

## Appendix D: Preferred Option Matrix

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.

There are occasions when not enough information has been provided to score either negative or positive or a number of positive and negative impacts are identified and therefore the overall score is uncertain.

↑	Local net positive impact	↑↑	Regional net positive impact	↑↑↑	Widespread net positive impact
↕	Local uncertain or combination of positive and negative impacts				
↓	Local net negative impact	↓↓	Regional net negative impact	↓↓↓	Widespread net negative impact

Vision and Goals																					Comments
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
LTP3 Vision in 2026	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
"A safe and reliable 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"	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	All – Overall positive to SEA Framework objectives
<b>The LTP3 goals</b>																					
Supporting Economic Growth - problems, issues and opportunities	-	↑↑↑	↑↑↑	↑↑↑	-	-	-	-	-	-	-	-	-	↑↑↑	↑↑↑	↑↑↑	-	-	-	-	
Tackling Climate Change - problems, issues and opportunities	↑↑↑	↑↑↑	-	-	↑↑↑	-	-	-	-	↓	↑↑↑	↑↑↑	↑	↑↑↑	↑↑↑-	↑↑↑-	↓	↓	↑↑↑	↑↑↑	<p>1, 2:Tackling Climate Change will be positive to biodiversity and designated sites across the Dorset sub-region, benefits will be long term</p> <p>5: : Indirect long term positive impacts on health</p> <p>10: Further information on flooding is required</p> <p>11: Long term benefits to air quality</p> <p>12: Will mitigate against climate change with long term benefits</p> <p>13: Further information is required on adaptation to climate change</p> <p>14, 15 &amp; 16: climate change threatens economic growth and by tackling it, supports resilience</p> <p>17: Further information is required on using natural resources more efficiently and sustainably, in particular land, mineral aggregates, water and fuel.</p> <p>18: Further information is required on sustainable design and construction techniques for both new and existing transport schemes</p> <p>19,20: Indirect long term positive impacts on landscape and the historic environment</p>

Vision and Goals																					Comments
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
LTP3 Vision in 2026	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
Equality Of Opportunity - problems, issues and opportunities	-	-	↑↑↑	↑↑↑	↑↑↑	-	-	-	-	-	-	-	-	↑↑↑	↑↑↑	↑↑↑	-	-	-	-	3,4,5,14,15,16 long term positive impacts
Better Safety, Security and Health - problems, issues and opportunities	-	-	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	-	-	-	-	-	-	↑↑↑	↑↑↑	↑↑↑	-	-	-	-	3,4,5,6,7: Long term positive impacts on population and human health 14,15,16: Potential argument that it supports the economy indirectly through safe roads and reducing the economic cost as well the economic benefits of active travel supporting healthy living and less unproductive days through sickness
Quality Of Life - problems, issues and opportunities	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	All – Overall positive to SEA Framework objectives

Impacts: Direct, Secondary, Cumulative,

Key Strategic Measures																					Comments
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<b>1. Minimising the need to travel</b>																					
<b>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</b>	↓	↓	↑↑↑	↓	↑↑↑	↓	↑↑↑	↑↑↑	↓	↓	↑↑↑	↑↑↑	↓↓↓	↑↑↑	↓	↑↑↑	-	-	-	-	1: Possibly disturbance of designated sites the LTP3 needs to ensure the HRA Screening has been carried out. 2: Green infrastructure needs to be incorporated 3,5,: Long term positive impacts on population and human health 4, 6: Clarification on how tourism will addressed is required 7. Community involved in consultation through-out

Key Strategic Measures																					Comments
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					<p>process</p> <p>8: Assuming that all LDF policies on contaminated land are complied with</p> <p>9,10 : Uncertain if water pollution and flooding is addressed</p> <p>11: Long term positive impacts on air quality</p> <p>12: Long term positive impacts on climate change</p> <p>13: Climate change adaptation not addressed</p> <p>14: Long term positive impacts</p> <p>15: Clarification on how tourism will addressed is required</p> <p>16: Long term positive impacts</p> <p>17: No Impact</p> <p>18: No Impact</p> <p>19: No Impact</p> <p>20: No Impact</p>
<b>B: Supporting the local availability of services to reduce the need to travel</b>	-	-	↑↑↑	↑↑↑	-	-	↑↑↑	-	-	-	↑↑↑	↑↑↑	-	↑↑↑	↑↑↑	↑↑↑	-	-	-	-	<p>3, 4: Long term positive impacts for both rural and urban residents</p> <p>7: consultation with local residents and stakeholders has been incorporated into the LPT3</p> <p>11, 12: Long term positive impacts on air quality and climate change</p> <p>14,15,16: Economic benefits of local services, plus reduction in need to travel freeing up the network for economically essential journeys such as freight etc?</p>
<b>2. Strategic network improvements</b>																					
<b>C: Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth</b>	↓↓↓	↓↓	↑	↓	↓	↓	↑↑↑	↓	↓	↓	↓	↑	↓↓↓	↓	↑↑	↓	↑↑	↓	↓	↓	<p>1. Possibly disturbance of designated sites</p> <p>2. Possible impacts of local biodiversity</p> <p>3. Beneficial to car users, No information on improving/enhancing urban design and does not promote social cohesion and healthy lifestyles</p> <p>4. Increases severance and promotes private car use</p> <p>5. Will not promote healthy lifestyles and will not reduce car dependency</p> <p>6. Construction phase will increase noise and dust levels,</p>

Key Strategic Measures																					Comments
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					<p>7. Community involved in consultation through-out process</p> <p>8. Possible development on Greenfield land, possible disturbance of contaminated land</p> <p>9. Possible water pollution during the construction phase</p> <p>10. Flood risk prevent not included, A31 at risk of flooding</p> <p>11. Encourages the use of cars, therefore possibly negative impact on air quality, however schemes will reduce congestion, however if overall volumes of traffic increase, this may balance out any benefits from more efficient vehicle operating speeds</p> <p>12. Long term, encourages car dependency and may increase carbon emissions without some form of demand restraint (e.g. tolling new roads), counteracting the reductions from other LTP3 measures</p> <p>13. will not promote alternative modes of transport</p> <p>14. Access will be increased, however these highways improvements may increase severance in other areas;. Access to the airport will be improved. The improvements are only beneficial to car users</p> <p>15. Promotes car use and do not promote sustainable tourism. Traffic flow will be improved.</p> <p>16. May be positive as junctions are improved, some residents currently use smaller quieter roads to avoid dangerous junctions,</p> <p>17. there is a lack of clean transport technology and No SUDS</p> <p>18. Sustainable design and construction techniques are not promoted</p> <p>19. 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,</p> <p>20. 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.</p>

Key Strategic Measures																				Comments	
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		20
<b>3. Managing and maintaining the existing network more efficiently</b>																					
<b>D Keeping transport infrastructure well-maintained, safe, and resilient for all users</b>	-	-	↑↑↑	↑↑↑	↑↑↑	↓	↑↑↑	-	-	-	↑↑↑	↑↑↑	-	↑↑↑	↑↑↑	↑↑	-	↓↓↓	-	-	<p>1: 2: No Impact</p> <p>3, 4, 5: Long term positive impacts on population and human health</p> <p>6: Construction phase may increase noise, dust, and congestion levels,</p> <p>7: Community involved in consultation through-out process</p> <p>8: No Impact</p> <p>9,10 : Water pollution and flooding is not addressed</p> <p>11, 12: Long term positive benefits air quality will be improved and CO2 emissions reduced if congestion is reduced</p> <p>13: No Impact</p> <p>14 &amp; 15: Long term benefit impacts as congestion is reduced and accessibility is improved for all users</p> <p>16: Infrastructure will be improved</p> <p>17: No Impact</p> <p>18: Sustainable design and construction techniques are not promoted</p> <p>19, 20 : No Impact</p>
<b>E: Better use of the sub-region's transport network to maximise it's capacity and efficiency</b>	-	-	↑↑↑	↑↑↑	↑↑↑	↓	↑↑↑	-	↓↓↓	↓↓↓	↑↑↑	↑↑↑	-	↑↑↑	↑↑↑	↑↑↑	-	↓↓	-	-	<p>1: 2: No Impact</p> <p>3, 4, 5: Long term positive impacts on population and human health</p> <p>6: Construction phase may increase noise, dust, and congestion levels,</p> <p>7: Community involved in consultation through-out process</p> <p>8: No Impact</p> <p>9,10 : Water pollution and flooding is not addressed</p> <p>11, 12: Long term positive benefits air quality will be improved and CO2 emissions reduced if congestion is reduced</p> <p>13: No Impact</p> <p>14: Long term benefit impacts as congestion is reduced and accessibility is improved for all users</p>

Key Strategic Measures																					Comments
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					16: Infrastructure will be improved 17: No Impact 18: Sustainable design and construction techniques are not promoted 19, 20 : No Impact
<b>4: Public Transport alternatives to the car</b>																					
<b>F: Building upon the current public transport offer in the sub-region to improve the availability, quality reliability and punctuality of services</b>	-	-	↑↑↑	↑↑↑	↑↑↑	-	↑↑↑	-	-	-	-	-	-	↑↑↑	↑↑↑	-	-	-	-	-	1, 2: No Impact 3, 4, 5: Long term positive impacts on population and human health 6: No Impact 7: Community involved in consultation through-out process 8, 9,10,11,12,13: No Impact (should be positive as measures will encourage PT over the car and should reduce car dependency and mileage) 14: Long term benefit impacts as congestion is reduced and accessibility is improved 15: Positive to sustainable tourism 16, 17,18,19,20: No Impact
<b>G Developing a well integrated public transport system which is easier to use for everyone</b>	-	-	↑↑↑	↑↑↑	↑↑↑	-	↑↑↑	-	-	-	-	-	-	↑↑↑	↑↑↑	-	-	-	-	-	1, 2: No Impact 3, 4, 5: Long term positive impacts on population and human health 6: No Impact 7: Community involved in consultation through-out process 8, 9,10,11,12,13: No Impact (same as above comment 14: Long term benefit impacts as congestion is reduced and accessibility is improved 15: Positive to sustainable tourism 16, 17,18,19,20: No Impact
<b>H: Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region</b>	-	-	↑↑↑	↑↑↑	↑↑↑	-	↑↑↑	-	-	-	-	-	-	↑↑↑		-	-	-	-	-	1, 2: No Impact 3, 4, 5: Long term positive impacts on population and human health 6: No Impact 7: Community involved in consultation through-out

Key Strategic Measures																					Comments
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					process 8, 9,10,11,12,13: No Impact 14: Long term benefit impacts as congestion is reduced and accessibility is improved 15 No Impact 16, 17,18,19,20: No Impact
<b>5 Active travel and “greener” travel choices</b>																					
<b>I: Widening opportunities for healthy lifestyles through integrating active travel into people’s everyday lives and providing supporting infrastructure</b>	-	-	↑↑↑	↑↑↑	↑↑↑	-	↑↑↑	-	-	-	↑↑↑	↑↑↑	-	↑↑↑	-	-	-	-	-	-	1, 2: No Impact 3, 4, 5: Long term positive impacts on population and human health 6: No Impact 7: Community involved in consultation through-out process 8, 9,10 13: No Impact 11 & 12 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 14: Long term benefit impacts as congestion is reduced and accessibility is improved 15: No Impact 16, 17,18,19,20: No Impact
<b>J: Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology</b>	-	-	↑↑↑	↑↑↑	↑↑↑	-	↑↑↑	-	-	-	-	↑↑↑	-	↑↑↑	↑↑↑	-	↑↑↑	↑↑↑	-	-	1, 2: No Impact 3, 4, 5: Long term positive impacts on population and human health 6: No Impact 7: Community involved in consultation through-out process 8, 9,10,11, 13: No Impact 11: should be positive in terms of air pollutant reduction from the increased use of zero emission modes displacing cars for short trips 12,Positive to climate change mitigation 14: Long term benefit impacts as congestion is reduced and accessibility is improved



Key Strategic Measures																					Comments
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					15: Positive to sustainable tourism 16,18 19,20: No Impact 17,Low carbon technology is promoted
<b>K Creating attractive public realms and streetscapes</b>	-	↑↑	↑↑↑	↑↑↑	↑↑↑	-	↑↑↑	-	-	-	-	-	↑↑	↑↑↑	↑↑↑	-	↑↑↑	↑↑↑	↑↑↑	↑↑↑	1: No Impact 2: Green infrastructure and natural planting may be beneficial to biodiversity 3, 4, 5: Long term positive impacts on population and human health 6: No Impact 7: Community involved in consultation through-out process 8, 9,10,11,12: No Impact 13: Green infrastructure and natural planting will assist with adaptation to climate change, these should be drought resistant 14: Long term benefit impacts as congestion is reduced and accessibility is improved 15: Uncertain tourism is addressed sustainable tourism is addressed 16: No Impact 17,18: Sustainable design is promoted : however all materials should be locally sourced 19,20: High quality urban design will benefit historic environments
<b>6 Travel safety measures</b>																					
<b>L: Applying engineering, education and enforcement solutions to create safer travelling environments</b>	-	-	↑↑↑	↑↑↑	↑↑↑	-	↑↑↑	-	-	-	-	-	-	↑↑↑	↑↑↑	-	↑↑↑	↕	-	-	1, 2: No Impact 3, 4, 5: Long term positive impacts on population and human health 6: No Impact 7: Community involved in consultation through-out process 8, 9,10,11,12,13: No Impact 14: Long term benefit impacts as congestion is reduced and accessibility is improved 15: Uncertain tourism is addressed sustainable tourism is addressed

Key Strategic Measures																					Comments
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					16, 17, 19,20: No Impact 18, Sustainable design and construction techniques should be promoted
<b>M: Community safety and security</b>			↑↑↑		↑↑↑		↑↑↑														7. Community involved in consultation through-out process
<b>6 Manage demand for private car use</b>																					
<b>N Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable alternatives exist</b>	-	-	↕	↑	↑	↑	↑↑↑	-	-	-	↑↑	-	-	↑	-	↓	↑	-	↑↑	↑↑	<p>1. No significant impact expected, no major infrastructure</p> <p>2. No significant impact expected, no major infrastructure</p> <p>3. Overall positive to social cohesions as long as public transport is provided. Consideration should be given to access to GP's and hospitals to ensure that access is addressed and high costs should not hinder the access</p> <p>4, 5, 6: Profits gained should be used to increase sustainable transport options for both urban and rural populations</p> <p>7. Community involved in consultation through-out process</p> <p>8. No significant impact expected, no major infrastructure</p> <p>9. No significant impact expected, no major infrastructure</p> <p>10. No significant impact expected, no major infrastructure</p> <p>11. Reducing traffic congestion in the urban centres</p> <p>12. No significant impact expected, no major infrastructure (in your detailed tables for individual policies, the text seems to have given a slight positive, but not reflected in this table)</p> <p>13. No significant impact expected, no major infrastructure</p> <p>14. reduce severance</p>

Key Strategic Measures																					Comments
	Environmental		Social					Environmental						Economic			Environmental		Economic/Environ		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					<p>15. No significant impact expected, no major infrastructure</p> <p>16. Promotes sustainable tourism; however the increase in charges and reduction in parking may decrease tourism numbers.</p> <p>17. Discount for low emission vehicles.</p> <p>18. No significant impact expected, no major infrastructure</p> <p>19. Reducing transport congestion in the urban areas will benefit the historic environments.</p> <p>20. Reducing transport congestion in the urban areas will benefit the townscape</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental		Economic/Environ		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<b>1. Minimising the need to travel</b>																					
<p><b>POLICY LTP-A1</b> 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</p>	-	↕	↑↑↑	↕	↑↑↑	↕	↑↑↑	↑↑↑	↓↓↓	↓↓↓	↑↑↑	↑↑↑	↓↓↓	↑↑↑	↕	↑↑↑	-	-	-	-	<p>1: Assuming that an HRA Screening has been carried out as part of the LDF process no disturbance should occur</p> <p>2: Green infrastructure needs to be incorporated</p> <p>3,5,: Long term positive impacts on population and human health</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
use of the car.																					<p>4, 6: Clarification on how tourism will addressed is required</p> <p>7. Community involved in consultation through-out process</p> <p>8: Assuming that all LDF policies on contaminated land are complied with</p> <p>9,10 : Water pollution and flooding is not addressed (is that not the same as for 8 above i.e. assuming that LDF policies on flooding are complied with?)</p> <p>11: Long term positive impacts on air quality</p> <p>12: Long term positive impacts on climate change</p> <p>13: Climate change adaptation not addressed (not sure - reducing the need to travel such as working from home means you are less likely to be affected by climate related events which disrupt the transport network)</p> <p>14: Long term positive impacts</p> <p>15: Clarification on how tourism will addressed is required</p> <p>16: Long term positive impacts</p> <p>17: No Impact</p> <p>18: No Impact</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																				19: No Impact 20: No Impact	
<b>POLICY LTP-A2</b> 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.	-	-	↑↑↑	↑↑↑	-	-	↑↑↑	-	-	-	↑↑↑	↑↑↑	-	-	-	-	-	-	-	3, 4: Long term positive impacts for both rural and urban residents 7: Consultation with local residents and stakeholders has been incorporated into the LTP3 11, 12: Long term positive impacts on air quality and climate change	
<b>POLICY LTP-A3</b> 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: <ul style="list-style-type: none"> <li>i. Contribute towards priorities and schemes contained within the LTP that are deemed to directly relate to, and mitigate impacts of, their development</li> <li>ii. 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</li> <li>iii. 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</li> </ul>	-	↕	↑↑↑	↑↑↑	↑↑↑	↕	↑↑↑	↕	↓↓↓	↓↓↓	↑↑↑	↑↑↑	↓↓↓	↑↑↑	↑↑	↑↑	↓↓↓	↓↓↓	↑↑	↑↑	1: No Impact 2: Uncertain if this includes, green infrastructure 3, 4, 5: Long term positive impacts towards health 6: Uncertain – need to ensure that transport developments/schemes do not have a disproportionate effect on local residents 7: consultation with local residents and stakeholders has been incorporated into the LTP3 8: Possibly disturbance of Contaminated land during infrastructure improvements 9, 10. Infrastructure improvements should include flood prevention and surface water management

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					<p>11, 12. Supports meeting air quality standards and reducing carbon emissions</p> <p>13. Infrastructure improvements should include flood prevention and surface water management</p> <p>14. Long term positive impacts towards improving access</p> <p>15. Improved public transport will be positive to tourism, however this needs to be linked to the tourism strategy</p> <p>16. Accessibility will be maintained, HGV movement needs to be addressed</p> <p>17. use of natural resources not addressed</p> <p>18. Sustainable design and construction not addressed</p> <p>19. Reducing transport congestion in the urban areas will benefit the historic environments.</p> <p>20. Reducing transport congestion in the urban areas will benefit the townscape</p>
<p><b>B: Supporting the local availability of services to reduce the need to travel</b></p> <p>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.</p>			↑↑↑	↑↑↑	↑↑↑								↑↑↑								<p>3, 4, 5, 14 Positive to social objectives, health and economic accessibility</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<b>2. Strategic network improvements</b>																					
<p><b>POLICY LTP C-1</b>  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.</p> <p>This shall include working with relevant partners to:</p> <ul style="list-style-type: none"> <li>i. Ensure high quality surface access to Bournemouth Airport to support existing and projected passenger growth and promote it's role as an international gateway</li> <li>ii. Provide reliable access to the sub-region's ports and support growth in passenger and freight services</li> <li>iii. Identify and develop schemes on the rail network to increase capacity and reliability for both passenger and freight services</li> <li>iv. Support the role of local, national and international tourism in the sub-region</li> </ul>	↓↓↓	-	↑↑↑	↑↑↑	↑↑↑	↓↓↓	↑↑↑	↓	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑	↑↑↑	↓↓↓	↑	↓↓↓	↓↓↓	<p>1: Possibly disturbance of designated sites</p> <p>2: No Impact</p> <p>3, 4, 5: Increased accessibility will have long term positive impacts on population and human health, (didn't think climate change part of this objective so deleted it)</p> <p>6: Any new infrastructure may increase noise and dust levels, during construction and operation plus also physical severance Of</p> <p>7: Community involved in consultation throughout process</p> <p>8: Possible development on Greenfield land, possible disturbance of contaminated land</p> <p>9,10,11,12, 13. : Long term positive benefits air quality will be improved and CO2 emissions reduced and climate change mitigation addressed – I would say this is less certain due to the major highways schemes included in this - you may get locally worse</p>	

LTP3 Policies																				
Environmental		Social					Environmental						Economic			Environmental	Economic/Environmental	Environmental		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																				<p>problems of air pollution where road corridors are built or widened, plus increases in carbon emissions. To what extent this is offset by PT improvements is unclear. Also the positive scores here do not match your scores in the summary for 2C, where carbon emissions get a negative score.</p> <p>14. Access to education facilities and employment should be increased</p> <p>15: Positive to sustainable tourism through rail and bus travel, however private car use is not sustainable long term</p> <p>16: Infrastructure will be maintained and improved</p> <p>17: Negative impact on resource use, policy does not promote clean transport technology</p> <p>18: Climate change adaptation will be addressed by improving resilience, Sustainable design and construction techniques should be promoted</p> <p>19, 20: Possibly short/long term negative impact on the historic environment townscape, landscape</p>



LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					- need to link to protection of the historic environment
<b>POLICY LTP C-2</b> 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.	-	-					↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	-	-	-	↑↑↑	↑↑↑	↑↑↑	-	-	3, 4: Long term positive impacts for both rural and urban residents 7: Consultation with local residents and stakeholders has been incorporated into the LPT3 7, 8, 9, 10,11, 12: Long term positive impacts on air quality, climate change, environmentally positive Should 14 & 15 economic benefits be higher due to A31 & A35 reliability being improved?
<b>POLICY LTP C-3</b> 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: <ul style="list-style-type: none"> <li>I. Supporting the role of air freight at Bournemouth Airport in accessing international markets, whilst minimising associated impacts on local residents and the environment</li> <li>II. 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</li> </ul>	?	-	↑↑↑	↑↑↑	↑↑↑	↕	↑↑↑	-	-	↕	↑↑	↕	↕	-	↑	↑↑↑	↕	-	↑↑	↑↑	1: No impact 2: No Impact 3, 4, 5: The efficient and reliable movement of freight within the sub-region will have long term positive impacts on population and human health. Not sure if this shouldn't be uncertain – we don't really know if it will be positive or create severance, does it actually enhance access to services? Reliable freight does support home deliveries and provision of local services though

LTP3 Policies																				
Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																				<p>6: Uncertain - air freight will impact noise levels, rail freight beneficial</p> <p>7: Community involved in consultation throughout process</p> <p>8, 9: No impact</p> <p>10: Uncertain – rail freight movement may be impacted by flooding</p> <p>11: Uncertain - rail freight positive to air quality, air freight negative to air quality</p> <p>12: Uncertain - rail freight movement will assist with climate change mitigation, air freight negative to climate change mitigation</p> <p>13: Uncertain – rail freight movement may be impacted by flooding</p> <p>14. No impact</p> <p>15: No impact</p> <p>16: Will reduce HGV traffic flow through residential areas</p> <p>17: Uncertain - rail freight positive to air quality, air freight negative to air quality</p> <p>18: Climate change will be addressed, Sustainable design and construction techniques should be promoted</p> <p>19, 20: Efficient freight movement should be beneficial to the historic</p>

LTP3 Policies																														
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental											
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20										
																					environment									
<b>Policy LTP C-4</b> 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.																					1. Possibly disturbance of designated sites 2. Possible impacts of local biodiversity 3. Beneficial to car users, No information on improving/enhancing urban design and does not promote social cohesion and healthy lifestyles 4. Increases severance and promotes private car use 5. Will not promote healthy lifestyles and will not reduce car dependency 6. Construction phase will increase noise and dust levels, 7. Community involved in consultation throughout process 8. Possible development on Greenfield land, possible disturbance of contaminated land 9. Possible water pollution during the construction phase 10. Flood risk prevent not included, A31 at risk of flooding 11. Encourages the use of cars, therefore possibly negative impact on air quality,									
<table border="1"> <thead> <tr> <th>Scheme</th> </tr> </thead> <tbody> <tr><td>A31 dualling</td></tr> <tr><td>A31 Ringwood</td></tr> <tr><td>Poole Bridge Regeneration Initiative</td></tr> <tr><td>Bournemouth Airport Access (B3073)</td></tr> <tr><td>North-South road link</td></tr> <tr><td>East-West road link</td></tr> <tr><td>A338 widening</td></tr> <tr><td>Bus Showcase Corridors</td></tr> <tr><td>Dorset Area Rapid Transit System</td></tr> </tbody> </table>	Scheme	A31 dualling	A31 Ringwood	Poole Bridge Regeneration Initiative	Bournemouth Airport Access (B3073)	North-South road link	East-West road link	A338 widening	Bus Showcase Corridors	Dorset Area Rapid Transit System	↓↓↓	↓↓	↑	↓↓	↓↓	↓↓	↑↑↑	↓↓	↓↓	↓↓	↓↓	↓↓↓	↓↓	↑↑	↓	↑↑	↓↓	↓↓	↓	↓
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																				<p>however schemes will reduce congestion – suggest negative due to increased volume of motor vehicles balancing out any improvements in driving at more efficient speeds</p> <p>12. Long term, encourages car dependency</p> <p>13. will not promote alternative modes of transport, by enhancing reliance on the car without any new tolling or demand restraint such as WPL or charging, will leave people more depend on the car hence vulnerable to climate change events affecting the highways network. Should be negative score</p> <p>14. Access will be increased, however these highways improvements may increase severance in other areas;. Access to the airport will be improved. The improvements are only beneficial to car users.</p> <p>15. Promotes car use and do not promote sustainable tourism. Traffic flow will be improved. Should be a negative score as it does not piomote sustainable tourism</p>

LTP3 Policies																				
Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																				<p>16. May be positive as junctions are improved, some residents currently use smaller quieter roads to avoid dangerous junctions,</p> <p>17. Option does promote bus show case corridors, however there is a lack of clean transport technology and No SUDS</p> <p>18. Sustainable design and construction techniques are not promoted. Question efficient use of resources</p> <p>19. 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 – potentially may divert traffic from sensitive areas / rat running</p> <p>20. 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 – potentially may divert traffic from sensitive areas / rat running</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<b>LTP C-5</b> 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.	↑↑↑										↑↑↑	↑↑↑					↑↑↑	↑↑↑			1, 11, 12, 17, 18: Positive to Natura 2000 sites, climate change mitigation /adaptation, natural resource use.
<b>LTP-C6</b> 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, 4, 5, 14, and 16: Positive to growth areas identified with the LDF documents, therefore beneficial to these objectives
<b>3. Managing and maintaining the existing network more efficiently</b>																					
<b>POLICY LTP D-1</b> 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: <ul style="list-style-type: none"> <li>I. Focuses on the long term outcomes of providing a fully sustainable highway network with reduced costs and environmental impacts.</li> <li>II. Incorporates maintenance programmes assessed against their impacts on waste, carbon emissions, noise and air quality, as well as the historic and natural environments.</li> <li>III. Seeks to maintain current Levels of Service at a minimum</li> </ul>	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	All: Positive to all objectives
<b>POLICY LTP D-2</b> Where feasible, maintenance schemes will be integrated with improvement schemes to minimise disruption to the network and ensure efficient use of resources.			↑↑↑	↑↑↑		↑↑↑	↑↑↑							↑↑↑		↑↑↑	↑↑↑				3,5, 6,7 14,16,17 Positive to social and economic objectives, safety and accessible transport network maintained - efficient

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					use of resources
<b>POLICY LTP D-3</b> 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.			↑↑↑	↑↑↑		↑↑↑	↑↑↑							↑↑↑		↑↑↑					3,5, 6,7 14,16, Positive to social and economic objectives safety and accessible transport network maintained
<b>POLICY LTP D-4</b> 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			↑↑↑	↑↑↑		↑↑↑	↑↑↑				↑↑↑			↑↑↑		↑↑↑	↑↑↑	↑↑↑			3,5, 6,7 14,16, Positive to social and economic assuming that LED lightening will be used. 12: should be positive due to carbon reduction potential for switching off street lights
<b>POLICY LTP D-5</b> The authorities will identify the most vulnerable parts of the transport network to the impacts of climate change, seek to implement appropriate mitigation and adaptation, and develop contingency plans for the maintenance of travel during extreme weather or other events affecting the network.			↑↑↑	↑↑↑		↑↑↑	↑↑↑			↑↑↑		↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑			3,5, 6,7 14,16, Positive to social and economic objectives. 12 & 13 Positive to Climate change mitigation and adaptation As carbon related,
<b>POLICY LTP E-1</b> The efficiency of the existing highway will, where appropriate, be enhanced by: I. improvements at critical junctions; II. extension of Urban Traffic Control / Intelligent Transport Systems; III. management of on and off street parking; IV. provision of parking information to motorists; V. re-allocating road space to give priority to buses, cyclists and pedestrians; VI. promoting neighbourhoods that support the needs of residents; VII. Reviewing speed limits to regulate traffic flow and fuel efficiency of vehicles.			↑↑↑	↑↑↑		↑↑↑	↑↑↑							↑↑↑	↑↑↑	↑↑↑	↑↑↑				3,5, 6,7 14,16, Positive to social and economic objectives safety and accessible transport network maintained 11 & 12 should be positive due to air quality & carbon benefits of improved traffic management and measures to promote walking & cycling

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<b>POLICY LTP E-2</b> On Bus Showcase Corridors traffic management and restrictions on parking and development will be applied to improve the flow and reliability of bus services.			↑↑↑	↑↑↑		↑↑↑	↑↑↑							↑↑↑	↑↑↑	↑↑↑	↑↑↑				3,5, 6,7 14,16, Positive to social and economic objectives safety and accessible transport network maintained also 11 & 12 positive
<b>POLICY LTP E-3</b> 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.			↑↑↑	↑↑↑		↑↑↑	↑↑↑							↑↑↑	↑↑↑	↑↑↑	↑↑↑				3,5, 6,7 14,16, Positive to social and economic objectives safety and accessible transport network maintained 11 & 12 positive score
<b>POLICY LTP E-4</b> 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: <ul style="list-style-type: none"> <li>I. Direction signing promoting use of the A31 Trunk Road</li> <li>II. Better information for tourists</li> <li>III. Promotion of Rail Park &amp; Ride</li> </ul>			↑↑↑	↑↑↑	↑	↑	↑↑↑						↓	↓	↑↑↑	↑↑↑	↑↑↑	↓			3,4 ,14,16, Positive to social and economic objectives safety 5, 6 : although this is positive by preventing traffic flow through less suitable routes, location of park and rides can have negative effect on local residents and may lead to a decrease in air quality 12, 13: promotes car use and does not address climate change mitigation/adaptation 17: does not promote clean transport technology for example: car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking 19 & 20 – potential benefits for town centre / historic / aesthetic sites by encouraging thorough traffic to keep



LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					to main roads?
<p><b>POLICY LTP-E5</b> 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:</p> <ul style="list-style-type: none"> <li>I. Support the sustainable and efficient movement of freight to, from and within the sub-region</li> <li>II. Support national and locally led initiatives to accelerate the introduction of low carbon transport through improving the environmental performance of the freight industry</li> <li>III. Minimise impacts of noise, pollution and disturbance on other road users, local communities and the environment</li> </ul>	-	-	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	-	-	↓	↑↑↑	↑↑↑	↑↑↑	-	-	↑↑↑	↑↑↑	-	↑↑	↑↑	<p>1: No Impact 2: No Impact 3, 4, 5, 6: The efficient and reliable movement of freight within the sub-region will have long term positive impacts on population and human health, 7: Community involved in consultation throughout process 8, 9: No impact 10: Positive sustainable movement addressed 11: 12: Positive - efficient freight movement and the promotion of low carbon transport will assist with improving air quality and climate change mitigation 13: Positive sustainable movement addressed - this should include</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					climate change mitigation 14. No impact 15: No impact 16: Will address HGV traffic flow 17: Positive promotes low carbon transport 18: No impact 19, 20: Efficient freight movement should be beneficial to the historic environment
<b>POLICY LTP-E6</b>  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.	-	-	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	-	-	↓	↑↑↑	↑↑↑	↓	-	-	↑↑↑	-	↑↑	↑↑	1: No Impact 2: No Impact 3, 4, 5, 6: will have long term positive impacts on population and human health, needs to be reviewed against complaints received 7: Community involved in consultation throughout process 8, 9: No impact 10: Should be linked to areas at risk of flooding 11: 12: Positive - efficient freight movement will assist with improving air quality and climate change mitigation 13: this route should include climate change mitigation i.e. alternatives if roads closed due to adverse weather (mitigation) 14. No impact 15: No impact	

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					16: Will address HGV traffic flow 17: No impact 18: No impact 19, 20: Efficient freight movement should be beneficial to the historic environment – should be linked to protection of the historic environment
<b>4: Public Transport alternatives to the car</b>																					
<b>POLICY LTP F-1</b> 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.	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑	All: Positive to all objectives
<b>POLICY LTP F-2</b> 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.			↑↑↑	↑↑↑	↑↑↑	↑↑↑	↑↑↑			↑↑↑	↑↑↑			↑↑↑	↑↑↑						3,5, 6,7 14, 15, Positive to social and economic objectives safety and accessible transport network maintained 10, 11, positive to air quality and climate change mitigation – bus fleet should be fuel efficient 12 & 17 should be a positive impact through greening the fleet reducing carbon and more efficient use of

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
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																					resources
<b>POLICY LTP F-3</b> 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.	↓ ↓	↓	↕	↑	-	↓	↑	↓	↓	↓	↑	↑	↓	↕	↑	↕	↕	↓	↑	↑	1. Various P& R are located within/adjacent to SPA'S and SAC's 2. Loss of open space may impact local biodiversity 3. May have secondary impacts, people using for car park when don't usually, impact local residents. 4. May reduce traffic flow on roads accessing Jurassic Coast, Bournemouth P & R will be beneficial to employees as will provide bus service also 5. No significant impact expected, no major infrastructure 6. Increase in noise, impacts, lighting impacts, more local traffic generation, crime impacts. 7. Community involved in consultation throughout process 8. Development on Greenfield may occur 9. Riverside floodplain 10. Riverside floodplain 11. Urban centres will be improved due to less traffic congestion, however the rural Areas will not benefit (just because the rural area doesn't

LTP3 Policies																				
Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																				<p>specifically benefit, doesn't mean it is not a positive measure for this objective)</p> <p>12. Reducing local congestion and CO2 emissions from congestion, however not reducing overall car dependency</p> <p>13. Greenfield development resulting in increased land take</p> <p>14. Could increase severance by removing traffic outside the town centre, however may support place making agenda by improving urban design in urban areas.</p> <p>15. Uncertain who the users of the park and rides will be. Bournemouth and Poole will benefit tourism, other may benefit commuters. Not reducing overall car dependency P&amp;R may need to be heavily subsidised</p> <p>16. P&amp;R may impact HGV traffic flow in outlying areas (I don't think this is anymore likely to have an adverse affect than other traffic schemes – seems a bit intangible and I think this should be a positive score</p> <p>17. Uncertain if P&amp;R will link to cycle ways,</p>

LTP3 Policies																					
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					<p>car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking? Will do – e.g. Weyouth P&amp;R will have bike parking and Electric Vehicle Charging Points</p> <p>18. Sustainable design and construction techniques are not promoted</p> <p>19. Reducing transport congestion in the urban areas will benefit the historic environments.</p> <p>20. Reducing transport congestion in the urban areas will benefit the townscape</p>
<p><b>POLICY LTP-F4</b> 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.</p>																					
<p><b>POLICY LTP-F5</b> Park &amp; Ride journeys by rail will be promoted at stations with identified demand in conjunction with the rail operators.</p>	↓	↓	↑	↑	-	↓	↑	↓	↓	↓	↑	↑	↓	↑	↑	↓	↓	↓	↑	↑	<p>1. Various P&amp; R are located within/adjacent to SPA'S and SAC's Only one I can think of is Holton Heath</p> <p>2. Loss of open space may impact local biodiversity</p> <p>3. May have secondary impacts, people using for car park when don't usually, impact local residents.</p> <p>4. May reduce traffic flow on roads accessing Jurassic</p>

LTP3 Policies																				
Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																				<p>Coast, Bournemouth P &amp; R will be beneficial to employees as will provide bus service also</p> <p>5. No significant impact expected, no major infrastructure</p> <p>6, Increase in noise, impacts, lighting impacts, more local traffic generation, crime impacts.</p> <p>7. Community involved in consultation throughout process</p> <p>8. Development on Greenfield may occur think unlikely as most rail stations in SED within urban area, so likely to be brownfield – suggest therefore upgrade to uncertain</p> <p>9. Riverside floodplain</p> <p>10. Riverside floodplain</p> <p>11. Urban centres will be improved due to less traffic congestion, Rural areas may benefit</p> <p>12. Reducing local congestion and CO2 emissions from congestion, however not reducing overall car dependency</p> <p>13. Greenfield development resulting in increased land take</p> <p>14. Could increase severance by removing traffic outside the town</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					<p>centre, however may support place making agenda by improving urban design in urban areas.</p> <p>15. Uncertain - Not reducing overall car dependency P&amp;R may need to be heavily subsidised</p> <p>16. P&amp;R may impact HGV traffic flow in outlying areas</p> <p>17. Uncertain if P&amp;R will link to cycle ways, car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking?</p> <p>18. No Impact</p> <p>19. Reducing transport congestion in the urban areas will benefit the historic environments.</p> <p>20. Reducing transport congestion in the urban areas will benefit the townscape</p>
<p><b>POLICY LTP G-1</b> 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</p>			↑↑	↑↑	↑↑	↑↑								↑↑	↑↑						<p>Positive to social objectives and EqIA -- information should be made accessibly to those with disabilities and where English is a second language</p>
<p><b>POLICY LTP G-2</b> 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.</p>			↑↑	↑↑	↑↑	↑↑								↓	↑↑						<p>6, Positive to social objectives</p> <p>11 &amp; 12 should be positive by making PT easier &amp; more</p>



LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					convenient to use, thereby supporting shift from the car 14: Smartcard may not be economically viable 15: Positive to sustainable tourism
<b>POLICY LTP G-3</b> 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.			↑↑	↑↑	↑↑	↑↑								↑↑	↑↑						3, 4, 5, 6: Positive to social objectives and EqIA – information should be made accessibly to those with disabilities and where English is a second language 11 & 12 should be positive by making PT easier & more convenient to use, thereby supporting shift from the car 14: Positive to access to employment 15: Positive to sustainable tourism
<b>POLICY LTP G-4</b> 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.			↑↑	↑↑	↑↑	↑↑								↑↑	↑↑						3, 4, 5, 6: Positive to social objectives – will possibly only be beneficial to urban communities 11 & 12 should be positive by making PT easier & more convenient to use, thereby supporting shift from the car

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					14: Positive to access to employment 15: Positive to sustainable tourism
<b>Community transport services</b>  <b>POLICY LTP H-1</b> 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.			↑↑↑	↑↑↑	↑↑↑	↑↑↑								↑↑↑							3, 4, 5, 6: Positive to social objectives – beneficial to rural and urban communities 14: Positive to access to employment
<b>POLICY LTP-H2</b>  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.			↑↑	↑↑	↑↑	↑↑								↓							3, 4, 5, 6, Positive to social objectives 14: Uncertain - may not be economically viable
<b>5 Active travel and “greener” travel choices</b>																					
<b>POLICY LTP I-1</b> 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:  I. maximising their role as key transport modes, and to assist in reducing LTP- the use of private cars, by raising their status and promoting them as a healthy, economic, and energy efficient means			↑↑↑	↑↑↑	↑↑↑					↑↑↑	↑↑↑			↑↑↑	↑↑↑						3, 4, 5, Beneficial to improving health and accessibility 10, 11, Will improve air quality long term and assist with mitigating climate change 12 should be strong positive, due to the potential for Carbon

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
of transport II. improving the pedestrian and cyclist environment by giving them greater priority and reducing danger from speed and volume of traffic III. developing and maintaining safe, convenient, efficient and attractive transport infrastructure conducive to cycling and walking																					reduction by switching short car trips to walking & cycling 14: Positive Improve sustainable access to employment 15: Positive to sustainable tourism Arguably supports 19 & 20 by removing traffic from town centres by switching to cycling & walking
<b>POLICY LTP I-2</b> Cycling infrastructure investment will be targeted towards creating continuous, convenient and safe routes in line with prioritised Strategic Cycle Route Networks.																					3, 4, 5, Beneficial to improving health and accessibility – possibly positive to urban areas only 10, 11, Will improve air quality long term and assist with mitigating climate change 12 should be strong positive, due to the potential for Carbon reduction by switching short car trips to walking & cycling 14: Positive Improve sustainable access to employment 15: Positive to sustainable tourism Arguably supports 19 & 20 by removing traffic from town

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					centres by switching to cycling & walking
<b>POLICY LTP I-3</b> 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.			↑↑	↑↑	↑↑					↑↑	↑↑			↑↑	↑↑						3, 4, 5, Beneficial to improving health and accessibility - possibly positive to urban areas only 10, 11, Will improve air quality long term and assist with mitigating climate change 12 should be strong positive, due to the potential for Carbon reduction by switching short car trips to walking & cycling 14: Positive Improve sustainable access to employment 15: Positive to sustainable tourism Arguably supports 19 & 20 by removing traffic from town centres by switching to cycling & walking
<b>POLICY LTP I-4</b> 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.			↑↑	↑↑	↑↑					↑↑	↑↑			↑↑	↑↑						3, 4, 5, Beneficial to improving health and accessibility - possibly positive to urban areas only 10, 11, Will improve air quality long term and assist with mitigating climate change

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					<p>12 should be strong positive, due to the potential for Carbon reduction by switching short car trips to walking &amp; cycling</p> <p>14: Positive Improve sustainable access to employment</p> <p>Arguably supports 19 &amp; 20 by removing traffic from town centres by switching to cycling &amp; walking</p>
<p><b>POLICY LTP I-5</b> 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.</p>																					<p>3, 4, 5, Beneficial to improving health and accessibility - possibly positive to urban areas only</p> <p>10, 11, Will improve air quality long term and assist with mitigating climate change</p> <p>12 should be strong positive, due to the potential for Carbon reduction by switching short car trips to walking &amp; cycling</p> <p>14: Positive Improve sustainable access to employment</p> <p>Arguably supports 19 &amp; 20 by removing traffic from town</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					centres by switching to cycling & walking
<b>POLICY LTP I-6</b> 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.			↑↑	↑↑	↑↑					↑↑	↑↑			↑↑	↑↑						3, 4, 5, Beneficial to improving health and accessibility - possibly positive to urban areas only 10, 11, Will improve air quality long term and assist with mitigating climate change 12 should be strong positive, due to the potential for Carbon reduction by switching short car trips to walking & cycling 14: Positive Improve sustainable access to employment Arguably supports 19 & 20 by removing traffic from town centres by switching to cycling & walking
<b>POLICY LTP J-1</b> 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.			↑↑	↑↑	↑↑					↑↑	↑↑			↑↑	↑↑						3, 4, 5, Beneficial to improving health and accessibility - possibly positive to urban areas only 10, 11, Will improve air quality long term and assist with mitigating climate change 12 should be strong positive, due to the

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					<p>potential for Carbon reduction by switching short car trips to walking &amp; cycling</p> <p>14: Positive Improve sustainable access to employment</p> <p>Arguably supports 19 &amp; 20 by removing traffic from town centres by switching to cycling &amp; walking</p>
<p><b>POLICY LTP J-2</b></p> <p>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.</p>			↑↑↑	↑↑↑	↑↑↑				↑↑↑	↑↑↑			↑↑↑	↑↑↑							<p>3, 4, 5, Beneficial to improving health and accessibility - possibly positive to urban areas only</p> <p>10, 11, Will improve air quality long term and assist with mitigating climate change</p> <p>12 should be strong positive, due to the potential for Carbon reduction by switching short car trips to walking &amp; cycling</p> <p>14: Positive Improve sustainable access to employment</p> <p>15: Positive to sustainable tourism</p> <p>Arguably supports 19 &amp; 20 by removing traffic from town</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					centres by switching to cycling & walking
<b>POLICY LTP J-3</b> 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.														↕			↑↑↑				12 should be strong positive, due to the potential for Carbon reduction by switching to low carbon vehicles 14: uncertain – may not economically viable 17: Beneficial to clean transport technology
<b>POLICY LTP-J4</b> 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.										↑↑↑	↑↑↑										10, 11: Positive to Climate change, and air quality 12 should be strong positive, due to the potential for Carbon reduction 14: positive to sustainable tourism
<b>POLICY LTP-J5</b> 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: <ul style="list-style-type: none"> <li>I. Ensuring effective Air Quality Action Plans are maintained for all Air Quality Management Areas</li> <li>II. Addressing the First Priority Areas identified in the DEFRA Noise Action Plans</li> </ul>			↑↑↑	↑↑↑	↑↑↑	↑↑↑				↑↑↑	↑↑↑			↑↑↑	↑↑↑						3, 4, 5, 6: Beneficial to improving health 10, 11, Will improve air quality long term and assist with mitigating climate change 12 should be strong positive, due to the potential for Carbon reduction



LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<p><b>POLICY LTP K-1</b> 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.</p>			↑↑	↑↑													↑↑				<p>3, 5: Positive to improving urban design and improved accessibility within urban areas</p> <p>17: Materials should be locally sourced, recycled, reused and contain low embodied carbon</p>
<b>6 Travel safety measures</b>																					
<p><b>POLICY LTP L-1</b> 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.</p>			↑↑↑	↑↑↑	↑↑↑					↑↑↑							↑↑↑				<p>3, 4, 5: Beneficial to improving health, accessibility and reduce traffic accidents (think this should be 11 &amp; 12, not 10):Will improve air quality long term and assist with mitigating climate change</p> <p>14: Positive Improve sustainable access to employment</p>
<p><b>POLICY LTP L-2</b> 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:</p> <ul style="list-style-type: none"> <li>I. Pedestrian and cyclist casualties in urban areas</li> <li>II. Protecting children and young people</li> <li>III. Motorcycle (Powered Two Wheeler) casualties</li> <li>IV. Rural roads</li> <li>V. Poor road user behaviour</li> </ul>			↑↑↑	↑↑↑	↑↑↑					↑↑↑							↑↑↑				<p>3, 4, 5: Beneficial to improving health, accessibility and reduce traffic accidents</p> <p>10:Will improve air quality long term and assist with mitigating climate change</p> <p>14: Positive Improve sustainable access</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
VI. Illegal and inappropriate speed																					to employment
<b>POLICY LTP L-3</b> 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.			↑↑↑	↑↑↑	↑↑↑					↑↑↑				↑↑↑							3, 4, 5: Beneficial to improving health, accessibility and reduce traffic accidents 10: Will improve air quality long term and assist with mitigating climate change 14: Positive Improve sustainable access to employment
<b>Community safety and security</b> 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.			↑↑↑	↑↑↑	↑↑↑					↑↑↑				↑↑↑							3, 4, 5: Beneficial to improving health, accessibility and reduce traffic accidents 10: Will improve air quality long term and assist with mitigating climate change 14: Positive Improve sustainable access to employment
<b>6 Manage demand for private car use</b>																					
<b>POLICY LTP N-1</b> 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,	-	-	↕	↕	↑	↓	↑↑↑	-	-	-	↑↑	-	-	↓	↓	↑	-	↑↑	↑↑		3, 4: Assuming that this is targeting commuters will have a secondary impact and provide resources to improve bus service, however increased parking charges maybe not be

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
public transport and other low carbon forms of travel.																					<p>affordable for all members of the community</p> <p>5. Should lead to an increase in cycling and walking in urban areas</p> <p>6. Will encourage parking in residential areas not when combined with the CPZ policy – think you should rescore as no impact, explaining that CPZ's will mitigate this impact</p> <p>7. Community involved in consultation throughout process</p> <p>8. No significant impact expected, no major infrastructure</p> <p>9. No significant impact expected, no major infrastructure</p> <p>10. No significant impact expected, no major infrastructure</p> <p>11. Reducing traffic congestion in the urban centres</p> <p>12. Reducing traffic congestion in the urban centres (not scored as this in the table, needs to be changed?)</p> <p>13. No significant impact expected, no major infrastructure</p> <p>14. Could reduce severance, however the impacts upon the economy could be negative and may not</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					<p>improve access to services for everyone</p> <p>15. No significant impact expected, no major infrastructure</p> <p>16. Promotes sustainable tourism; however the increase in charges may decrease tourism numbers.</p> <p>17. Discount for low emission vehicles.</p> <p>18. No significant impact expected, no major infrastructure</p> <p>19. Reducing transport congestion in the urban areas will benefit the historic environments. Steam train compliment the heritage preservation.</p> <p>20. Reducing transport congestion in the urban areas will benefit townscape</p>
<p><b>POLICY LTP N-2</b> 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:</p> <ul style="list-style-type: none"> <li>I. Preferential Residents Parking Schemes – including investigating the use of differential rates based on vehicle fuel efficiency;</li> <li>II. Pricing of on-street spaces;</li> <li>III. Car parking restrictions to provide space for public transport, cycles or facilities for people with disabilities.</li> </ul>	-	-	↕	↕	↑	↕	↑↑↑	-	-	-	↑↑	-	-	↓	↓	↑	-	↑↑	↑↑	<p>3. Assuming that this is targeting commuters and will have a secondary impact and provide resources to improve bus service, however increased parking charges maybe not be affordable for all members of the community</p> <p>4. Will have a secondary impact and lead to a more efficient</p>	

LTP3 Policies																				
Environmental		Social					Environmental						Economic			Environmental	Economic/Environmental	Environmental		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																				bus service, 5. Should lead to an increase in cycling and walking 6. Will prevent parking in residential areas, however residents will need parking permits and there may not be enough spaces available for all residents But this needs to be balanced against the benefits of residents having a much greater chance of finding a space than before. Suggest you mention this 7. Community involved in consultation throughout process 8. No significant impact expected, no major infrastructure 9. No significant impact expected, no major infrastructure 10. No significant impact expected, no major infrastructure 11. Reducing traffic congestion in the urban centres 12. Reducing traffic congestion in the urban centres (needs to be reflected as slight positive in table) 13. No significant impact expected, no major infrastructure 14. Could reduce

LTP3 Policies																				
Environmental		Social					Environmental						Economic			Environmental	Economic/Env iron	Environmental		
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																				severance 15. No significant impact expected, no major infrastructure 16. Promotes sustainable tourism; however the increase in charges may decrease tourism numbers. Again disagree, this assumes that tourists park in residential areas to avoid parking charges – surely more likely they do not know the area so do not know where the ‘free’ spaces are. Where is the evidence for this 17. Discount for low emission vehicles. 18. No significant impact expected, no major infrastructure 19. Reducing transport congestion in the urban areas will benefit the historic environments. Steam train compliment the heritage preservation. 20. Reducing transport congestion in the urban areas will benefit townscape