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Dorset and BCP Councils

Local Transport Plan (LTP) 2026-2041

Integrated Impact Assessment (IIA)

IIA Report Non-Technical Summary

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IIA Report Non-Technical Summary

Type of document (version) Public

Project no. 70107496

Ref: Non-Technical Summary

Date: September 2025

WSP

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Quality control

Issue/revision	First issue	Revision 1	Revision 2
Remarks	Draft for internal review	Final following client comments	Accessibility updates following client comment
Date	05/08/25	22/08/25	05/09/25
Prepared by	EP	EP	EP
Checked by	AP	AP	AP
Authorised by	RD	RD	RD
Project number	70107496	70107496	70107496
Report number	01	02	03

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Contents

Non-Technical Summary

This Non-Technical Summary provides an overview of the Integrated Impact Assessment (IIA) for the draft Local Transport Plan 2026 - 2041 (hereafter referred to as the 'LTP') produced by Bournemouth, Christchurch, and Poole (BCP) and Dorset Councils. The following sections of this Non-Technical Summary:

- describe the purpose and scope of the draft LTP and the approach to identifying alternatives that have been considered and assessed as part of the IIA;

- describe the IIA process and how it has been applied to the draft LTP, including the IIA objectives and guide questions used in the assessment;

- present a summary of the findings of the IIA of the draft LTP (and reasonable alternatives); and

- set out the next steps in the IIA process.

The Environmental Report and this Non-Technical Summary have been completed by WSP on behalf of BCP and Dorset Councils.

The LTP

The LTP is the strategic document that sets out the priorities for transport across BCP and Dorset. The Vision Statement for LTP captures the two council's current policies and the future ambition for BCP and Dorset, with a focus on innovation, digital connectivity, sustainable economic growth and decarbonisation. The vision creates an overarching aspiration for transport's role in shaping a sustainable and prosperous future for BCP and Dorset, which is resilient to future change in national government policy.

The Vision Statement for LTP is as follows:

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"Our travel will be transformed through innovation and digital connectivity, creating accessible and inclusive travel choices for our residents, workers and visitors. Our transport network will support sustainable economic growth in our urban and rural communities, contribute to our decarbonisation targets and protect our unique local environment."

The LTP is a long-term strategy, comprised of six objectives and 24 policies. The objectives are listed below:

- Objective A - Safeguard the climate and environment;

- Objective B - Improve health and wellbeing;

- Objective C - Create accessible and prosperous places;

- Objective D - Enable a safer transportation system;

- Objective E - Maintain a resilient and fit for purpose transport network; and

- Objective F - Ensure public transport is inclusive and accessible to all.

The Implementation Plan sets out specific and supporting schemes which will be developed in order to deliver the LTP. The Implementation Plan has been structured into three five-year phases; Short Term (2026-2031), Medium Term (2031-2036) and Long Term plan (2036 – 2041). The Plan is presented in five areas to reflect the differing transport needs of the plan area, these are:

- Bournemouth, Christchurch, and Poole (BCP);

- South Eastern Dorset;

- Central Dorset;

- Northern Dorset; and

- Western Dorset.

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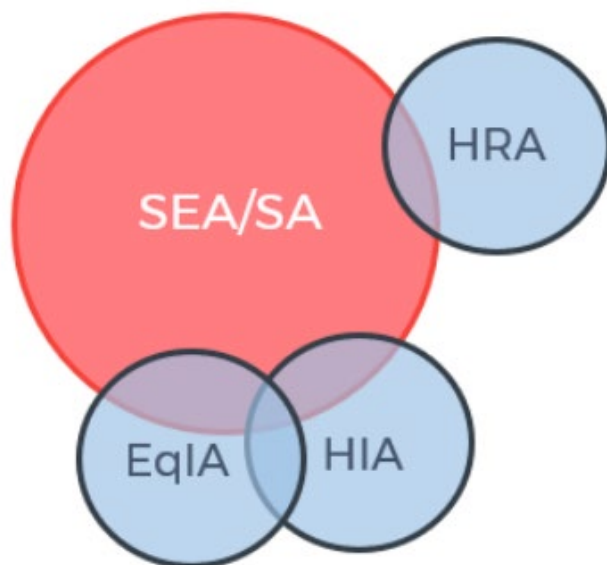Page 6 of 27

IIA Scope and Methodology

Integrated Impact Assessment (IIA)

For the assessment of the LPT4 an IIA approach is used. This process brings together multiple assessments into one streamlined process. The assessments included as part of the IIA are as follows:

- Strategic Environmental Assessment/ Sustainability Appraisal (SEA/SA);

- Health Impact Assessment (HIA);

- Equalities Impact Assessment (EqIA); and

- Habitats Regulations Assessment (HRA).

An integrated assessment approach enables synergies and cross-cutting impacts to be identified. A single process can improve efficiencies in the assessment itself, as many of the issues covered in the different forms of assessment overlap. This is demonstrated in **Figure 1** below.

Figure 1 – IIA and Component Processes

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IIA Objectives

A series of IIA objectives and guide questions have been established against which the LTP and reasonable alternatives have been assessed. The IIA objectives and guide questions used in the appraisal of the LTP reflect the topics contained in Schedule 2 of the SEA Regulations and have been informed by:

- a review of plans and programmes and the associated environmental protection objectives identified (see Chapter 4 and Appendix A of the main Environmental Report);

- baseline information (see Chapter 4 and Appendix A of the main Environmental Report);

- key issues and opportunities (see Chapter 4 and Appendix A of the main Environmental Report);

- a broad understanding of the likely generic effects arising from the construction and operation of transport infrastructure; and

- responses received to consultation on the IIA Scoping Report (see Chapter 4 and Appendix A of the main Environmental Report).

Broadly, the IIA objectives present the preferred environmental, health, equalities, social, and economic outcomes, which typically involve minimising detrimental effects and enhancing positive effects. Associated guide questions have been developed for each IIA objective to provide a detailed framework against which the LTP can be assessed. The assessment objectives and guide questions are presented in **Table 4.1** in the main Environmental Report**.**

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Assessment of the LTP

BCP and Dorset's proposed LTP is a long-term strategy, comprised of six objectives, 24 policies, and accompanied by the Implementation Plan. The objectives and the associated policies that sit beneath them are summarised below:

- **Objective A** - Safeguard the climate and environment:

  - Policy A1 - Reduce transport carbon emissions on a pathway compatible with national, regional and local budgets and net zero commitments;

  - Policy A2 - Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure;

  - Policy A3 - Improve local air quality and reduce key sources of pollution from transport to protect our health and the natural and historic environment by addressing the key sources of pollution from transport; and

  - Policy A4 - Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity.

- **Objective B** - Improve health and wellbeing:

  - Policy B1 - Establish a joined up, safe and attractive active travel network supported by appropriate infrastructure;

  - Policy B2 - Promote the benefits of travelling actively within our communities;

  - Policy B3 - Improve local access to health and leisure opportunities, green spaces, public rights of way, tourist destinations and heritage assets; and

  - Policy B4 - Active travel infrastructure for sustainable development.

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■ **Objective C** - Create accessible and prosperous places:

- Policy C1 - Improve sustainable access to our key tourism areas and manage the seasonal peaks in travel demand;

- Policy C2 - Maintain and improve connectivity and sustainable access for goods and people to local, regional, national and international gateways;

- Policy C3 - Improve access to education, training, employment and leisure/visitor destinations;

- Policy C4 - Promote sustainable and cost effective travel options and provision of local facilities in new developments using a 'vision led' approach'; and

- Policy C5 - Deliver and support residential and business behaviour change initiatives to encourage safe, healthy, and sustainable travel.

■ **Objective D** - Enable a safer transport system:

- Policy D1 - Improve the safety of all road users in accordance with the Dorset Road Safety Partnership Strategy and support its vision of zero road casualties by 2050;

- Policy D2 - Promote and co-ordinate road safety initiatives around schools to encourage sustainable forms of travel; and

- Policy D3 - Improve personal safety for all journeys to ensure everyone can travel safely and go about their daily lives with comfort and ease.

■ **Objective E** - Maintain a resilient and fit for purpose transport network:

- Policy E1 - Maintain and enhance a resilient transport network that is adaptable and can withstand the impacts of more frequent and extreme weather events due to climate change;

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- Policy E2 - Manage our highway infrastructure and make the best use of road space to manage congestion, minimise traffic disruption, and improve journey time reliability for all journeys; and

- Policy E3 - Embrace innovations in technology and materials to reduce carbon emissions and improve the effectiveness of network management and monitoring.

■ **Objective F** - Ensure public transport is inclusive and accessible to all:

- Policy F1 - Work with partner organisations to improve the connectivity within and between rural and urban areas and attractiveness of public transport as a travel choice;

- Policy F2 - Prioritise local bus services to make journeys quicker and more reliable;

- Policy F3 - Embrace new technologies, digital data and shared mobility models to transform how people access and use public transport;

- Policy F4 - Deliver high quality transport interchanges and clear passenger information to improve journeys involving more than one form of transport; and

- Policy F5 - Deliver inclusive design that improves the travel experience of people with specific needs.

Table 1 presents a key to the meaning of the symbols in the assessment summary table.

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Table 1 - IIA key and guide for the assessment of significance

Symbol	Effect Significance	Description
++	Significant positive effect	The proposed measure/ action plan/ plan contributes significantly to the achievement of the objective.
+	Minor positive effect	The proposed measure/ action plan/ plan contributes to the achievement of the objective but not significantly.
-	Minor negative effect	The proposed measure/ action plan/ plan detracts from the achievement of the objective but not significantly.
--	Significant negative effect	The proposed measure/ action plan/ plan detracts significantly from the achievement of the objective.
?	Uncertain effect	The proposed measure/ action plan/ plan has an uncertain relationship to the objective or the relationship is dependent on the way in which the aspect is managed. In addition, insufficient information may be available to enable an appraisal to be made.
+/-	Minor positive and negative effect	The proposed measure/ action plan/ plan has the potential for both a minor positive and negative effect.
0	Neutral effect	The proposed measure/ action plan/ plan does not have any effect on the achievement of the objective

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For each effect identified, a score has been given using the framework set out in **Table 4.1** in the main Environmental Report and **Table 1** above. This has been undertaken using expert judgement after a review of the evidence available. All evidence/ assumptions that have been used to make these judgements have been documented (see **Appendix B** of the Environmental Report).

Table 2 presents a summary of the assessed effects of the LTP against the IIA topics.

Table 2 – LTP Assessment Summary

IIA Topic	Residual significance
Population & Equalities	**++/-**
Human Health	**++/-**
Economy & Employment	**++/-**
Community Safety	**++**
Biodiversity & Natural Capital	**+/-**
Landscape & Townscape	**+/-**
Historic Environment	**+/-**
Air Quality	**++/-/?**
Climate Change & Greenhouse Gases	**++/-/?**
Water Environment	**++/-/?**

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IIA Topic	Residual significance
Noise	+/-/?
Material Assets	+/-

Positive effects

Significant positive effects were identified against the Population & Equalities, Human Health, Economy & Employment, Community Safety, Air Quality, Climate Change & Greenhouse Gases and the Water Environment IIA topics. Significant positive effects are largely associated with the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on the relevant SEA objective. Positive effects are due to the LTP objectives, policies and implementation plan focusing on improving the transport network for the community with consideration to community needs and safety, promoting sustainable transport use, improving the local economy and reducing negative environmental impacts from the transport network.

Minor positive effects were identified for all the other SEA Objectives. In the long-term, measures that seek to improve access and availability of sustainable transport modes will have direct and indirect long-term minor positive effects on IIA topics.

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Negative effects

No significant negative effects were identified against any of the SEA Objectives. Minor negative effects were identified for all of the IIA topics, excluding Community Safety. These mostly derive from potential disruption caused during the construction stage of new or improved infrastructure development. In line with national and local planning policies it has been assumed that individual proposals would seek to mitigate negative effects from construction and any site-specific protection and prevention measures would be implemented. As a result, it is considered unlikely that any proposed new or improved infrastructure development would result in a residual significant negative effect during construction. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified against most of the IIA topics. The nature and significance of effects will ultimately be determined by the precise location and design of infrastructure, including the implementation of mitigation measures.

Uncertain effects

Uncertainty has been identified for the Air Quality, Climate Change & Greenhouse Gases, Noise, and Water Environment IIA topics. This is due to uncertainty around the uptake of electric vehicles (EVs) and climate change policies, which is difficult to predict given the current cost of living crisis resulting in individuals being less likely to make large purchases, e.g. for EVs, especially when existing infrastructure is limited. As improved EV infrastructure is implemented this may reduce uncertainty in the longer term. However, the location, timescale, or scale of specific interventions remains uncertain. It is expected that project level assessments will be undertaken to ensure no significant negative effects occur.

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Cumulative effects

The SEA Regulations require that the cumulative effects of the LTP are considered when identifying likely significant effects. This includes the cumulative effects of the policies and interventions comprising the plan (intra-plan), and the effects of the plan in conjunction with other plans and programmes (inter-plan). The consideration of how policies and interventions within the LTP may interact with each other (intra-plan) is presented in **Chapter 5** and **Appendix B** of the main Environmental Report. **Chapter 6** presents the consideration of how the policies and interventions within the LTP may interact with proposals in other plans, programmes and projects (inter-plan effects).

Summary

The assessment found that minor positive and negative cumulative effects are likely against the majority of IIA topics. In the short-term, the delivery of proposals set out in the LTP and other plans, programmes, and projects could interact and have negative cumulative effects if construction periods overlap and they are in close proximity, particularly with regard to sensitive receptors. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts, therefore, residual significant effects are unlikely.

In the long-term there is also the potential for positive cumulative effects through the delivery of a more reliable and sustainable transport network, reduced congestion and increased active transport. Alongside this, the delivery of sustainable development proposed through other plans, programmes and projects is likely to have a minor cumulative positive effect. The residual positive effect for IIA topics relating to Population & Equalities, Human Health, and Community Safety are predicted to be significant.

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Assessment of alternatives

Three reasonable alternatives to the preferred approach have been assessed, in line with the requirements of the SEA Regulations. These are a *'Business as Usual Approach'*, *'Economy Driven Approach'*, and a *'People Focus Approach'*. The full assessment of these reasonable alternatives and the reasoning behind choosing the preferred approach is detailed in **Chapter 7** and **Appendix C** of the main Environmental Report. **Table 3** to **Table 6** presents a summary of the alternative options. For each effect identified, a score has been given using the framework set out in **Table 4.1** in the main Environmental Report and **Table 1**. This has been undertaken using expert judgement after a review of the evidence available. All evidence/ assumptions that have been used to make these judgements have been documented (see **Appendix C** of the Environmental Report).

Table 3 provides a summary of Option 1 - Business as Usual. Option 1 identifies that delivery will take place at a steady pace in line with historical delivery rates. The level of ambition to achieve positive change is moderated by limited resources and access to funding. Funding opportunities will be limited as it becomes more difficult to demonstrate alignment to national, regional, and local priorities.

Table 4 provides a summary of Option 2 - LTP Vision (Preferred Approach). Option 2 focuses on reducing carbon emissions and protecting nature, while ensuring people from all communities are included and supported, and see their wellbeing improve. There is a balancing of both the people and place agendas. Under this option, many people and businesses switch to new and decarbonised modes of transport. In parallel, investment is made in 'avoid' and 'shift' measures.

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Table 5 provides a summary of Option 3 - Economy Driven. Option 3 prioritises the economy and greater use of technology across the economy and communities. This leads many people to switch to new modes and services, and use the latest technologies, such as artificial intelligence and automation. This helps to increase productivity, generate new jobs, and simulate modest growth in new economic sectors. However, prioritising economic growth leads to fewer services and support for those most in need, and less investment in ways to improve physical and mental health and keep services affordable.

Table 6 provides a summary of Option 4 - People Focus. Option 4's focus is on improving people's quality of life, educational and job opportunities. Major efforts are made to ensure everyone, including the young, elderly, with disabilities, and less affluent, can access high quality, affordable services. Those most in need are supported. There is a strong focus on improving transport routes and services to better connect villages, towns, and ensuring all services are accessible for those with disabilities. People will have more choice in how they travel.

Table 7 presents a summary of the assessment findings.

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Table 3 - Reasonable Alternatives for Option 1 - Business as Usual

Objective A	Objective B	Objective C	Objective D	Objective E	Objective F
Policy A1 – Reduce transport carbon emissions on a pathway consistent with current levels of reduction. Policy A2 – Maintain the current delivery level of zero-emission supporting infrastructure. Policy A3 – Maintain current measures for assessing air quality and noise and light pollution. Policy A4 – Continue current approach to transport design, delivery, and maintenance.	Policy B1 – Continue current level of investment in the active travel network and infrastructure. Policy B2 – N/a Core policy B3 – Continue current approach to local access to health and leisure opportunities, green spaces, public rights of way and tourist destinations. Policy B4 – Maintain current measures for including active Travel Infrastructure in Development.	Policy C1 – Maintain current access routes and methods to our key tourism areas. Policy C2 – Maintain access for goods and people to local, regional, national and international gateways. Policy C3 – Maintain current access to education, training, employment and leisure/visitor destinations. Policy C4 – N/a Core Policy C5 – Deliver current levels of support for residential and business behaviour change initiatives.	Policy D1 – Continue road safety initiatives in accordance with the Dorset Road Safety Partnership Strategy. Policy D2 – N/a Policy D3 – Continue current levels of travel initiatives to promote safety.	Policy E1 - Maintain the transport network to be adaptable to the impacts of weather and climate change. Policy E2 - Manage our highway infrastructure and make the best use of road space to manage congestion, minimise traffic disruption, and improve journey time reliability for all journeys. Policy E3 – N/a	Policy F1 – Work with partner organisations to promote public transport as a travel choice. Policy F2 – Prioritise local bus services to make journeys quicker and more reliable. Policy F3 – N/a Policy F4 – Deliver clear passenger information to improve journeys involving more than one form of transport. Policy F5 – Continue current level of inclusive design that improves the travel experience of people with specific needs.

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Table 4 - Reasonable Alternatives for Option 2 - LTP Vision (Preferred Approach)

Objective A	Objective B	Objective C	Objective D	Objective E	Objective F
Policy A1 – Reduce transport carbon emissions on a pathway compatible with national, regional and local budgets and net zero commitments. Policy A2 – Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure. Policy A3 – Improve local air quality and reduce key sources of pollution from transport to protect our health and the natural and historic environment by addressing the key sources of pollution from transport. Policy A4 - Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity.	Policy B1 – Establish a joined up, safe and attractive active travel network supported by appropriate infrastructure. Policy B2 – Promote the benefits of travelling actively within our communities. Core policy B3 – Improve local access to health and leisure opportunities, green spaces, public rights of way and tourist destinations. Policy B4 – Active Travel Infrastructure for Sustainable Development.	Policy C1 – Improve sustainable access to our key tourism areas and manage the seasonal peaks in travel demand. Policy C2 – Maintain and improve connectivity and sustainable access for goods and people to local, regional, national and international gateways. Policy C3 – Improve access to education, training, employment and leisure/visitor destinations. Policy C4 – Promote sustainable and cost effective travel options and provision of local facilities in new developments using a 'vision led' approach. Core Policy C5 – Deliver and support residential and business behaviour change initiatives to encourage people to travel more sustainably.	Policy D1 - Improve the safety of all road users in accordance with the Dorset Road Safety Partnership Strategy and support its vision of zero road casualties by 2050. Policy D2 - Promote and co-ordinate road safety initiatives around schools to encourage sustainable forms of travel. Policy D3 - Improve personal safety for all journeys to ensure everyone can travel safely and go about their daily lives with comfort and ease.	Policy E1 - Maintain and enhance a resilient transport network that is adaptable and can withstand the impacts of weather and climate change. Policy E2 - Manage our highway infrastructure and make the best use of road space to manage congestion, minimise traffic disruption, and improve journey time reliability for all journeys. Policy E3 - Embrace innovations in technology and materials to reduce carbon emissions and improve the effectiveness of network management and monitoring.	Policy F1 – Work with partner organisations to improve the connectivity within and between rural and urban areas and attractiveness of public transport as a travel choice. Policy F2 – Prioritise local bus services to make journeys quicker and more reliable. Policy F3 – Embrace new technologies, digital data and shared mobility models to transform how people access and use public transport. Policy F4 – Deliver high quality transport interchanges and clear passenger information to improve journeys involving more than one form of transport. Policy F5 – Deliver inclusive design that improves the travel experience of people with specific needs.

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Table 5 - Reasonable Alternatives for Option 3 - Economy Driven

Objective A	Objective B	Objective C	Objective D	Objective E	Objective F
Policy A1 – Reduce transport carbon emissions, through accelerating technological development. Policy A2 – Accelerate the uptake of zero-emission vehicles through funding and the delivery of supporting infrastructure. Policy A3 – Maintain current measures for assessing air quality and noise and light pollution. Policy A4 – N/a	Policy B1 – Continue current level of investment in the active travel network and infrastructure. Policy B2 – N/a Core policy B3 – Improve local access to employment, and tourist destinations. Policy B4 – Maintain current measures for including active travel development infrastructure.	Policy C1 – Improve access to our key tourism areas, and employment hubs and manage the seasonal peaks in travel demand. Policy C2 – Accelerate improvements in connectivity for goods and people to local, regional, national and international gateways. Policy C3 – Accelerate improvements to access to education, training, employment and leisure/visitor destinations. Policy C4 – N/a Core Policy C5 – Deliver and support residential and business behaviour change initiatives to use the latest technologies, such as artificial intelligence and automation to increase productivity.	Policy D1 – N/a Policy D2 – N/a Policy D3 - Improve personal safety for commuting to ensure everyone can travel safely to their place of employment.	Policy E1 - Maintain and enhance a resilient transport network. Policy E2 - Manage our highway infrastructure and make the best use of road space to manage congestion, minimise traffic disruption, and improve journey time reliability for all journeys. Policy E3 - Embrace innovations in technology and materials to improve the effectiveness of network management and monitoring.	Policy F1 – N/a Policy F2 – N/a Policy F3 – Embrace and accelerate the uptake of new technologies, digital data and shared mobility models to transform how people access and use public transport. Policy F4 – Deliver high quality transport interchanges and clear passenger information to improve journeys involving more than one form of transport. Policy F5 – N/a

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Table 6 - Reasonable Alternatives for Option 4 - People Focus

Objective A	Objective B	Objective C	Objective D	Objective E	Objective F
Policy A1 – Reduce transport carbon emissions on a pathway compatible with national, regional and local budgets and net zero commitments.	Policy B1 – Establish a joined up, safe and attractive active travel network supported by a significant increase in active travel infrastructure and increased funding.	Policy C1 – Improve inclusive and sustainable access to our key tourism areas and manage the seasonal peaks in travel demand.	Policy D1 - Improve the safety of all road users in accordance with the Dorset Road Safety Partnership Strategy and support its vision of zero road casualties by 2050.	Policy E1 - Maintain and enhance a resilient transport network that is adaptable and can withstand the impacts of weather and climate change.	Policy F1 – Work with partner organisations and contribute to funding improvements in public transport routes to improve the connectivity within and between rural and urban areas and the attractiveness of public transport as a travel choice.
Policy A2 – Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure.	Policy B2 – Promote the benefits of travelling actively within our communities, including with the young, elderly, people with disabilities, and less affluent.	Policy C2 – Maintain and improve connectivity and sustainable access for goods and people to local, regional, national and international gateways.	Policy D2 – Fund, promote and co-ordinate road safety initiatives around schools to encourage safe and sustainable forms of travel.	Policy E2 - Manage our highway infrastructure and make the best use of road space to manage congestion, minimise traffic disruption, and improve journey time, safety, inclusivity and reliability for all journeys.	Policy F2 – Fund additional bus services and improve bus routes to make journeys quicker and more reliable and inclusive for all needs.
Policy A3 – Improve local air quality and reduce noise and light pollution to protect our health and the natural environment by addressing the key sources of pollution from transport.	Core policy B3 – Significantly improve local access to health and leisure opportunities, green spaces, public rights of way and tourist destinations, through improvements to the sustainable travel network, with particular consideration to the needs of the young, elderly, people with disabilities, and less affluent.	Policy C3 – Improve access to education, training, employment and leisure/visitor destinations and ensure improvements consider the needs of the young, elderly, people with disabilities, and less affluent.	Policy D3 - Improve personal safety for all journeys to ensure everyone can travel safely and go about their daily lives with comfort and ease and ensure improvements consider the needs of the young, elderly, people with disabilities, and less affluent.	Policy E3 - Embrace innovations in technology and materials to reduce carbon emissions and improve the effectiveness of network management and monitoring.	Policy F3 – Embrace new technologies, digital data and shared mobility models to transform how people access and use public transport, providing support for those who need it to access and use new technology.
Policy A4 - Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity	Policy B4 – Ensure that inclusive Active Travel Infrastructure is included in all new development.	Policy C4 – N/a			Policy F4 – Deliver high quality improvements to transport interchanges and utilise digital modes to provide clear passenger information to improve journeys involving more than one form of transport.
		Core Policy C5 – Deliver and support residential and business behaviour change initiatives to encourage people to travel more sustainably.			Policy F5 – Deliver inclusive design and improvements to existing services that improves the travel experience of people with specific needs, such as the young, elderly, people with disabilities, and less affluent.

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Table 7 - Summary of the Assessment of Alternative

IIA Topic	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Population & Equalities	+/-	++/-	+/-	++/-
Human Health	+/-	++/-	+/-	++/-
Economy & Employment	+/-	++/-	++/-	+/-?
Community Safety	+	++	+	++
Biodiversity & Natural Capital	+/-	+/-	+/-	+/-
Landscape & Townscape	+/-	+/-	+/-	+/-
Historic Environment	+/-	+/-	+/-	+/-
Air Quality	+/-	++/-/?	+/-	++/-
Climate Change & Greenhouse Gases	+/-	++/-/?	+/-	++/-/?
Water Environment	+/-	++/-/?	+/-	+/-

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IIA Topic	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Noise	+/-	+/-/?	+/-	+/-
Material Assets	+/-	+/-	+/-	+/-

Option 1 '*Business as Usual*' is unlikely to have a significant positive or negative effect against any of the IIA topics. A minor positive effect has been identified for all the IIA topics; as this scenario is likely to deliver small improvements in line with current levels. Minor negative effects have been identified for most IIA topics, excluding community safety, mostly due to minor disturbance likely from development and maintenance activity or a lack of improvement resulting in potential negative effects. Option 1 may result in the least cost plan; however, this may not result in the best outcomes for the area, and likely would not have a significant positive impact on reaching the LTP's objectives.

Option 3 '*Economy Driven*' is likely to have a significant positive effect on the Economy & Employment, IIA topic. A minor positive effect has been identified for all the IIA topics; as this scenario is likely to deliver improvements to the accessibility and sustainability of the transport network. Minor negative effects have been identified for all IIA topics, excluding community safety. Whilst this alternative option may result in significant positive effects for the economy, implementing infrastructure with a focus on improving connectivity for employment and businesses as well as boosting tourism, it does not provide equal consideration to the wider needs of the community and the environment.

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Option 4 *'People Focus'* is likely to have a significant positive effects on the Populations & Equalities, Human Health, Community Safety, Air Quality, and Climate Change & Greenhouse Gases, IIA topics. A minor positive effect has been identified for all the IIA topics; as this scenario is likely to deliver improvements to the accessibility and sustainability of the transport network. Minor negative effects have been identified for all IIA topics, excluding community safety. This option provides a good consideration of the needs of the community and environment, however, does not optimise economic goals.

Whilst Options 1, 3, and 4 all represent reasonable alternatives to the Preferred Approach, they have not been selected. This is primarily because the Preferred Approach optimises the potential transport, community, economic, and environmental benefits of the LTP with regard to the expected, and realistic funding for implementing the policies and interventions in the plan.

Monitoring and next steps

The SEA Regulations require the significant environmental effects of plans and programmes to be monitored, in order to identify unforeseen negative effects. The monitoring should help to:

- Monitor the significant effects of the LTP;
- Track whether the LTP has had any unforeseen effects; and
- Ensure that action can be taken to reduce/ offset the significant effects of the LTP.

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Monitoring measures are presented in **Chapter 8** of the main Environmental Report.

This Environmental Report will be presented for public consultation alongside the Draft LTP. The representations received will be documented and considered in reviewing the proposals for the LTP. Following this, a Post Adoption Statement will be produced that summarises how the IIA and the consultation responses have been taken into account and how environmental, health, equalities, social, and economic considerations have been integrated into the final decisions regarding the LTP and will be issued as soon as is reasonably practicable after adoption.

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