

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

SEA Adoption Statement



April 2011

Produced for
Borough of Poole
Bournemouth Borough Council
Dorset County Council

Mouchel Limited
209-215 Blackfriars Road
London
SE1 8NL

T +44 (0)207 803 2600

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1 Introduction

This report has been prepared by Mouchel for the Borough of Poole, Bournemouth Borough Council and Dorset County Council. Mouchel has been commissioned to produce an Adoption Statement incorporating the requirements of the Strategic Environmental Assessment (SEA).

This SEA Adoption Statement forms the final stage in the SEA process which has assisted in guiding the development of the Bournemouth, Poole and Dorset Local Transport Plan 3 (2011 – 2026) through to submission version. It should be read in combination with the SEA Report which was consulted on during January and February 2011.

The three local authorities are working together to produce the Bournemouth, Poole and Dorset Local Transport Plan 3 (2011 – 2026) sets out the high level policy direction for local transport improvements up to 2026. This SEA Adoption Statement Report is designed to complete the requirements of EC Directive 2001/42/EC in respect of the SEA “Environmental Report”.

2 SEA Process

2.1 SEA Methodology

Table 2-1 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, WebTAG Unit 2.11 (Department for Transport, “in draft”, 2009).

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 2-1 SEA Stages

SEA Stage	What is involved
STAGE A	<p>Setting the context and objectives, establishing the baseline and deciding on the scope</p> <p>Tasks:</p> <ul style="list-style-type: none"> • 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	<p>Developing and refining options and assessing effects</p> <p>Tasks:</p> <ul style="list-style-type: none"> • B1: Testing the plan or programme objectives against the SEA objectives.

SEA Stage	What is involved
	<ul style="list-style-type: none"> • 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 • 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: <ul style="list-style-type: none"> • C1: Preparing the Environmental Report
STAGE D	Consulting Tasks: <ul style="list-style-type: none"> • 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 Tasks: <ul style="list-style-type: none"> • E1: Finalising aims and methods for monitoring • E2: Responding to adverse effects

2.2 SEA Compliance

Table 2-2 identifies compliance with the Strategic Environmental Assessment Directive (2001/EC/42) (SEA Directive).

Table 2-2: Compliance with the SEA Directive

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):	SEA Report
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Appendix A of the SEA Report
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	Appendix B & C of the SEA Report

Requirements / Where covered in Guide	Page Number / Appendix / End Notes
c) The environmental characteristics of areas likely to be significantly affected;	Appendix C & D of the SEA Report
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 and Section 5 of the SEA Report
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 of the SEA Report
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape 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 of the SEA Report
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, 6, 8.4 and 8.5 of the SEA Report
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 and Section 8 of the SEA Report
i) A description of measures envisaged concerning monitoring in accordance with Article 10;	Section 9 of the SEA Report
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 of the SEA Report
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).	Section 3 of the Adoption Statement (this report)
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 of the SEA Report
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 of the SEA Report

Requirements / Where covered in Guide	Page Number / Appendix / End Notes
<p>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:</p> <ul style="list-style-type: none"> • 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). 	<p>SEA Adoption Statement (this report)</p>
<p>Monitoring of the significant environmental effects of the plan's or programme's implementation (Art. 10).</p>	<p>Section 6 Table 6-1 of the SEA Adoption Statement (this report)</p>
<p>Quality assurance: environmental reports should be of a sufficient standard to meet the requirements of the SEA Directive (Art. 12).</p>	<p>SEA Report</p>

3 Consultation

This SEA Adoption Statement is prepared under stages D and E of the SEA process to assist in guiding the development of the LTP3 through to submission version. It should be read in combination with the SEA Report¹ which was consulted on in January and February 2011.

The consultees included the four statutory environmental bodies: Natural England, Environment Agency, English Heritage and the Primary Care Trusts (both Dorset and Bournemouth and Poole PCTs). The SEA Report was made available alongside the Draft LTP3.

The following tables document the key consultation responses received and explain how the issues raised have been addressed:

Table 3-1: Consultation Responses Natural England

SEA Report Consultation Responses	
Contact Name	Andrew Nicholson
Organisation	Natural England
Date Received	1 st March 2011
Comment	Mouchel Response
<p>We consider that the potential impacts on the SSSI at the Moors River from both the Parley Road – Blackwater Junction improvements and the East – West road link have not been properly explored.</p> <p>Again a large number of the recommendations for mitigation within the SEA have not been included in the LTP and we would recommend that the LTP is thoroughly reviewed with these recommendations in mind.</p>	<p>Full details of specific schemes are not available at plan level, therefore specific details of impacts and required mitigation will be outlined as schemes are identified.</p> <p>However, the East West Link Road is not included in the Final LTP3 2011-2026</p> <p>For more information on the HRA see section 4.4 of this Report.</p> <p>Table 5-1 shows how the mitigation has been addressed by the LTP3</p>

¹ Strategic Environmental Assessment of the Bournemouth, Poole and Dorset Local Transport Plan 3 (Mouchel Services Limited, December 2010)

Table 3-2: Consultation Responses Environment Agency

SEA Report Consultation Responses	
Contact Name	Katherine Burt (Planning Liaison Technical Specialist)
Organisation	Environment Agency
Date Received	28/03/11
Comment	Mouchel Response
<p>Question 1. Have all the likely significant effects been correctly identified?</p> <p>SFRAs - We note in Appendix A of the SEA (Identifying relevant Policies, Plans and Programmes) that the East Dorset Strategic Flood Risk Assessment (SFRA) has been included in the list. We consider this list should include all of the SFRAs undertaken within Dorset.</p> <p>All of the councils in Dorset have a Level 1 SFRA, and some have done a Level 2, which provides additional detail. In Section 2.9.3 of Appendix B (Baseline Data) it states that West Dorset and Weymouth & Portland do not have SFRAs. This is incorrect, as both of these Local Authorities have Level 1 and Level 2 SFRAs. This section should be updated accordingly. This point was mentioned in our previous response, letter dated 4 June 2010.</p> <p>Groundwater Protection: Policy and Practice (GP3) – We consider that our groundwater protection document, GP3, should be included in the list of plans and programmes to be considered within the SEA. This can be found at: http://www.environment-agency.gov.uk/research/library/publications/40741.aspx</p> <p>Water Framework Directive (South West River Basin Management Plan) – We note WFD has been mentioned in the list of plans and programmes, but it is not mentioned in Appendix B, Baseline Data. We consider Section 2.9 (Water) of Appendix B should include reference to this Directive and the associated South West River Basin Management Plan (SW RBMP).</p> <p>Water quality is now monitored against the WFD criteria, rather than the General Quality Assessment (GQA), so this should be reflected in the SEA.</p> <p>We can provide further guidance on this if required. As mentioned in our previous response letter, the SW RBMP includes a specific section on Transport within Annex C (Actions).</p> <p>We strongly recommend the SEA considers these actions, and that the LTP3 document incorporates them where appropriate.</p>	<p>These documents have been reviewed, the addition of the documents at this stage is unlikely to alter the conclusions within the SEA Report.</p> <p>Section 4.3.3 (page 19-20) of the SEA Report refers to WFD criteria, rather than the General Quality Assessment (GQA).</p>
<p>Question 2. Are the likely cumulative and synergistic effects of the Joint LTP3 identified?</p> <p>Cumulative impacts only appear to have been briefly</p>	<p>Cumulative impacts have been reviewed see section 4.1 of this Report.</p>

SEA Report Consultation Responses	
Contact Name	Katherine Burt (Planning Liaison Technical Specialist)
Organisation	Environment Agency
Date Received	28/03/11
Comment	Mouchel Response
<p>mentioned; hence this may need to be expanded in the SEA.</p> <p>However, we presume more detail on specific cumulative impacts – such as impact on protected habitats and water quality of rivers etc, will be considered in the next version of the SEA and LTP3 documents, also as part of any detailed studies of proposed schemes. If this is not the case, then the SEA may not be covering these issues in sufficient enough detail.</p>	
<p>Question 3. Where negative effects have been identified, have sufficient mitigation options been proposed?</p> <p>We note that the SEA highlights some mitigation such as ‘Climate Change adaptation techniques should be included in the options. These include flood prevention schemes, SUDS and green infrastructure.’ This is mentioned on page ii of the SEA. It must be ensured that this recommended mitigation is carried across into the Dorset Local Transport Plan.</p> <p>Presumably more specific details of required mitigation will be outlined as schemes are identified.</p>	<p>Climate Change adaptation techniques are recommended within the LTP3 and more specific details of required mitigation will be outlined as schemes are identified.</p>
<p>Question 4. Are the proposals for monitoring the effects of the Joint LTP3 adequate?</p> <p>We are pleased that objectives (page 122 of main SEA document) have been included to prevent pollution of the water environment and protect resources, also to reduce vulnerability to flooding. We also note that indicators associated with these objectives have been included:</p> <p>Prevent pollution to the water environment and protect resources</p> <p>The percentage of river length assessed as</p> <p>a) good biological quality</p> <p>b) good chemical quality</p> <ul style="list-style-type: none"> • Bathing Water Quality • Groundwater quality • 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 <p>We would be happy to discuss these indicators with you if required, as we hold data relating to most of these.</p>	<p>These indicators are included in the recommended monitoring (Table 6-1 of this Adoption Statement)</p>

Table 3-3: Consultation Responses English Heritage

SEA Report Consultation Responses	
Contact Name	Rohan Torkildsen (Planning Advisor)
Organisation	English Heritage
Date Received	
Comment	Mouchel Response
<p>We welcome your efforts in the SEA to test, and hence by implication promote, an LTP that will (I paraphrase) <i>protect, enhance and manage the rich diversity of the historic environment and landscape including sites and features of architectural and archaeological value; and to maintain and strengthen local distinctiveness and sense of place in both urban and rural areas.</i></p> <p>We would support the inclusion of clear policy in the LTP to this effect. We note that you conclude the LTP will support the place making agenda and result in a positive impact on the historic environment, townscape and landscape due to improved public realm and reduction in congestion.</p> <p>However there is an implication (SEA pg 82 LTP-C4 etc) that such a reduction in congestion may justify junction works (and we assume any other similar works) that may well adversely affect the historic environment.</p> <p>We consider this presumption in the SEA is inappropriate and would hope a less dismissive and more measured approach could be employed in line with PPS5. One must carefully weigh the benefits of congestion easing to permanent physical harm to finite assets.</p>	<p>A new policy, LTP-G1, has been proposed to protect, enhance and manage the rich diversity of the historic environment and landscape in respect of transport improvements promoted through the LTP</p>
<p>The SEA report refers to the need for suitable design safeguards to ensure objectives relating to the historic environment are achieved.</p> <p>We would therefore support an explicit design policy in the LTP to ensure a high standard of design and responsive development to avoid any negative impact on landscape, townscape and the historic environment from, for example: the proposed bus show case corridors, P&R sites etc. This would in turn reflect the requirements of PPS5 policy HE9.1 and the presumption in favour of the conservation of designated heritage assets. This would then ensure matters such as historic parks and gardens, archaeology, listed buildings, conservation areas and their setting are addressed.</p> <p>In addition we would also encourage such a policy seek to ensure that new transport schemes make the most of opportunities to protect and enhance historic features, Landscapes and townscapes and mitigate the cumulative impact of small scale changes to the character and appearance of any designated landscape, historic area, or heritage asset and its setting.</p>	<p>As above</p>
<p>Could we encourage you to also include the SEA recommendation at Table 8-11 5K - materials should be locally</p>	<p>Additional information on the use of sustainable</p>

SEA Report Consultation Responses	
Contact Name	Rohan Torkildsen (Planning Advisor)
Organisation	English Heritage
Date Received	
Comment	Mouchel Response
sourced, recycled, reused and contain low embodied carbon.	materials has been included in policy LTP-G2,
We note and appreciate the series of proposed indicators in the SEA to measure the impact on the historic environment unfortunately these do not appear to be reflected in the LTP itself.	These indicators are included in the recommended monitoring (Table 6-1 this Report)

Table 3-4: Consultation Responses Primary Care Trust

SEA Report Consultation Responses	
Contact Name	Lindley Owen
Organisation	NHS
Date Received	
Comment	Mouchel Response
I attach a copy of our draft comments on the LTP, and you will see that there is a link to issue you raised in the SEA. For example, the point you make (p2) about the tendency of large scale highway schemes to improve the efficiency of individual vehicles, but more than outweigh this through induced additional traffic.	No action required
Other aspects of the SEA which are welcome, include: (p1) that climate change adaptation measures be included in the options. (p2) ensuring that new infrastructure is designed from the outset to make walking and cycling safe, direct and enjoyable (and visibly so to those in adjacent motor traffic) (p3) residential 20mph limits- I would go further and say these should apply to all residential areas, as this would reduce confusion, and make signage easier. (p3) green infrastructure- you need to challenge the notion of many decision-makers that the current amount of asphalt is a given to be extended. In fact we have passed the high-water mark of motorised personal transport, and should instead be re-allocating road space to active travel and other non transport uses. Queen's Square Bristol being a superb regional example. (p21) You are right to emphasise the high proportion of road casualties in Dorset, Bournemouth and Poole compared with the	No action required

SEA Report Consultation Responses	
Contact Name	Lindley Owen
Organisation	NHS
Date Received	
Comment	Mouchel Response
<p>region as a whole. It is fear of injury which frightens travellers away from walking, (and especially cycling). For example, almost half of schoolchildren want to cycle to school- fewer than 2% do so, and the most quoted reason is parental fear. We end up with a transport system which is chronically unfit for purpose, effectively forcing sedentary travel modes on those powerless to resist.</p>	

Table 3-5: Consultation Responses Environment Theme Action Group (ETAG)

SEA Report Consultation Responses	
Contact Name	Hilary Chittenden (Chairman)
Organisation	Environment Theme Action Group (ETAG)
Date Received	
Comment	Mouchel Response
<p>Although the Strategy hoped to reduce the carbon footprint of travel, the SEA of LTP3 has identified that there is likely to be an overall negative impact on air quality and increased carbon emissions because of the growth in car borne trips and increased mileage through induced demand.</p> <p>The large scale highways schemes proposed will 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 only.</p> <p>Consequently they do not provide a solution. The total carbon footprint of the proposals, including embodied energy in the whole of the required infrastructure, has not been taken into consideration in the proposals: this is essential to assess the extent of increase in carbon emissions.</p>	<p>Cumulative impacts have been reviewed see section 4.1</p> <p>Some Highways schemes - notably the East-West road link in South East Dorset, the A338 widening and the A338 Airport link road - have not been included in the Final LTP3 2011-2026</p>

4 Post-Consultation Actions

The SEA Regulations require that the significant environmental effects of a plan or programme are identified, described and evaluated. The draft LTP3 was subject to SEA appraisal, as detailed in the SEA Report. The following section reviews amendments to the draft LTP3 arising from consultation with the public and stakeholders and highlights the actions required to complete the SEA process

Following consultation, a number of LTP3 policies have been amended and several new policies have been incorporated into the final LTP3. Appendix A compares the draft LTP3 policies against the final LTP3 policies Table 4-1 details the SEA Framework used to analyse and compare the sustainability effects of plans and policies.

The following policies have been subject to further SEA Appraisal, the full appraisal tables are available in Appendix B and are summarised in Table 4-3

- LTP GEN-3 Protection of Natura 2000 Sites
- LTP-D6: Management of rural roads;
- LTP-E2: Walking and cycling in design;
- LTP-G1: Historic environment;
- LTP-H5: Rail travel;
- LTP-H7: Waterborne transport;
- LTP-K1: Parking control and charges;
- LTP-K2: Parking policies;
- LTP-K4: Parking standards;
- LTP-N4: Conditions of highway improvements; and
- LTP-N7: Major highway schemes.

Table 4-1 SEA Framework

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

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

SEA Objectives	Questions
	<p>Will the option increase opportunities for local resident populations to travel to work by:</p> <p>a) by private motor vehicle</p> <p>b) by public transport</p> <p>c) On foot or cycle</p> <hr/> <p>Will the option provide new safe accessible cycle routes?</p> <p>a) Urban?</p> <p>b) Rural?</p> <hr/> <p>Will the option provide new footpaths?</p> <hr/> <p>Will the option increase accessibility to sport facilities for all adults?</p> <hr/> <p>Will the option increase opportunities for residents to undertake physical activity?</p> <hr/> <p>Will the option increase accessibility to hospitals for residents with the following:</p> <p>a) all cancers</p> <p>b) circulatory diseases</p> <p>c) respiratory diseases</p> <hr/> <p>Will the option increase Self-reported measure of people's overall health & wellbeing?</p> <hr/> <p>Will the option promote 'place shaping' by improving/enhancing urban design principles?</p>
<p>6. Ensure that transport developments/schemes do not have a disproportionate effect on local residents</p>	<p>Will the option increase noise impacts from:</p> <p>Roads</p> <p>Construction</p> <p>Maintenance</p> <hr/> <p>Will the option ensure that road schemes are registered with the considerate constructor's scheme?</p>
<p>7. Ensure active voluntary and community engagement in decision making in transport planning</p>	<p>Are stakeholder consultations taking place?</p> <hr/> <p>Are consultation responses being incorporated into the plan?</p>
SEA Topic Soil – Environment	
<p>8. Promote the conservation and wise use of land reduce contamination, and safeguard soil quality and quantity</p>	<p>Will the option result in loss of Grade 1 and 2 land (ha) Agricultural Land?</p> <hr/> <p>Will the option uses brownfield land over Greenfield land?</p> <hr/> <p>Will the option disturb contaminated land?</p>

SEA Objectives	Questions
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?
	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 the 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

SEA Objectives	Questions
	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 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 option 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?

SEA Objectives	Questions
	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?

4.1 Further SEA Appraisal

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.

Table 4-2 SEA Appraisal Key

↑	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

Table 4-3 SEA Appraisal Summaries

SEA Summary	Score	Mitigation /further enhancement
Policy LTP GEN-3 Protection of Natura 2000 Sites		
Environment Positive – Supports the protection of all Natura 2000 sites within Dorset, will assist with protected landscape and open space	↑↑	N/A
Social Positive –protects open space	↑	N/A
Economic Uncertain - transport development and improvement could be limited, access to facilities would not be improved for local residents, tourists, or major infrastructure	↕	<ul style="list-style-type: none"> • Ensure alternative sustainable modes of transport is provided for urban and rural areas
Policy LTP-D6: Management of Rural Roads		
Environment Positive – supports the conservation and enhancement of rural areas on a local scale, and safe convenient networks will help to reduce car dependency and reduce emissions	↑	<ul style="list-style-type: none"> • Ensure the following are in place / applied before works begin to all new highways schemes / improvements: <ul style="list-style-type: none"> ○ Construction Environmental Management Plans (CEMP) ○ Site Waste Management Plans (SWMP) ○ CEEQUAL standards • Include sustainable design and construction

SEA Summary	Score	Mitigation /further enhancement
		techniques, and climate change adaptation techniques
Social Positive - improved regional highway network safety and access to sustainable transport modes in rural areas	↑	<ul style="list-style-type: none"> Ensure that new developments do not have a disproportionate effect on local residents e.g. negative impacts from noise Further information is required from Implementation Plan in respect of health benefits
Economic Positive - improved safety and access to facilities in rural areas will be beneficial for locals and tourists on a local scale	↑	<ul style="list-style-type: none"> Ensure accessibility is maintained for major infrastructure e.g. minimise traffic flow of HGVs through residential areas
Policy LTP-E2: Walking and cycling in design		
Environment Positive – improved facilities and safer environments will encourage walking and cycling locally, which will reduce emissions and improve air quality in the long term, plus it will improve access to historic buildings, creating more permeability and a better sense of place	↑↑	<ul style="list-style-type: none"> Link walking and cycling facilities to green infrastructure and encourage climate change adaptation through green infrastructure such as tree planting, green walls and street planting
Social Positive – improved access to facilities and sustainable modes of transport, reduced car dependency and promotion of healthier lifestyles across the region	↑↑	<ul style="list-style-type: none"> Secure cycle parking should be provided Promote cycle campaigns and equips people of all ages with skills to cycle confidently and safely
Economic Positive - improved access to facilities and promotion of sustainable transport for locals and tourists	↑	<ul style="list-style-type: none"> Encourage conventional cycle hire to make cycling more available to tourists
Policy LTP-G1: Historic environment		
Environment Positive - regional and local promotion of the protection, enhancement and management of cultural heritage, landscape and townscape assets	↑↑↑	<ul style="list-style-type: none"> Ensure the following are in place / applied before works begin to all new highways schemes / improvements:

SEA Summary	Score	Mitigation /further enhancement
		<ul style="list-style-type: none"> ○ Construction Environmental Management Plans (CEMP) ○ Site Waste Management Plans (SWMP) ○ CEEQUAL standards
Social N/A		N/A
Economic N/A		N/A
Policy LTP-H5: Rail travel		
Environment Positive - There will be no land take and no impact on protected habitats. Benefits of carbon reduction by switching from car to rail.	↑	<ul style="list-style-type: none"> • Water pollution, flooding, climate change adaptation to be addressed through sustainable design and construction techniques e.g. SUDS • Include sustainable design and construction techniques during construction of new facilities • Reduce land take requirements • Ensure CEMPs are in place before improvement works begin • Consider noise impacts of rail network expansion / improvements
Social Positive - generally positive due to increased access to facilities and public transport at a local level, reduction in car usage and reduced road traffic on Jurassic Coast. However, could lead to increased noise near rail links, and generation of local traffic and crime at P&R sites	↑	<ul style="list-style-type: none"> • Consider noise impacts of rail network expansion / improvements
Economic Positive – due to improved rail network across the region and greater access to facilities by sustainable transport and tourism (although private car use is promoted with use of P&R's), plus improved connectivity for rail freight	↑↑	<ul style="list-style-type: none"> • Rail 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

SEA Summary	Score	Mitigation /further enhancement
Policy LTP-H7: Waterborne transport		
<p>Environment</p> <p>Uncertain - possible disturbance of ecological and geological protected sites along the Jurassic Coast, plus possible increase in water pollution.</p> <p>May be potential carbon reduction benefits from switching car borne trips on often congested coastal roads to water. Level of carbon savings currently unclear</p>	↑	<ul style="list-style-type: none"> • Waterborne transport modes should consider clean technologies if possible • Expansion of waterborne transport should identify impacts associated with biodiversity and designated sites ensuring that all mitigation is addressed i.e. avoid sensitive areas • Project level HRA recommended, Mitigation at the project level will be required.
<p>Social</p> <p>Uncertain – it is not clear who will benefit from waterborne transport (locals / commuters / tourists) and therefore an informed judgement cannot be made, however a reduction in the total annual average daily traffic on roads accessing the Jurassic Coast would be positive</p>	↑	<ul style="list-style-type: none"> • More information required from the LTP3 Implementation Plan
<p>Economic</p> <p>Positive – promotes sustainable transport modes (public transport), decreasing dependency on car usage and would potentially create employment opportunities along the coast</p>	↑	N/A
Policy LTP-K1: Parking control and charges		
<p>Environment</p> <p>Positive - reduced traffic congestion in urban centres across and promotion of low carbon forms of travel, however P&R's may lead to congestion in other areas</p>	↑	<ul style="list-style-type: none"> • 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
<p>Social</p> <p>Combination – may increase cycling and walking in urban areas, and improved bus services will encourage travel by public transport, leading to reduction in traffic flows; however, increased parking charges maybe not be affordable for all and may encourage parking in residential areas</p>	↑	<ul style="list-style-type: none"> • More information required from the LTP3 Implementation Plan • 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 • Ensure alternative modes of travel are available to everyone and affordable

SEA Summary	Score	Mitigation /further enhancement
		<ul style="list-style-type: none"> Mitigate displacement into residential parking areas by implementing Residential Parking Zones in areas likely to be affected
Economic Uncertain / Combination - promotes sustainable tourism into urban centres and could reduce severance, but may not improve access to services for everyone	↕	<ul style="list-style-type: none"> More information required from the LTP Implementation Plan
Policy LTP-K2: Parking policies		
Environment Uncertain / Positive – provided alternative transport options exist, traffic congestion and emissions in towns may be reduced, which in turn will benefit urban historic environments, landscapes and townscapes	↕	<ul style="list-style-type: none"> Should consider promoting clean transport technology More information required – Implementation Plan
Social Positive - assuming alternative modes of transport are in place, parking charges in town centres will encourage sustainable transport and healthy lifestyles on a local level	↑	<ul style="list-style-type: none"> Ensure alternative modes of transport are in place
Economic Uncertain / Combination – parking charges may reduce access to retail and compromise the economy in town centres, unless balanced alternatives are present; positive impacts would include reduced traffic flow in town centres and potentially favour out of town shopping centres	↕	<ul style="list-style-type: none"> More information required from the LTP3 Implementation Plan Consider measures to avoid traffic being displaced to out of town shopping centres
Policy LTP-K4: Parking standards		
Environment Positive – will encourage cycle usage and sustainable transport at a local level, leading to less reliance on cars, lower emissions, and reduced congestion in urban areas	↑	N/A
Social Positive – improved cycle facilities and health and safety standards will encourage healthy lifestyles due to a reduced reliance on the car	↑	N/A

SEA Summary	Score	Mitigation /further enhancement
Economic Positive – may reduce severance and could encourage sustainable travel by tourists at a local level	↑	N/A
Policy LTP-N4: Conditions of highway improvements		
Environment Positive – ensures no harm to Natura 2000 sites and protected species; promotes conservation and wise use of land, protection of water resources, and maintenance of air quality, potentially at a widespread level.; however new highway schemes will still increase traffic flow.	↑↑↑	<ul style="list-style-type: none"> Schemes should also consider climate change mitigation and adaptation techniques
Social N/A		N/A
Economic Positive – promoting the necessity for cost-effectiveness and economic viability of highway schemes at a regional level	↑↑	N/A
Policy LTP-N7: Major highway schemes		
Environment Uncertain / Combination - Negative impacts will include possible disturbance of biodiversity at designated sites, plus altered traffic patterns may increase car dependency and emissions. Positive impacts could occur in respect of highway improvements and promotion of sustainable travel which could reduce traffic and lower emissions. Uncertainty associated with possible impacts to water environment during construction Will increase reliance on the car and unless electric vehicles can be rolled out across the region, carbon intensive modes of transport. Could have negative consequences for promoting low carbon transport	↕	<ul style="list-style-type: none"> More information required from the LTP3 Implementation Plan Ensure the following are in place / applied before works begin to all new highways schemes / improvements: <ul style="list-style-type: none"> Construction Environmental Management Plans (CEMP) Site Waste Management Plans (SWMP) CEEQUAL standards Schemes must ensure no harm or disruption is caused to local biodiversity and protected sites Schemes should also consider climate change

SEA Summary	Score	Mitigation /further enhancement
<p>Social</p> <p>Uncertain / Combination – should result in social regeneration, better highway safety and improved access to facilities; however, both schemes are expected to promote car use, and increase construction and road noise for locals.</p> <p>The PBRI scheme will promote sustainable travel and economic regeneration and decrease severance as part of a large regeneration scheme.</p> <p>The B3073 scheme improvements will improve access to airport, but could lead to possible loss of open space due to potential road widening.</p> <p>If new highways schemes promote increased reliance upon the car could lead to future problems associated with Peak Oil and high fuel prices meaning that those on low incomes cannot afford to use the car and do not benefit from such schemes</p>	↓	<p>mitigation and adaptation techniques</p> <ul style="list-style-type: none"> • More information required for each scheme at project-level • Ensure alternative modes of travel are available to everyone and affordable
<p>Economic</p> <p>Positive – new schemes may reduce severance, improve deprivation, and create employment opportunities; plus they will also alter traffic patterns by improving regional freight movement and access routes to the port and airport .</p> <p>Reliance in private transport led schemes increases the vulnerability of the Region’s economy to the potential effects of Peak Oil and high fuel prices which could cripple an economy dependent on unfettered movement by freight and private vehicles using oil-based fuels</p>	↑↑	<ul style="list-style-type: none"> • Need to ensure that changes in freight movements do not cause negative impacts to local residents • Consider mechanisms for reducing the risks posed by Peak Oil to the economy

4.2 Cumulative Effects

There are many potential and complex 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 and difficult to predict with any certainty.

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. Stabilising vehicle traffic growth and improvements to the vehicle fleet emissions combined with an increase in walking and cycling would 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) has been undertaken that has identified 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. The SEDMMS study indicates that the LTP3 Strategy will result in a 9.7% reduction in carbon emissions on the 2008 base by 2026 in South East Dorset.

The predicted positive effect on traffic emissions and air quality depends upon a stabilisation in traffic predicted to arise from the cumulative modal shift associated with improved public transport measures and promotion of walking and cycling. Equally important in reducing carbon are advancements in alternative fuel technology as vehicles are expected to become more fuel efficient, with an increasing proportion of low carbon vehicles.

4.3 Equalities Impact Assessment

Following consultation of the EqIA Report issued in January 2011, no consultation comments were received.

EqIA conclusion:

The EqIA has highlighted a number of key issues which have been taken into consideration when assessing the suitability of different LTP3 policy options. The LTP3 includes a goal to achieve equality of opportunity through the transport system, which is one of 6 goals which guide all transport policy. This is expected to provide a positive impact for the equality groups.

Overall, the LTP3 contains a number of transport policies which are expected to have positive impacts for certain groups, and particularly children and young people, older people, those without access to a car and those with mobility impairments.

The benefits to these groups are expected to be realised through the provision of more affordable, accessible and convenient public transport, and increased opportunities for walking and cycling. The LTP3 includes policies which seek to improve sustainable travel options for these groups and encourage more independent travel, particularly for older people and those with mobility impairments..

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

The LTP3 seeks to have greater involvement with local communities in delivering local transport solutions to meet local needs. This is likely to better cater for the particular needs of different groups and is expected to have positive impacts, particularly for rural communities, and may help to offset the risk to rural transport services caused by cuts to transport funding.

The LTP3 has been assessed to have some potential negative impacts on the target groups, although the majority of these impacts are likely to be shared across all target groups. These include negative effects such as an increase in noise, dust, pollutants, congestion during construction of any highways schemes. These impacts can be mitigated through consultation with local residents and the implementation of Construction Environmental Management Plans (CEMP) during the construction phase.

In terms of the long term impacts from air pollution, if congestion is not reduced and air quality decreases, this is likely to impact all equality groups. It is recommended that air quality monitoring continues and sustainable active travel is promoted. The LTP3 includes proposals to improve air quality and reduce noise pollution in those areas most at risk – this includes contributing to effective Air Quality Action Plans and Noise Action Plans.

Potential negative impacts may also result from car parking measures which are targeted towards certain user groups. This could affect those who are dependant upon the use of the car to access work opportunities. Furthermore, there is a risk that some of the equality groups may not fully understand the purpose and need for new schemes - this can be mitigated through improved consultation on specific schemes which is accessible to all groups.

Policies LTP G-1 and LTP K-1 contain a clear intention for transport improvements to be consistent with the Equalities Act 2010 which should ensure that any potential inequalities are mitigated across the Equalities Groups.

4.4 Habitats Regulation Assessment

Based on the conclusions of the Stage 1 and 2 of the Habitats Regulations Assessment, it is concluded that implementing the LTP3 is unlikely to have significant impacts on Natura 2000 sites included within this assessment. This conclusion is, however, based on the following recommendations from the Stage 1 and Stage 2 assessments being implemented:

- Additional general Policy LTP GEN-3 is added to the LTP3 to ensure that future development within the sub-region is guided and driven in a sustainable manner;
- All individual projects or schemes detailed in the LTP3 and identified in the Stage 1 Screening as having the potential for significant effects on Natura 2000 sites, are subject to individual Habitats Regulations Assessments either at the project level or in lower tier plans;
- Monitoring commitments, as are detailed in the Strategic Environmental Appraisal (SEA) undertaken for the LTP3 are adhered to for the duration of the plans life-span.

In summary, the additional policies recommended are included in the LTP3 and appropriate avoidance and mitigation can be identified within subsequent project or plan level HRA's, it is concluded that no significant impacts to Natura 2000 sites will result from the implementation of the LTP3.

5 Mitigation

Table 5-1 below shows the overall suggested mitigation recommendations from the draft SEA policy appraisal and the post-consultation policy appraisals. The column on the right also identifies where each recommendation is referred to in the LTP3.

Table 5-1 SEA Mitigation Recommendations

Mitigation recommendation	Where addressed in LTP3
Green infrastructure network to be incorporated and implemented, linking to cycle routes for health benefits.	Key Strategy 3 Policy LTP-A3. Figure 5.2, 6.1 and Table 5.1 Section 3.4.11, 7.4.1, 8.5 and 8.5.2
Tourism and travel to be addressed	Key Strategy 3 Policy LTP-N1 and F4 Figure 3.7 (Goal 17) and Table 5.1 Section 3.4.6, 3.4.11, 7.4.1, 8.6, 8.9.1, 8.12.1, 9.7.1, 9.7.2 and 10.1.1
Climate change mitigation and adaptation (incl. flooding, extreme weather events) to be addressed	Key Strategy 2 Policy LTP-GEN1 and C5 Figure 3.1 and 3.7 (Goals 6-9) Section 6.4.6, 6.5, 7.4.1, 7.5, 7.10.2 and 7.11
<ul style="list-style-type: none"> by setting speed limits on strategic roads 	Policy LTP-D1
<ul style="list-style-type: none"> by measures to restrain car use and promote efficient driving speeds 	Section 12.5.1
<ul style="list-style-type: none"> by ensuring new schemes are constructed to make them resilient to the projected climatic changes 	Key Strategy 2 C (Section 5.0.1) Policy LTP-GEN1 Chapter 7 Key Points Figure 3.1 and 3.7 (Goal 8) Section 7.5.1
<ul style="list-style-type: none"> promoting the uptake of electric and other low carbon vehicles through information and support infrastructure where appropriate 	Key Strategy 3 F (Section 5.0.1) Chapter 8 Key Points Policy LTP-F3 Figure 3.7 (Goal 7) Section 5.3.5, 6.5, 7.4.1, 8.11.1, 9.2, 10.2.1 and 10.5
EqIA mitigation:	Section 4.7

Mitigation recommendation	Where addressed in LTP3
<ul style="list-style-type: none"> information should be made accessible to those with disabilities and where English is a second language 	Policy LTP-I1 and K1
<ul style="list-style-type: none"> ensure both rural and urban areas benefit from highway improvements 	Policy LTP-D6 Section 2.4.5, 3.1 (Box 4) and 12.4.9
<ul style="list-style-type: none"> mitigate against severance by incorporating cycling and pedestrian accessibility into the design of all new infrastructure 	Policy LTP-J1, J2 and E1 to E6 Section 12.5.1
<p>Implementation periods and methods of Highways improvement schemes to be outlined</p>	LTP3 Implementation Plan
<p>CEMPs must be in place before works begin</p>	Section 12.5.1
<p>Sustainable transport measures to be promoted through the following mechanisms:</p> <ul style="list-style-type: none"> off-road cycle tracks 	Policy LTP-E1, E2, E3 and E5 Section 8.5.2,
<ul style="list-style-type: none"> demand management 	Policy LTP-H4 Section 8.1.1 and 8.6.1
<ul style="list-style-type: none"> ensure alternative modes of travel are available to everyone 	Policy LTP-A1, E1 to E7 and I3
<ul style="list-style-type: none"> higher parking charges 	LTP3 seeks a balanced approach to parking which encourages the use of alternatives to the car in town centres, but supports the local economy.
<ul style="list-style-type: none"> competitive and affordable public transport fares 	Policy LTP-I2 Section 9.8.3 and 9.9.2
<ul style="list-style-type: none"> workplace parking levy 	Following consultation this has not been included in the Final LTP3
<p>New road infrastructure should:</p> <ul style="list-style-type: none"> be tolled to avoid the risk of induced demand 	Following consultation this has not been included in the Final LTP3
<ul style="list-style-type: none"> be linked to public transport, freight and port activities 	Chapter 12 – design of major infrastructure
<ul style="list-style-type: none"> use energy-efficient lighting 	Policy LTP-C4 Section 8.15.3
<ul style="list-style-type: none"> ensure contaminated land is dealt with appropriately 	To be dealt with at planning application stage
<ul style="list-style-type: none"> ensure traffic flow does not take sole priority at junction schemes 	Policy LTP-D1
<ul style="list-style-type: none"> reallocate road space to sustainable modes where possible 	Policy LTP-H3 Section 9.2.1, 9.3.1, 9.3.2 and 12.5.1

Mitigation recommendation	Where addressed in LTP3
SWMP should be competed with all highway improvement planning applications	Section 12.5.1
CEEQUAL standards should be applied to all new highways schemes	Section 12.5.1
Sustainable design and construction techniques should consider the use of:	
<ul style="list-style-type: none"> sustainable drainage (e.g. SUDS) 	Section 7.4.1, 7.5.1 and 7.11
<ul style="list-style-type: none"> locally sourced, recycled, reused materials which contain low embodied carbon 	Policy LTP-G2 Section 7.4.1, 8.15.3, and 12.5.1
<ul style="list-style-type: none"> low carbon methods of road construction and maintenance to both reduce carbon emissions and minimise resource use. 	Key Strategy 2 (Section 5.0.1) Chapter 7 Key Points Policy LTP-C1 and C2 Section 7.0.2, 7.4.1, 7.11 and 12.5.1
<ul style="list-style-type: none"> Natural planting should be planted 	Section 8.13.2 and 8.15.3
<ul style="list-style-type: none"> 'greener' fuels / alternative fuel vehicles 	Section 3.4.6 Key Opportunities Figure 3.7 (Goal 9) Section 8.11.1, 8.13.2 and 8.16
Healthy lifestyles to be promoted through:	Key Strategy 3 E (Section 5.0.1)
<ul style="list-style-type: none"> active travel initiatives 	Policy-E5 and F1, Figure 5.2 and Table 5.1 Chapter 8 - Section 8.1, 8.6, 8.9.1, 8.16 and Chapter 11 – Section 11.2.2
<ul style="list-style-type: none"> cycle campaigns and cycle proficiency 	Policies LTP-E1, E4 and E7 Section 8.6 and 11.3.1
<ul style="list-style-type: none"> work with schools and residential sector to influence travel behaviour 	Chapter 8 - Section 8.6, 8.8 and Chapter 11 – Section 11.3.1
Rail improvement schemes should:	
<ul style="list-style-type: none"> seek rail freight alternatives to key corridors for movement of freight 	Policy LTP-D4, H5 and N2 Section 7.9.1
<ul style="list-style-type: none"> consider air quality and noise impacts of new schemes 	Key Strategy 3 (Section 5.0.1) Policy LTP-C1 and F5
P&R sites (car, bus and rail) should be promoted as part of a larger strategic implementation plan. They should:	Key Strategy 4 (Section 5.0.1) Policy LTP-H4, H5 and D3
<ul style="list-style-type: none"> incorporate sustainable transport measures 	Section 8.12.1, 9.4.1
<ul style="list-style-type: none"> include secure cycle parking and electric vehicle recharging points 	Policy LTP-E6 Section 9.4.4 and 10.2.1
<ul style="list-style-type: none"> take the form of a public transport hub rather than just a car park 	Policy LTP-K1, H4 and H5 Section 9.2.1

Mitigation recommendation	Where addressed in LTP3
<ul style="list-style-type: none"> enhance accessibility for people living near the rail network 	Key Strategy 4 (Section 5.0.1)
<ul style="list-style-type: none"> make better use of existing infrastructure 	Policy LTP-D3
<p>The natural and built environment should be protected - schemes must ensure no harm or disruption is caused to local biodiversity and protected conservation sites</p>	<p>Policy LTP-GEN1, C1, F4, and G1 Table 2.3 and Figures 3.1 and 3.7 (Goal 19) Section 3.1.1 (Box 4) and 8.16</p>
<p>Consultation - residents and local communities should be given notice of the changes and consulted through-out</p>	<p>Chapter 3 – Section 3.2.3, 3.4.1 and Chapter 4 – Section 4.3, 4.5.7, 4.8.1, Section 1.5.1, 12.2.1 and 13.2.4</p>

6 Monitoring Significant Effects

There is no longer any formal requirement for Local Transport Authorities to monitor progress of the LTP against a set of mandatory indicators. This is consistent with the removal of the National Indicator set and the government's focus on local accountability. Instead, the government is currently consulting on a simplified data list; authorities will be expected to provide this data on an annual basis and it is expected to contain a small number of transport-related data items. The final data list is expected in Spring 2011. This is expected to reduce the amount of local authority resources used for national monitoring purposes.

The Bournemouth, Poole and Dorset LTP3 includes a rationalised set of performance indicators which seek to provide local accountability in monitoring the overall performance of the LTP3 towards achieving its goals, whilst avoiding the unnecessary diversion of resources away from actual transport improvements.

The SEA Directive requires the significant environmental effects of implementing the plan or programme to be monitored "in order, inter alia, to identify [...] unforeseen adverse effects and to be able to undertake remedial action" (Article 10(1)). Responsible Authorities may already monitor implementation of plans or programmes against their objectives or targets. Some of these may be environmental, but this will not necessarily be enough to satisfy the Directive. Responsible Authorities must ensure when designing their monitoring arrangements that they comply with this provision.

The following table recommends a number of indicators that have arisen from the SEA process and specific indicators that relate to policies in the Final LTP3.

Although many of the indicators are monitored annually, budget constraints and the desire of central government not to impose unnecessary burdens on local authorities means that, where shown, the frequency of reporting indicators will only be every three years to inform development of the LTP Implementation Programme.

Table 6-1 Monitoring

Monitoring activity to be undertaken	Responsibility for undertaking the monitoring	Dates and frequency
Total area of sites of Special Scientific Interest (SSSI) land	Natural England	2013 then every 3 years to feed into the Implementation Plan.
% area of land designated as SSSI within the local authority area in favourable condition; 2008	Natural England	2013 then every 3 years to feed into the Implementation Plan.
Change in areas designated for their intrinsic environmental value, including	Natural England	2013 then every 3 years to feed into the

Monitoring activity to be undertaken	Responsibility for undertaking the monitoring	Dates and frequency
sites of international, national, regional, sub-regional or local significance: a) Loss, b) Addition		Implementation Plan.
Area of land designated as a Local Nature Reserve (LNC)	Natural England	2013 then every 3 years to feed into the Implementation Plan.
Area of land designated as Special Area of Conservation (SAC)	Natural England	2013 then every 3 years to feed into the Implementation Plan.
Area of land designated as Special Protected Area (SPA)	Natural England	2013 then every 3 years to feed into the Implementation Plan.
Area of land designated as Ramsar	Natural England	2013 then every 3 years to feed into the Implementation Plan.
Area of land designated as Site of Nature Conservation Interest (SNCI)	Natural England	2013 then every 3 years to feed into the Implementation Plan.
% of new residential development within 30 minutes public transport time of a: GP, Hospital, Primary School Secondary School	Accession Data Base: Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Access to employment by public transport	Accession Data Base: Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
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	Road Safety Officers; Local Authorities	Annually
The percentage of the resident population who travel to work: a) by private motor vehicle b) by public transport c) on foot or cycle	Census; Central Government	10 years
Growth in cycling trips	ATC/MCC; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Total km of public Rights of Way (RoW) network	ROWIP; Local Authorities	2013 then every 3 years to feed into the

Monitoring activity to be undertaken	Responsibility for undertaking the monitoring	Dates and frequency
		Implementation Plan.
Total annual average daily traffic on roads accessing the Jurassic Coast	Dorset County Council	2013 then every 3 years to feed into the Implementation Plan.
Estimated traffic flows for all vehicle types (million vehicle km)	Department for Transport	Annually
Number of additional bus services for all rural areas	Dorset County Council	2013 then every 3 years to feed into the Implementation Plan.
Number of real time bus stops	Public Transport Managers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of workplace, school and visitor travel plans submitted as part of planning applications	Travel Plan Officers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Bus punctuality	Public Transport Managers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of visitors attending Weymouth for the Olympic games events % using public transport, buses and trains	Dorset County Council	2012 once only.
% of freight being transported by sustainable transport modes such as train rail and water	Network Rail and Port Authorities.	2013 then every 3 years to feed into the Implementation Plan.
Number of complaints related to noise from Roads Construction Maintenance	Complaints Officers; Local Authorities	Annually
Number of transport schemes involving land take	Engineering/Client Managers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds	Development Control Officers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Km of roads at risk from flooding: river, tidal and Fluvial	Highway Maintenance Manager; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of Local Air Quality Management Areas (LAQMA)	Environmental Health Officer; Local Authorities	Annually

Monitoring activity to be undertaken	Responsibility for undertaking the monitoring	Dates and frequency
NO ₂ PM ₁₀ levels	Environmental Health Officer; Local Authorities.	Annually
Change in per capita carbon emissions based on NI186 (assuming this Indicator retained and information collected and distributed to us by Central Government)	Carbon Reduction Manager; Local Authorities	Annually
Number of transport applications granted with sustainable urban drainage system (SUDS)	Development Control Officers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of flood prevention schemes carried out on major roads	Highway Maintenance Manager; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Length of green infrastructure network , including greenways	Engineering/Client Managers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of trees planted on existing road network	Highway Maintenance Manager; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Access to employment by public transport	Accession Data Base: Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of transport schemes that improve access to education	Engineering/Client Managers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Amount of tourists arriving by train compared to overall visitor numbers	Tourism Manager; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of water taxi trips made per annum?	Ferry Companies	2013 then every 3 years to feed into the Implementation Plan.
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	Development Control Officers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Traffic flow of HGV vehicles through residential areas in specific sensitive areas	Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of new developments promoting clean transport technology for example: car parks for electric vehicles,	Development Control Officers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.

Monitoring activity to be undertaken	Responsibility for undertaking the monitoring	Dates and frequency
bike sharing scheme, car clubs, cycle parking		
% of materials locally sourced, recycled, reused and containing low embodied carbon	Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of transport developments accredited to CEEQUAL	Development Control Officers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of transport schemes impacting Environmentally Sensitive Areas	Development Control Officers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of transport related applications refused in conservation areas because of their adverse effects on the historic environment	Development Control Officers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of transport related applications refused because of adverse effects on the designated landscape areas	Development Control Officers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.
Number of transport related planning applications in buffer zones of Scheduled Ancient Monuments, Heritage Sites, World Heritage Sites, etc	Development Control Officers; Local Authorities	2013 then every 3 years to feed into the Implementation Plan.

7 Appendices

Appendix A: LTP3 Policies Post Consultation

Appendix B: Post Consultation - New Policy Appraisal Matrix

Table 7-1 Appendix A: LTP3 Policies Post Consultation

Old No.	Old Wording	New No.	New Wording	SEA
LTP-GEN1 LTP3 Goals	<p>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:</p> <ul style="list-style-type: none"> I. Support a more productive and prosperous economy, with improved reliability, efficiency and connectivity of transport networks and communications II. Reduce the overall level of emissions of carbon dioxide and other greenhouse gases from travel and transport and ensure the network is resilient III. Promote more equal opportunities for everyone, including access to services they need, to create a fairer society IV. Reduce the risk of death, injury or illness arising from transport and promote travel modes that encourage healthy, active lifestyles V. Protect and enhance the quality, local distinctiveness and diversity of Dorset's built and natural 	LTP GEN-1 LTP3 Goals	<p>The transport investment programmes of Bournemouth Borough Council, the Borough of Poole and Dorset County Council will seek to achieve the following outcomes, in line with the LTP3 goals:</p> <ul style="list-style-type: none"> i. Support a more productive and prosperous economy, with improved reliability, efficiency and connectivity of transport networks and communications ii. Reduce the overall level of emissions of carbon dioxide and other greenhouse gases from travel and transport and ensure the network is resilient iii. Promote more equal opportunities for everyone, including access to services they need, to create a fairer society iv. Reduce the risk of death, injury or illness arising from transport and promote travel modes that encourage healthy, active lifestyles v. Protect and enhance the quality, local distinctiveness and diversity of Dorset's built and natural environment, and improve 	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
	<p>environment, and improve individual well-being and enjoyment of places</p> <p>VI. Achieve value for money in all transport investment</p>		<p>individual well-being and enjoyment of places</p> <p>vi. Achieve value for money in all transport investment</p>	
<p>LTP-GEN2</p> <p>Sustainable travel patterns</p>	<p>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:</p> <ul style="list-style-type: none"> I. Land use planning policies and strategic spatial planning II. Encouraging people and businesses to reduce the need to travel via virtual access and co-location of facilities through the land use planning process III. Encouraging smarter choices IV. Car parking policies V. Prioritising the use of the highway network 	<p>LTP-GEN2</p> <p>Integrated transport package</p>	<p>The authorities, together with their partners, will seek to manage travel demand through an integrated package of low cost, high value measures to reduce traffic growth, encourage sustainable travel patterns and increase the modal share of alternatives to the car, including:</p> <ul style="list-style-type: none"> i. Integration with land use planning policies and strategic spatial planning ii. Encouraging people and businesses to reduce the need to travel via virtual access and co-location of facilities through the land use planning process iii. Influencing travel behaviour through smarter choices, education and publicity iv. Providing, and promoting an enhanced range of alternatives to the car v. Applying balanced and proportionate parking controls and charges 	<p>No further appraisal work required</p>

Old No.	Old Wording	New No.	New Wording	SEA
			vi. Prioritising best 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.	Deleted		No further appraisal work required
1 Reducing 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		A Encouraging and supporting new development to be located and designed in ways that people can meet their day to day needs with less overall need to travel, and by sustainable modes		
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. This shall 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 A-1 Land use and transport	As far as possible, the LTP will support and encourage development and redevelopment proposals which minimise the impact of the private car by reducing the need to travel, as well as the distance travelled. Working with the Local Planning Authorities and Regeneration Agencies, the authorities will encourage Local Development Documents and regeneration and investment strategies to have regard to: <ul style="list-style-type: none"> i. Managing the demand for travel; ii. Achieving a shift in transport modes to alternatives to the private car; 	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
			<ul style="list-style-type: none"> iii. Making the best use of existing transport infrastructure and services; iv. Improving connectivity locally and in the wider area where appropriate, including the need for improvements to transport infrastructure; v. Providing high levels of accessibility for all to local services. 	
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 A-2 Major development	Through achieving 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. Where major development is permitted outside Town Centre areas, additional public transport, cycling and walking facilities will be encouraged to minimise use of the car.	No further appraisal work required
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	LTP A-3 Developer funding	In order to ensure that new development is adequately served, mitigates impacts on the existing network and promotes sustainable travel options, the authorities will work with the Local Planning Authorities to ensure that requirements for developer funding for transport are applied through the planning	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
	<p>mitigated. This shall include requirements for developers to:</p> <ul style="list-style-type: none"> I. Contribute towards priorities and schemes contained within the LTP that are deemed to directly relate to, and mitigate impacts of, their development 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; 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. 		<p>process which:</p> <ul style="list-style-type: none"> i. Contribute towards priorities and schemes contained within the LTP that are deemed to directly relate to, and mitigate impacts of, their development; ii. Fund the necessary transport infrastructure and mitigation measures required for the development of their particular site. This shall include high quality, attractive links to walking, cycling and public transport networks; iii. Make financial contributions towards existing tariff-based transport contribution schemes or (when introduced) a Community Infrastructure Levy, where appropriate. This shall provide for 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. 	
B Supporting the local availability of services to reduce the need to travel		B Supporting and promoting ways of delivering key services that encourage more sustainable travel patterns		

Old No.	Old Wording	New No.	New Wording	SEA
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.	LTP B-1 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. Service providers will continue to be encouraged to incorporate accessibility and sustainable travel considerations within their service delivery investment programmes, policies and locational decisions.	No further appraisal work required
2 MANAGING AND MAINTAINING THE EXISTING NETWORK MORE EFFICIENTLY				
D Keeping transport infrastructure well-maintained, safe, and resilient for all users		C Keeping transport infrastructure well-maintained, safe, and resilient for all users		
LTP-D1 Asset Management	<p>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:</p> <ul style="list-style-type: none"> I. Focuses on the long term outcomes of providing a fully sustainable highway network with reduced costs and environmental impacts; II. Incorporates maintenance programmes assessed against their impacts on waste, carbon emissions, noise and air quality, as well 	LTP C-1 Asset Management	<p>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:</p> <ul style="list-style-type: none"> i. Focuses on the long term outcomes of providing a fully sustainable highway network with reduced costs and environmental impacts; ii. Incorporates maintenance programmes assessed against their impacts on waste, carbon emissions, noise and air quality, as well as the historic and natural 	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
	<p>as the historic and natural environments;</p> <p>III. Seeks to maintain current Levels of Service as a minimum.</p>		<p>environments;</p> <p>iii. Seeks to maintain current Levels of Service as a minimum.</p>	
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 C-2 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.	No further appraisal work required
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 C-3 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 co-ordinated with other works, 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.	No further appraisal work required
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 C-4 Street lighting	The street lighting network will be managed and improved to increase energy efficiency, to minimise environmental impact and to enhance conservation areas and areas identified for public realm improvements. Alterations to street lighting should not compromise road safety or personal security.	No further appraisal work required
LTP-D5 Resilient transport network	In addition to seeking to mitigate climate change, the authorities will identify the most vulnerable parts of the transport network to its potential impacts, seek to implement appropriate adaptation techniques, and develop contingency	LTP C-5 Adapting to climate change	In addition to seeking to mitigate climate change, the authorities will identify the most vulnerable parts of the transport network to its potential impacts, seek to implement appropriate adaptation techniques, and	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
	plans for the maintenance of travel during extreme weather or other events affecting the network.		develop contingency plans for the maintenance of travel during extreme weather or other events affecting the network.	
E Making better use of the sub-region's transport network to maximise it's capacity and efficiency		D Making better use of Dorset's transport network to maximise its efficiency for all forms of travel		
LTP-E1 Efficiency of existing highway	<p>The efficiency of the existing highway will, where appropriate, be enhanced by:</p> <ul style="list-style-type: none"> I. Re-allocating road space to give priority to buses, cyclists and pedestrians; II. Improvements at critical junctions; III. extension of Urban Traffic Control / Intelligent Transport Systems; IV. Management of on and off street parking; V. provision of parking information to motorists; VI. Promoting neighbourhoods that support the needs of residents; VII. Reviewing speed limits to regulate traffic flow and fuel efficiency of vehicles. 	LTP D-1 Efficiency of existing highway	<p>The efficiency of the existing highway network will, where appropriate, be enhanced by:</p> <ul style="list-style-type: none"> i. Re-allocating road space to give priority to buses, cyclists and pedestrians; ii. Improvements at critical junctions; iii. extension of Urban Traffic Control / Intelligent Transport Systems; iv. Management of on and off street parking; v. provision of parking and travel information to motorists; vi. Promoting neighbourhoods that support the needs of residents; vii. Reviewing speed limits to regulate traffic flow and fuel efficiency of vehicles. 	No further appraisal work required
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.	Deleted		No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
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 D-2 Joint Traffic Control Centre	The authorities will seek to establish a Joint Traffic Control Centre (JTCC), operated by an organisation separate from, but accountable to, the three authorities and overseen by a single Traffic Manager. The priority function will be to improve co-ordination of expeditious traffic movement within and across the authorities' boundaries.	No further appraisal work required
LTP-E4 Long distance east-west traffic	<p>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:</p> <ul style="list-style-type: none"> I. Direction signing promoting use of the A31 Trunk Road; II. Better information for tourists; i. III. Promotion of Rail Park & Ride. 	LTP D-3 Traffic routing	<p>Traffic should be encouraged to use the strategic or local road network as appropriate to enhance the overall efficiency of the highway network and minimise the congestion and environmental impacts arising from the use of less suitable routes. In conjunction with neighbouring authorities and the HA, east-west traffic through Dorset will be discouraged from using inappropriate routes by:</p> <ul style="list-style-type: none"> i. Direction signing targeting long distance traffic to use the A31 / A35 Trunk Roads, and local traffic to use the local road network; ii. Better information for tourists; iii. Promotion (and signing) of rail based Park & Ride; iv. Working with satellite navigation companies to ensure data reflects 	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
			appropriate routing; v. Reviewing HGV routing.	
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: <ul style="list-style-type: none"> I. Support the sustainable and efficient movement of freight to, from and within the sub-region; II. Support national and locally led initiatives to accelerate the introduction of low carbon transport through improving the environmental performance of the freight industry; III. Minimise impacts of noise, pollution and disturbance on other road users, local communities and the environment. 	LTP D-4 Freight Quality Partnership	The authorities will work with freight generators, through the Freight Quality Partnership, to pursue the following strategic priorities for the management of freight movement within the sub-region: <ul style="list-style-type: none"> i. Support the sustainable and efficient movement of freight to, from and within the sub-region; ii. Support national and locally led initiatives to accelerate the introduction of low carbon transport through improving the environmental performance of the freight industry; iii. Minimise impacts of noise, pollution and disturbance on other road users, local communities and the environment. 	No further appraisal work required
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.	LTP D-5 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	No further appraisal work required
		LTP D-6	For all decisions affecting Dorset's rural highways, the Dorset Rural Roads Protocol	Further SEA appraisal work

Old No.	Old Wording	New No.	New Wording	SEA
		Management of rural roads	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.	required - see Appendix B and Section 4 of SEA Adoption Statement
3 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		E Widening opportunities for healthy lifestyles through integrating active travel into people's everyday lives and providing supporting infrastructure		
LTP-I1 Active Travel priorities	<p>The authorities will prioritise and promote walking and cycling as the preferred travel modes for trips under 5 km, for people of all ages and abilities. In order to encourage modal shift from the car and improve accessibility this will be supported by:</p> <ul style="list-style-type: none"> I. Maximising the role of walking and cycling as key transport modes by raising their status and promoting them as a healthy, economic, and energy efficient means 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. 	LTP E-1 Promoting Active Travel	<p>The authorities will prioritise and promote walking for trips under 2 km, and cycling for trips under 5 km, for people of all ages. In order to encourage modal shift from the car and improve local accessibility, this will be supported by:</p> <ul style="list-style-type: none"> i. Maximising the role of walking and cycling as key transport modes by raising their status and promoting them as a healthy, economic, and energy efficient means of transport; ii. Improving the pedestrian and cyclist environment by giving them greater priority and reducing danger from the speed and volume of traffic; iii. Developing and maintaining safe, convenient, efficient and attractive 	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
			transport infrastructure conducive to cycling and walking.	
		LTP E-2 Walking & cycling in design	Highway and streetscape design, traffic management and provision of other facilities such as crossings should always take walking and cycling into account and seek to provide more permeable, attractive and safe walking and cycling environments.	Further SEA appraisal work required - see Appendix B and Section 4 of SEA Adoption Statement
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, including the removal of physical barriers to cycling.	LTP E-3 Walking & Cycling infrastructure	Walking and cycling infrastructure investment will be targeted towards enhancing existing facilities and creating continuous, convenient and safe routes. These should be well signed and remove physical barriers. The design of networks should minimise the risk of crime. Cycle routes will be developed in line with prioritised Strategic Cycle Route Networks and should apply appropriate solutions following the hierarchy of cycling solutions.	No further appraisal work required
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 E-4 Walking & cycling utility trips	Resources available for promoting walking and cycling, and making improvements to routes, will be prioritised towards utility trips (to access employment, education and services). The authorities will work with other partners and identify alternative funding sources to improve routes used purely for leisure and tourist purposes.	No further appraisal work required
LTP-I4 Active travel in	New development should actively seek to be well integrated with, and not compromise, existing	LTP E-5 Active travel in	New development should actively seek to be well integrated with, and not compromise,	No further appraisal work

Old No.	Old Wording	New No.	New Wording	SEA
new development	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.	new development	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.	required
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 E-6 Cycle parking	Ample secure and convenient cycle storage facilities will be provided at key destinations such as town centres, schools, transport interchanges, retail centres, parks and tourist destinations. Businesses and other land owners will be encouraged to do the same. The authorities will ensure that appropriate cycle parking standards apply for all new development.	No further appraisal work required
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 E-7 Walking / cycling and 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: <ul style="list-style-type: none"> i. Enhanced direction signing, access and facilities for pedestrians and cyclists implemented at local rail, bus and coach stations ii. Working with public transport operators to better accommodate the needs of cyclists, in particular on bus, train and ferry services; iii. Supporting the creation of cycle hire schemes (and particularly locally managed schemes) at 	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
			stations, ferry terminals and at tourist / leisure locations.	
J Encourage modal transfer and low carbon travel behaviour through smarter choices and supporting low carbon technology		F Applying smarter choices and supporting “green technology” to encourage modal transfer and low carbon travel behaviour		
LTP-J1 Green travel behaviour	To encourage more sustainable travel patterns and modal shift to low carbon travel modes, a long term co-ordinated, integrated package of targeted Smarter Choices measures will be pursued. This will seek to inspire positive travel choices and raise travel awareness of public transport, active travel and smarter choices alternatives to car use, and their associated wider benefits to society including health and the environment.	LTP F-1 Green travel behaviour	To encourage more sustainable travel patterns and modal shift to low carbon travel modes, a long term co-ordinated, integrated package of targeted Smarter Choices measures will be pursued. This will seek to inspire positive travel choices and raise travel awareness of public transport, active travel and smarter choices alternatives to car use, and their associated wider benefits to society including health and the environment.	No further appraisal work required
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 F-2 Transport Assessments and Travel Plans	Requirements for Transport Assessments and Travel Plans will be applied through Local Development Documents 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, the safety of all users, and impacts on the environment (including CO2 emissions). Travel Plans should clearly set out measures to reduce single occupancy car use, management arrangements, and quantitative targets and monitoring.	No further appraisal work required
LTP-J3	The authorities will support the uptake of new low carbon vehicle technology, and particularly local	LTP F-3	The authorities will support the uptake of new low carbon vehicle technology, and support its	No further appraisal work

Old No.	Old Wording	New No.	New Wording	SEA
Low carbon vehicle technology	innovative businesses to stimulate the Green Knowledge Economy. Requirements for the installation of charging points and /or the allocation of car parking spaces for electric vehicles in new development will be encouraged in Local Development Documents.	Low carbon vehicle technology	development by local innovative businesses to stimulate the Green Knowledge Economy. Requirements for the installation of charging points and /or the allocation of car parking spaces for electric vehicles in new development will be encouraged in Local Development Documents.	required
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. The management objectives of those Natura 2000 sites which are sensitive to increased recreational pressure should not be compromised and suitable mitigation and management plans will be applied as necessary.	LTP F-4 Sustainable tourism	Through enhanced alternatives to the car and information provision, sustainable access for 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. The management objectives of sites which are sensitive to increased recreational pressure, including Natura 2000 sites, should not be compromised and suitable mitigation and management plans will be applied as necessary.	No further appraisal work required
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: I. Ensuring effective Air Quality Action Plans are maintained for all Air Quality Management Areas; II. Addressing the First Priority Areas identified in the DEFRA Noise Action	LTP F-5 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: i. Ensuring effective Air Quality Action Plans are maintained for all Air Quality Management Areas; ii. Addressing the First Priority Areas identified in the DEFRA Noise	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
	Plans.		Action Plans.	
K Creating attractive public realms and streetscapes		G Creating attractive public realms and streetscapes		
		LTP G-1 Historic environment	<p>Transport improvements promoted through the LTP should seek to protect, enhance and manage the rich diversity of the historic environment and landscape, including sites and features of architectural and archaeological value, and to maintain and strengthen local distinctiveness and sense of place in both urban and rural areas. This will include:</p> <ul style="list-style-type: none"> i. Seeking to ensure high standards of responsive design; ii. Mitigating the cumulative impact of small scale changes to the character and appearance of any designated landscape, historic area, or heritage asset and its setting. 	Further SEA appraisal work required - see Appendix B and Section 4 of SEA Adoption Statement
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.	LTP G-2 Public realm and streetscapes	The authorities will aim to 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. Where feasible and cost effective, materials should be locally sourced, recycled, reused and contain low embodied carbon. The Dorset Rural Roads Protocol will be applied to minimise the impact of street	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
			furniture, signing and lining on the rural environment.	
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		H Building upon current public transport provision to improve the availability, quality, reliability and punctuality of services		
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 H-1 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.	No further appraisal work required
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 H-2 Bus provision	The authorities will actively seek to strengthen partnerships with the main bus operators, and further develop voluntary and statutory partnership agreements, with a focus on improving service levels and facilities, "greening" the bus fleet, and providing affordable access, for all, to key services.	No further appraisal work required
		LTP H-3 Quality Bus Corridors	In the urban areas, a network of priority Quality Bus Corridors will be developed. On Quality Bus Corridors, and other high frequency bus routes, priority will be given to the implementation of traffic management measures to improve the flow and reliability of buses, in the following order: signal	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
			improvements, junction improvements, bus lanes, parking / loading amendments, Traffic Orders.	
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, subject to further investigation. Implementation of new sites will be phased in conjunction with parking restraint, reviews of parking charges and other demand management measures	LTP H-4 Park and ride	Strategic Park & Ride capacity will be developed at appropriate locations, where adequate demand exists, to assist sustainable transport movement to and from town centres. The implementation of individual sites will take into account impacts on the environment and the surrounding road and bus networks, in addition to financial sustainability. Implementation of new sites will be phased in conjunction with parking restraint, reviews of parking charges and other demand management measures in town centres	No further appraisal work required
		LTP H-5 Rail travel	<p>The authorities will seek to increase the role of rail travel in the sub-region, working closely with the Train Operating Companies, Network Rail and the government, including by:</p> <ul style="list-style-type: none"> i. Improving rail stations to promote Park & Ride journeys by rail at suburban and rural stations with identified demand, and to act as a focus for other changes of transport mode ii. Seeking to improve the integration of rail with other modes of travel for both local and longer distance journeys, including connections to the wider national networks; 	Further SEA appraisal work required - see Appendix B and Section 4 of SEA Adoption Statement

Old No.	Old Wording	New No.	New Wording	SEA
			<ul style="list-style-type: none"> iii. Seeking to secure enhanced frequency, capacity, reliability and connectivity of the railway to meet passenger needs and enhance the role of rail freight; iv. Continuing to improve access to, and facilities at, rail stations based on results of access audits, and through working with train operators to deliver Station Travel Plans. 	
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 H-6 Rapid transit	The authorities will promote the future development of rapid transit and develop proposals during the LTP3 period for a future Dorset Area Rapid Transit System operating in the South East Dorset conurbation.	No further appraisal work required
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.	Deleted		No further appraisal work required
		LTP H-7 Waterborne transport	The authorities will promote and support the development of waterborne passenger transport services along the Jurassic Coast. Potential impacts on the marine and coastal environment will be avoided through mitigation and appropriate management.	Further SEA appraisal work required - see Appendix B and Section 4 of SEA Adoption Statement

Old No.	Old Wording	New No.	New Wording	SEA
G Developing a well integrated public transport system which is easier to use for everyone		I Developing a fully integrated public transport system which is easier to use for everyone		
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 I-1 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. This will include improving physical access to public transport services for elderly people, those with mobility impairments and families with children, and providing appropriate training to help people with disabilities to use public transport independently.	No further appraisal work required
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 I-2 Smartcards	A Smartcard based cross-modal fares system in Dorset will be developed, implemented and promoted to facilitate multi-operator, cross-modal travel and improve the attractiveness of public transport use.	No further appraisal work required
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 I-3 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 its integration with other modes. The type and level of information will be dependant on the context of the locality	No further appraisal work required
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 I-4 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. New or improved interchanges / hubs will provide enhanced	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
			waiting facilities, information and security and will be well related to walking and cycling networks.	
H Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of the sub-region		J Improving local accessibility and local connectivity for the most vulnerable groups and rural areas of Dorset		
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 J-1 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 community based transport services for disadvantaged groups, which are well integrated with commercial public transport routes and hubs. Development of community transport across authority boundaries will be supported.	No further appraisal work required
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.	LTP J-2 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. The performance of subsidised routes will be carefully monitored to ensure that support is appropriately targeted and value for money is achieved.	No further appraisal work required
5 Car Parking Measures				
N Influencing the cost and convenience of private car use, particularly for single occupancy commuter trips, where suitable		K Implementing balanced and proportionate parking policies which promote economic vitality and support the use of		

Old No.	Old Wording	New No.	New Wording	SEA
alternatives exist		alternatives to the car, particularly for single occupancy commuter trips		
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 K-1 Parking control and charges	Complementary parking policies will support the vitality of the local economy but, through supply and pricing, will not undermine the use of public transport and low carbon forms of travel. Through supply and pricing mechanisms, parking policies in the urban areas and main towns will seek to: <ul style="list-style-type: none"> i. Reduce the attractiveness of commuter / long stay parking in the town centres; ii. Actively encourage the use of park and ride, public transport and other low carbon forms of travel to urban centres; iii. Support the wider LTP strategy and complement locational policies of development plans; iv. Reinforce the attractiveness and competitiveness of town centres; v. Take into account the needs of residents, tourists and those with mobility impairments. 	Further SEA appraisal work required - see Appendix B and Section 4 of SEA Adoption Statement
		LTP K-2 Parking policies	Parking policies will, including through coordinated approaches where necessary, avoid prejudicing the strategic development aims of adjoining local authorities and have regard to the scale and nature of any	Further SEA appraisal work required - see Appendix B and Section 4

Old No.	Old Wording	New No.	New Wording	SEA
			competition between out-of-town developments with free parking and town centre policies.	of SEA Adoption Statement
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: <ul style="list-style-type: none"> I. Preferential Residents Parking Schemes – including investigating the use of differential rates based on vehicle fuel efficiency; II. Pricing of on-street spaces; III. Car parking restrictions to provide space for public transport, cycles or facilities for people with disabilities. 	LTP K-3 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: <ul style="list-style-type: none"> i. Preferential Residents Parking Schemes – including investigating the use of differential rates based on vehicle fuel efficiency and the number of vehicles within a household; ii. Pricing of on-street spaces; iii. Car parking restrictions to provide space for public transport, cycles or facilities for people with disabilities. 	No further appraisal work required
		LTP K-4 Parking standards	Parking standards for new development, including for cycles, will be applied through Local Development Documents, having regard to accessibility by all transport modes, and the need to promote sustainable transport outcomes and protect highway safety.	Further SEA appraisal work required - see Appendix B and Section 4 of SEA Adoption Statement
6 Travel Safety Measures				

Old No.	Old Wording	New No.	New Wording	SEA
L Applying engineering, education and enforcement solutions to create safer travelling environments		L Applying engineering, education and enforcement solutions to create safer travelling environments		
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 L-1 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.	No further appraisal work required
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: <ul style="list-style-type: none"> I. Pedestrian and cyclist casualties in urban areas; II. Protecting children and young people; III. Motorcycle (Powered Two Wheeler) casualties; IV. Rural roads; V. Poor road user behaviour; VI. Illegal and inappropriate speed. 	LTP L-2 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: <ul style="list-style-type: none"> i. Pedestrian and cyclist casualties in urban areas; ii. Protecting children and young people; iii. Motorcycle (Powered Two Wheeler) casualties; iv. Rural roads; v. Poor road user behaviour;; vi. Illegal and inappropriate speed. 	No further appraisal work required
LTP-L3	All road safety schemes will be identified based	LTP L-3	All road safety schemes will be identified based	No further

Old No.	Old Wording	New No.	New Wording	SEA
Prioritisation of safety initiatives	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.	Prioritisation of safety initiatives	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.	appraisal work required
M Community safety and security		M Working with partners to improve community safety and security		
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.	LTP M-1	The authorities will work with partners, including the Police, public transport operators and Network Rail, to reduce actual and perceived safety and security concerns relating to the use of the transport network, and to reduce its vulnerability to terrorism and vandalism.	No further appraisal work required
7 Strategic Infrastructure Improvements				
C Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth		N Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth		
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: I. Ensure high quality surface access	LTP N-1 Strategic infrastructure priorities	The authorities will work together, and with relevant partners, towards the following priorities for strategic transport infrastructure in Dorset: i. Ensuring that connections between Dorset and other parts of the UK, especially to Bristol, London, the Midlands and the North, are maintained, improved and resilient	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
	<p>to Bournemouth Airport to support existing and projected passenger growth and promote it's role as an international gateway;</p> <p>II. Provide reliable access to the sub-region's ports and support growth in passenger and freight services;</p> <p>III. Identify and develop schemes on the rail network to increase capacity and reliability, and improve connectivity, for both passenger and freight services;</p> <p>IV. Support the role of local, national and international tourism in the sub-region.</p>		<p>to incidents and disruption;</p> <p>ii. Supporting regeneration at Poole town centre and Weymouth and Portland;</p> <p>iii. Ensuring high quality surface access to Bournemouth Airport to support its sustainable development and expansion and promote its role as an international gateway;</p> <p>iv. Providing improved access to key employment sites;</p> <p>v. Providing reliable access to the ports at Poole, Weymouth and Portland and support growth in passenger and freight services;</p> <p>vi. Supporting the role of local, national and international tourism in the sub-region, with a priority for sustainable tourism.</p>	
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.	Deleted		No further appraisal work required
LTP-C3	Working with partners, strategic network improvements will support the efficient and	LTP N-2	Working with partners, strategic network improvements will support the efficient and	No further appraisal work

Old No.	Old Wording	New No.	New Wording	SEA
Freight connectivity	<p>reliable movement of freight within the sub-region whilst seeking to improve the environmental performance of the freight industry, including:</p> <ol style="list-style-type: none"> I. Supporting the role of the ports for water-based freight. The development of “hubs” in the distribution network will be sought to promote greater use of inland intermodal freight and to maintain efficient trading links with Europe; 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. 	Freight connectivity	<p>reliable movement of freight within the sub-region whilst seeking to improve the environmental performance of the freight industry, including:</p> <ol style="list-style-type: none"> i. Supporting the role of the ports for water-based freight. The development of “hubs” in the distribution network will be sought to promote greater use of inland intermodal freight and to maintain efficient trading links with Europe; 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. 	required
LTP C-4 Strategic network improvements	<p>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.</p>	LTP N-3 Funding for strategic infrastructure	<p>Developer funding through pooled contribution schemes (SE Dorset Transport Contributions Scheme and the Purbeck Interim Planning Framework) will be sought to deliver the strategic transport infrastructure identified as necessary to mitigate the cumulative impacts of planned growth in SE Dorset to 2026. This will complement other third party funding sources, including bids to central government.</p>	No further appraisal work required
LTP C-5 New road infrastructure	<p>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 Habitats Regulation</p>	LTP N-4 Conditions of highway	<p>Major improvements to the highway network in Dorset will be progressed only if:</p> <ol style="list-style-type: none"> i. They are essential to meet the 	Further SEA appraisal work required - see Appendix B

Old No.	Old Wording	New No.	New Wording	SEA
	Assessment at the project level to consider potential impacts on Natura 2000 sites. Design and construction will reflect the needs of all road users, make provision for alternative modes to the car and seek to minimise impacts on the environment.	improvements	<p>economic objectives of the plan;</p> <p>ii. The highway scheme is demonstrated to be cost effective;</p> <p>iii. There is no alternative proposal which could solve most of the problems at significantly less cost;</p> <p>i. They do not result in unacceptable impacts to the environment that can not be overcome by appropriate mitigation.</p>	and Section 4 of SEA Adoption Statement
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.	Deleted		No further appraisal work required
		LTP N-5 Working with the Highways Agency	The authorities will work with the Highways Agency to ensure maximal operational efficiency of the A31 / A35 / A303 trunk road network. In order to guide future development in Dorset so that its effects on the strategic highway 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 and is reviewed and updated in line with new protocols.	No further appraisal work required
		LTP N-6 Trunk road	The authorities will work with the HA to encourage and support delivery of trunk road schemes which support LTP objectives,	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
		schemes	<p>including through the collection of pooled developer contributions (or CIL) where appropriate. The following schemes are considered to be priorities for the LTP3 strategy:</p> <ul style="list-style-type: none"> • A31 Canford Bottom roundabout (hamburger) improvement; • A35 / A37 Monkeys Jump roundabout improvement (Dorchester); • A31 westbound widening at Ringwood; • A31 Ameysford to Merley dualling. 	
		LTP N-7 Major highway schemes	<p>The authorities will prioritise delivery of the following major highway improvement schemes during LTP3 and funding will be sought from third parties, including pooled developer contributions (or CIL) and bids to central government:</p> <ul style="list-style-type: none"> • Poole Bridges Regeneration Initiative transport network- PBRI Core Scheme (including Twin Sails Bridge), plus associated network of gyratories and links; • B3073 Parley Lane improvements (Bournemouth Airport Access). 	Further SEA appraisal work required - see Appendix B and Section 4 of SEA Adoption Statement
		LTP N-8 Design and construction of	Major infrastructure schemes will be subject to detailed environmental assessment at the project level including, where necessary, Habitats Regulations Assessment to consider	No further appraisal work required

Old No.	Old Wording	New No.	New Wording	SEA
		major infrastructure	potential impacts on Natura 2000 sites. Where schemes are acceptable, the design and construction will reflect the needs of all road users, maximise opportunities for alternative modes to the car and will minimise impacts on Dorset's high quality natural and built environment through suitable mitigation measures.	