air Quality and noise			
Environment - Will improve air quality in the long term and assist with mitigating climate change		**N/A**	
Social - Beneficial to improving health		**N/A**	
Economic – N/A			

Table 8-11 5K - Active travel and “greener” travel choices

5 - Active travel and “greener” travel choices K - Creating attractive public realms and streetscapes			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**

5 - Active travel and "greener" travel choices K - Creating attractive public realms and streetscapes			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment – Green infrastructure and natural planting may be beneficial to biodiversity and will assist with mitigation and adaptation to climate change, High quality urban design will benefit historic environments		• Materials should be locally sourced, recycled, reused and contain low embodied carbon Plants should be native and these should be drought resistant**.**	
Social - Long term positive impacts on population and human health		**N/A**	
Economic - Long term benefits as congestion is reduced and accessibility is improved		**N/A**	
LTP-K1 Public realm and streetscapes			
Environment - Positive to improving urban design and local areas		• Materials should be locally sourced, recycled, reused and contain low embodied carbon	
Social - Positive to improving urban design and improved accessibility within urban areas		**N/A**	
Economic - Positive to improving urban design and improved accessibility within urban areas		**N/A**	

Table 8-12 6L – Travel safety measures

6 – Travel safety measures **L – Applying engineering, education and enforcement solutions to create safer travelling environments**			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment - Will improve air quality long term and assist with mitigating climate change		**N/A**	
Social - Beneficial to improving health, accessibility and reduce traffic accidents		**N/A**	
Economic – Positive - Improved sustainable access to employment		**N/A**	
LTP-L1 Integrated road safety			
Environment - Will improve air quality in the long term and assist with mitigating climate change		**N/A**	
Social - Beneficial to improving health, accessibility and reduce traffic accidents		**N/A**	
Economic - Positive - Improved sustainable access to employment		**N/A**	
LTP-L2 Road safety priorities			

6 – Travel safety measures L – Applying engineering, education and enforcement solutions to create safer travelling environments			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment - Will improve air quality in the long term and assist with mitigating climate change		**N/A**	
Social - Beneficial to improving health, accessibility and reduce traffic accidents		**N/A**	
Economic – Positive - Improvedsustainable access to employment		**N/A**	
LTP-L3 Prioritisation of safety initiatives			
Environment - Will improve air quality in the long term and assist with mitigating climate change		**N/A**	
Social - Beneficial to improving health, accessibility and reduce traffic accidents		**N/A**	
Economic – Positive - Improved sustainable access to employment		**N/A**	

Table 8-13 7M - Managing demand for private car use

7 - Managing demand for private car use M – Community safety and security

Summary	Score	Mitigation	Where mitigation has been addressed within LTP3 Preferred Strategy or policy
Environment – N/A			
Social - Beneficial to improving health, accessibility and reducing traffic accidents		**N/A**	
Economic - Positive - Improved sustainable access to employment		**N/A**	
LTP-M1 Safety and security			
Social - Beneficial to improving health, accessibility and reduce traffic accidents		**N/A**	
Economic – Positive - Improved sustainable access to employment. Improved security at night supports the night-time economy.		**N/A**	
Social - Beneficial to improving health, accessibility and reducing traffic accidents		**N/A**	

Table 8-14 7N - Managing demand for private car use

7 - Managing demand for private car use **N - Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable alternatives exist**			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Environment – Proposals include parking prices linked to the energy efficiency of vehicles. Reducing transport congestion in the urban areas will benefit the historic environments and townscape.		• Consideration should be given to access to GP's and hospitals and high costs should not hinder the access • Consider future role of Workplace parking levies and higher charges	

7 - Managing demand for private car use N - Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable alternatives exist			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
		should the demand management policies be ineffective in reducing traffic congestion and carbon emissions	
Social - Overall positive to social cohesions as long as public transport is provided. Reducing traffic congestion in the urban centres			
Economic - parking policies will have regard to supporting the local economy. However the increase in charges and reduction in parking may decrease tourism / visitor numbers. May not be affordable for all users.			
LTP-N1 Supply and pricing of parking			
Environment – Positive - will improve air quality in the long term and assist with mitigating climate change. Reducing transport congestion in the urban areas will benefit the historic environments and townscape.		• Consider future role of Workplace parking levies and higher charges should the demand management policies be ineffective in reducing traffic congestion and carbon emissions	
Social - Should lead to an increase in cycling and walking in urban areas. Assuming that this is targeting commuters this policy will provide resources to improve bus service, however increased parking charges maybe not be affordable for all members of the community if an affordable alternative is not provided.		• Ensure alternative modes of travel are available to everyone and affordable • Controlled parking zones should be implemented • Consideration should be given to access to GP's and hospitals and high costs should	LTP-F1, LTP-F2, LTP-F4, LTP-F3, LTP-F5, LTP-G2 ,LTP-G3 ,LTP-G4 ,LTP-H1, LTP-H2, LTP-I1, LTP-I2, LTP-I3, LTP-I4, LTP-I5,

7 - Managing demand for private car use N - Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable alternatives exist			
Summary	**Score**	**Mitigation**	**Where mitigation has been addressed within LTP3 Preferred Strategy or policy**
Economic - Could improve traffic conditions in town centres. However the impacts upon the economy could be negative and may not improve access to services for everyone. The increase in charges may decrease tourism numbers.		not hinder the access • Residents and local communities should be given notice of the changes and consulted through-out	LTP-I6
LTP-N2 Controlled parking zones			
Environment – Positive - will improve air quality in the long term and assist with mitigating climate change. Reducing transport congestion in the urban areas will benefit the historic environments and townscape		**N/A**	
Social - Should lead to an increase in cycling and walking in urban areas. Will prevent parking by visitors in residential areas.		**N/A**	
Economic – No Impact			

8.5 Cumulative effects

There are many potential interactions between transport use and the environment and many of the impacts predicted for the various component LTP3 sub-topics are cumulative in their nature.

Cumulative negative effects on landscape, soils and biodiversity are anticipated from the new transport measures proposed in LTP3 in combination with the development pressure on land use in general.

It is anticipated that there would be a cumulative positive effect on human health through active travel. The combination of a reduction in traffic and an increase in walking and cycling would combine to improve human health through a combination of increased physical activity and reduced air and noise pollution.

As part of the process of developing the Local Transport Plan, a full multi modal transport study (South East Dorset Multi-Modal Study) is currently underway that seeks to identify the improvements that are required to the transport system in the South East Dorset conurbation over the next 15 years.

There have been close links between the SEA for the LTP3 and the development of SEDMMS to date. The SEDMMS study indicates that the LTP3 Preferred Strategy will give a 9.7% reduction in carbon emissions on the 2008 base by 2026.

The predicted positive effect on carbon emissions and air quality depends upon a reduction in traffic arising from the cumulative modal shift from the combination of improved public transport measures and promotion of walking and cycling.

9 Implementation

9.1 Proposals for Monitoring

9.1.1 Requirements

The SEA Directive requires that "Member States shall monitor the significant environmental effects of the implementation of plans and programmes in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action" (Article 10.1)."

The three year LTP Implementation plan will set out prioritised investment programmes to deliver the schemes in line with the LTP3 strategy. They will also contain performance indicators so that the success of the plan in achieving the goals can be measured and appropriate mitigation taken if performance is not on track.

Aims and methods for SEA monitoring will be finalised during preparation of the SEA Environmental Statement which will accompany the adopted version of LTP3, and will be integrated with the LTP performance indicators. The finalised monitoring arrangements will be designed to provide information that can be used to highlight specific performance issues and significant effects, and lead to more informed decision-making.

The SEA Directive specifically requires monitoring to identify unforeseen adverse effects and to enable appropriate remedial action to be taken. It may be difficult to implement monitoring mechanisms for unexpected effects, or to attribute such effects to implementation of LTP3 when they occur. However, in line with European Commission guidance, this provision may be understood as covering effects which differ from those which were predicted, or unforeseen effects which are due to changes of circumstances.

Questions to Address in Monitoring

- Monitoring can help to address the following questions.
- Is the plan contributing to the desired environmental objectives and targets?
- Is the plan performing as well as expected?
- Are mitigation measures performing as well as predicted?
- Are there any undesirable environmental effects? Is remedial action required?
- Are the social, environmental and economic effect predictions of the SA accurate?
- What indicators do you think should be used to monitor the performance of LTP3?

Indicators and Targets

For each SEA objective a series of detailed indicators has been proposed, the SEA Environmental Statement will contain the revised list of indicators and targets along with details on how these are to be monitored, taking into account the results of consultation on this SEA report.

Monitoring Process

The results of SEA monitoring will be provided by the Borough of Poole Council, Bournemouth Borough Council and Dorset County Council. There is no longer a requirement to report progress annually to the Government, although he authorities still intend to monitor a set of local performance indicators. Therefore, monitoring will be carried out on a 3 year cycle along with the LTP3 implementation programmes.

Recommended Monitoring

Table 9-1 Suggested Indicators

SEA Objectives	Indicators
SEA Topic Biodiversity, Flora and Fauna	
1. To ensure no harm to biodiversity at designated sites and European protected species	Total area of sites of Special Scientific Interest (SSSI) land
	% area of land designated as SSSI within the local authority area in favourable condition; 2008
	Change in areas designated for their intrinsic environmental value, including sites of international, national, regional, sub-regional or local significance: a) Loss, b) Addition
	Area of land designated as a Local Nature Reserve (LNC)
	Area of land designated as Special Area of Conservation (SAC)
	Area of land designated as Special Protected Area (SPA)
	Area of land designated as Ramsar
	Area of land designated as Site of Nature Conservation Interest (SNCI)
2. Enhance general biodiversity and species across Dorset.	% area of land designated as SNCI within the local authority area in favourable condition
	Number of biodiversity enhancement schemes implemented through transport related activities for example wild-flower planting on roadside verges and street trees
	Number of biodiversity enhancement schemes implemented through transport related activities to promotes priority species/habitats in Biodiversity Action

SEA Objectives	Indicators
	Plans
SEA Topic Population & Human Health (includes transport)	
3. Help support communities to maintain facilities for social cohesion and enabling equal access to basic services, amenities, & open space; easily, safely and affordably	% of residents who think that the following aspects of their area are most in need of improving: a) activities for teenagers; b) levels of traffic congestion c) road and pavement repairs d) public transport e) Levels of crime f) sport and leisure facilities; g) level of pollution h) access to nature i) parks and open spaces. J) cultural facilities (for example, cinemas, museums)
	Area of open space permitted to be converted to other uses specifically transport related
	Major additional open space land provided in association with other development
	% of new residential development within 30 minutes public transport time of a: GP, Hospital, Primary School Secondary School
	% of the resident population travelling 20 km < 30Km work
	Total road accidents – KS1 Total road accidents – Children Total road accidents – slight injury % of total pedestrian road accident casualties % of total cyclist road accident casualties
4. Increase accessibility to sustainable transport for both local residents, tourists and employers	The percentage of the resident population who travel to work: a) by private motor vehicle b) by public transport c) On foot or cycle
	Total km of new cycle routes during monitoring period
	Total km of public Rights of Way (RoW) network
	% of households within walking distance of hourly daytime bus service
	Total annual average daily traffic on roads accessing the Jurassic Coast august flow 2007
	Estimated traffic flows for all vehicle types (million vehicle

SEA Objectives	Indicators
	km)
	Percentage of new holiday accommodation and attractions within 800m of a public transport route
	Number of additional bus services for all rural areas
	Number of visitor numbers to tourist attractions
	Number of real time bus stops
	Number of workplace, school and visitor travel plans submitted as part of planning applications
	Number of visitors attending Weymouth for the Olympic games events % using public transport, buses and trains
	Improved access to Bournemouth airport
	% of freight being transported by sustainable transport modes such as train rail and water
	Number of park and rides
	Number of park and rides leading to adverse impacts i.e. congestion in areas previously unaffected
5. Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reduce health inequalities	% of overweight/obese children a) age 4-5yrs b) age 10- 11 yrs
	Asthma rates in children
	The percentage of the resident population who travel to work: a) by private motor vehicle b) by public transport c) On foot or cycle
	Total km of new cycle routes during monitoring period
	Total km of new footpaths created.
	% of people satisfied with local sports provision (all adults)
	% of respondents who claim to undertake 30 minutes of moderate physical activity at least 3 days per week
	Age standardised mortality rates for a) all cancers 2006 (yrs) b) circulatory diseases 2006 (yrs) c) respiratory diseases 2006 (yrs)
	Self-reported measure of *people's* overall *health* & wellbeing
6. Ensure that transport developments/schemes do not have a	Number of complaints related to noise from Roads

SEA Objectives	Indicators
disproportionate effect on local residents	Construction Maintenance
	Number of roads schemes/developments registered with considerate constructors scheme
7. Ensure active voluntary and community engagement in decision making in transport planning	Attendees at stakeholder workshops
	Number of consultation responses
SEA Topic Soil	
8. Promote the conservation and wise use of land reduce contamination, and safeguard soil quality and quantity	Permitted loss of Grade 1 and 2 land (ha) Agricultural Land
	% of transport related development on brownfield sites
	% of Contaminated land
	Number of transport related pollution incidents
SEA Topic Water	
9. Prevent pollution to the water environment and protect resources	The percentage of river length assessed as a) good biological quality b) good chemical quality
	Bathing Water Quality
	Groundwater quality
10. Reduce vulnerability to flooding	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds
	Km of roads at risk from flooding: river, tidal and Fluvial
SEA Topic Air	
11. Maintain and where possibly Improve air quality	Number of Local Air Quality Management Areas (LAQMA)
	NO2 PM10 levels
SEA Topic Climate	
12. Mitigate climate change	Carbon dioxide emissions by sector and per capita emissions. a) transport b) industrial and commercial sources c) domestic sources
13. Adapt to the impact of climate change	Number of transport applications granted with sustainable urban drainage system (SUDS)
	Km of roads at risk from flooding: river, tidal and fluvial

SEA Objectives	Indicators
	Number of flood prevention schemes carried out on major roads
	Length of green infrastructure network , including greenways
	Number of trees planted on existing road network
SEA Topic Material Assets	
14. Improve access to education facilities and employment opportunities	% of new residential development within 30 minutes public transport time of a: GP, Hospital, Primary School Secondary School, Employment Centre and retail centres
	% of the resident population travelling 20 km < 30Km work
	Areas suffering from severance
15. Encourage sustainable tourism	Amount of tourism revenue from the Jurassic Coast (including Purbeck, West Dorset, Weymouth and East Devon) 2005
	Amount of tourists arriving by train
	Visitor numbers
	Traffic flow in July and August
	Number of water taxi trips made per annum?
16. Ensure accessibility is maintained for major infrastructure	Number of travel plans & Transport Assessments (TA) received for all major infrastructure projects i.e. waste, housing, employment, schools, hospitals, mineral extraction, crude oil extraction
	Traffic flow of HGV vehicles through residential areas
17. To ensure that transport related activities use natural resources more efficiently and sustainably, in particular land, mineral aggregates, water and fuel.	Number of new development promoting clean transport technology for example: car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking
	Number of SWMP submitted with transport related planning applications
18. To promote sustainable design and construction techniques for both new and existing transport sche mes	Number of transport developments accredited to CEEQUAL
	Number of Site Waste Management Plans (SWMP) submitted with transport related planning applications
SEA Topic Cultural Heritage & Landscape	
19. To protect, enhance and manage the rich diversity of the historic environment (including architectural and archaeological heritage)	Grade 1 and 2* Listed Buildings at risk
	Length of World Heritage Coast sections
	Length of coastline and coastline designations
	Environmentally Sensitive Areas
	Number of archaeological sites at risk

SEA Objectives	Indicators
	Number of transport related applications refused in conservation areas because of their adverse effects
20. To protect, enhance and manage the character and appearance of the landscape including townscape, maintaining and strengthening local distinctiveness and sense of place	% of landscape areas designated Areas of Outstanding Natural Beauty
	Number of transport related applications refused because of adverse effects on the designated landscape areas
	Number of planning applications in buffer zones of Scheduled Ancient Monuments, Heritage Sites, World Heritage Sites, etc
	Number of visual impact assessments undertaken as part of any transport related planning applications
	Number of transport related planning applications incorporating good urban design principles
	Number and extent of street / public realm audits
	% of local authority area covered by historic landscape / urban characterisation studies
	Area of highly sensitive historic landscape characterisation type(s) which have been altered and their character eroded
	% of Joint Character Areas showing no change or showing change consistent with character area descriptions

.

[i] European SEA Directive (2001/42/EC) Environmental Assessment of Plans and Programmes Regulations 2004

[ii] Strategic Environmental Assessment for Transport Plans and Programmes and WebTAG Guidance Department for Transport “draft 2009

[iii] World Health Organisation 2009

[iv] Habitats Regulations Assessment, Screening Report. Dorset Local Transport Plan 3

[v] www.energysavingtrust.org.uk