Dorset and BCP Councils

Local Transport Plan (LTP) 2026-2041 Integrated Impact Assessment (IIA)

IIA Report

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1 Introduction

1.1 Overview

1.1.1. Bournemouth, Christchurch and Poole (BCP) Council and Dorset Council (hereafter referred to as BCP & Dorset Councils) are currently preparing a new Fourth Joint Local Transport Plan (LTP) which will set out the long-term goals, strategy, and policies for improving transport provision over the next 10-15 years. This will replace the existing third LTP, which was agreed in 2011[1].

1.1.2. The LTP is currently being developed to identify the transport policies and interventions that will be required to help realise the area's economic potential, whilst ensuring the principles of sustainable development are followed to maximise social and environmental benefits.

1.1.3. The need for decarbonisation and the closure of the emissions gap is a key emerging theme of LTP. This theme is not only pivotal for limiting the impacts of climate change and improving environmental quality but also is a key factor for alignment with national policy drivers.

1.1.4. Dorset is a large, predominantly rural county covering 2,491km^2 and varies greatly in size from urban BCP which is 161km^2. BCP is situated to the east of Dorset and is entirely within Dorset. Dorset is located within the South West of England, bordered by Hampshire to the east, Wiltshire and Somerset to the north, and Devon to the west.

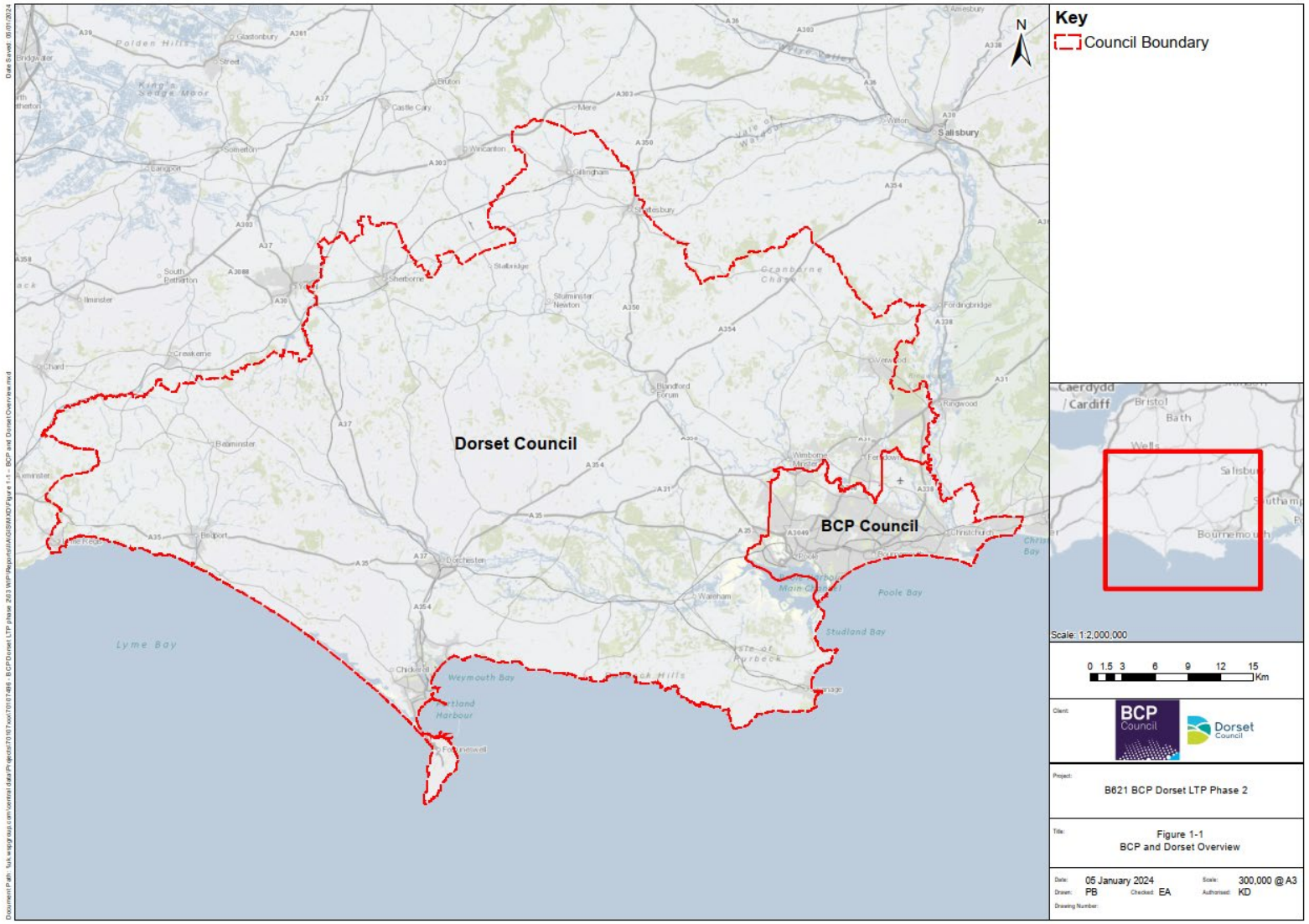
1.1.5. **Figure 1-1** sets out BCP and Dorset's boundary.

1.1.6. BCP & Dorset's strategic road network includes the A35, A37, A350, A354, A31, and A338. The A35 provides a west-east route across Dorset and into Devon, while the A37 provides links to Somerset and the A350 provides links to Wiltshire. Both the A31 and A354 connect to the south east, supporting strategic and longer distance connectivity. There are no motorways located within the BCP and Dorset area.

[1] Local Transport Plan 3 - Dorset Council

1.1.7. BCP and Dorset are also served by several railway lines that enable travel within BCP and Dorset and beyond. This includes connections to cities across the country including Bristol, Exeter, London and Reading. The area is also served by Bournemouth Airport and has two ferry ports – Portland and Poole.

Figure 1-1 - BCP and Dorset Councils LTP Plan Area



1.2 Local Transport Plans

1.2.1. The Government's 1998 White Paper on transport, 'A New Deal for Transport: Better for Everyone'[2], introduced the concept of Local Transport Plans (LTPs) to steer the development of national transport policies at the local level. The Transport Act 2000[3] (as amended by the Local Transport Act 2008[4]) made it a statutory requirement for local transport authorities outside of London to produce LTPs, having regard to Government guidance and policies on the environment.

1.2.2. The more recent Local Transport Act 2008[4] gave local authorities the freedom to decide for themselves how many years future LTPs should cover, including the option to set different time spans for the strategy and implementation plan elements of the LTP.

1.2.3. The Local Transport Act 2008[4] makes particular reference to climate change mitigation and adaptation, but states that authorities should consider how their strategies and implementation plans relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity.

1.2.4. The Department for Transport (DfT) is currently updating LTP guidance. This guidance will set out how local areas will deliver quantifiable carbon reductions in transport, considering the different requirements of different areas. New guidance will be published along with additional standalone quantifiable carbon reductions (QCR) guidance. When used as a part of the LTP development process, the QCR guidance will help local authorities make long term, evidence-based plans for local transport by considering the carbon impacts at a strategic planning stage[5].

[2] Department for Transport, A new deal for transport: better for everyone - White Paper, 1998. Available online at:https://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/whitepapers/previous/anewdealfortransportbetterfo5695
[3] Transport Act, 2000. Available online at: https://www.legislation.gov.uk/ukpga/2000/38/introduction
[4] Local Transport Act, 2008. Available online at: https://www.legislation.gov.uk/ukpga/2008/26/contents
[5] Department for Transport, Transport decarbonisation: local authority toolkit. Available online at: https://www.gov.uk/government/collections/transport-decarbonisation-local-authority-toolkit

1.3 SEA Process

1.3.1. The SEA process is carried out during the preparation of certain plans and strategies including local transport plans, local plans, and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.

1.3.2. SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the 'Environmental Assessment of Plans and Programmes Regulations' (SI 2004/1633, known as the SEA Regulations)[6]. Throughout the course of the development of the plan, policy or programme, the aim of SEA is to promote sustainable development by identifying the potential impact of options proposed in the plan, in terms of their environmental, economic, and social effects. If any adverse effects are identified, these options can then be avoided, or proposals modified to manage or mitigate adverse effects.

1.3.3. SEA is mandatory for plans and programmes prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, that set the framework for future development consent of projects listed in the Town and Country Planning (Environmental Impact Assessment) Regulations[7].

1.4 Purpose of the Report

1.4.1. BCP and Dorset Councils have commissioned WSP to undertake an Integrated Impact Assessment (IIA) that incorporates the requirements of a Strategic Environmental Assessment (SEA), Equalities Impact Assessment (EqIA), Health Impact Assessment (HIA) and Habitats Regulations Assessment (HRA) of the LTP which will ensure that sustainability aspects are incorporated into the Local Transport Plan.

[6] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations, 2004. Available online at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf
[7] UK Government, The Town and Country Planning (Environmental Impact Assessment) Regulations, 2017. Available online at: The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (legislation.gov.uk)

1.4.2. This approach enables synergies and cross-cutting impacts to be identified and avoids the need to undertake and report on separate assessments. It also reduces duplication of assessment work. A single process can improve efficiencies in the assessment itself, as many of the issues covered in the different forms of assessment overlap. This process also helps to simplify outcomes and recommendations for policymakers.

1.4.3. More detail on the IIA methodology is provided in **Section 3**.

1.4.4. This report sets out the second stage of the SEA/ local planning process, which is the assessment of the Draft Local Transport Plan 4 (SEA Stage B) and preparation of the Draft Environmental Report (SEA Stage C). The first stage of the SEA process (Stage A), Scoping, was completed in February 2024.

1.4.5. This stage (Stages B and C) includes the following:

- Assessment of draft visions, objectives, and action plan interventions;
- Assessment of reasonable alternatives;
- Assessment of cumulative effects;
- Outlining initial mitigation and enhancement measures;
- Outlining recommendations; and
- Setting out next steps.

1.4.6. See **Section 3.2** for the full description of SEA stages.

1.5 Environmental Report Structure

1.5.1. This Environmental Report is structured as follows:

- **Non-Technical Summary** – This is provided separately and provides a summary of the Environmental Report, including information on both the LTP and the key findings of the assessment.
- **Chapter 1: Introduction** - Provides an overview of the LTP, SEA process and the purpose of this report.
- **Chapter 2: The Local Transport Plan 4** - Describes the purpose and scope of the LTP and provides an overview of its structure and contents.
- **Chapter 3: Methodology** - Provides on overview of the scope of the IIA and outlines the approach to the appraisal of the LTP and reasonable alternatives

- **Chapter 4: Identifying Sustainability Issues** – Outlines the completed and current stages in the process and the appraisal framework developed during stage A (which comprises SA objectives and guide questions).
- **Chapter 5: Assessment of the LTP** - Summarises the likely significant effects of the LTP.
- **Chapter 6: Cumulative Effects of the Plan** - Presents the findings of the cumulative effects assessment for the LTP as a whole, as well as with other plans, programmes and projects.
- **Chapter 7: Assessment of Alternatives** - Sets out the reasonable alternatives and presents the assessment findings.
- **Chapter 8: Monitoring and Next Steps** - Sets out proposed monitoring measures and the next steps for the SEA process.

2 The Local Transport Plan 2026 -2041

2.1 Background

2.1.1. The UK Government has declared a climate emergency and became the first major economy in the world to pass laws committing to end its contribution to global warming by 2050 through the Climate Change Act 2008[8]. The Act was updated in 2019 to commit to zero emissions by 2045.

2.1.2. In line with the National agenda and urgent need to take climate action, both BCP Council and Dorset Council declared climate emergencies in 2019. BCP Council have made a commitment to become a carbon neutral council by 2030, and Dorset Council have pledged to be net zero by 2035.

2.1.3. Transport is currently the largest emitting sector of greenhouse gas (GHG) emissions, producing 24% of the UK's total emissions in 2020[9]. To address the contribution of transport to carbon emissions, the UK Government has committed to a ban on new petrol and diesel vehicle sales by 2035[10]. The modal shift to active and sustainable transport is predicted to significantly reduce these emissions and car kilometres both nationally and locally.

2.1.4. The existing LTP3 and associated SEA were approved in 2011. BCP and Dorsets LTP3 is applicable between 2011-2026 and requires a refresh to ensure that the overarching Strategy and policy statements remain consistent with the emerging Local Plan's for both BCP Council and Dorset Council and to reflect a changed policy, funding and transport scheme delivery environment since 2011.

2.1.5. The new LTP will set out the long-term goals, strategy, and policies for improving transport for everyone in BCP and Dorset over the next 10-15 years, providing the key mechanism for expressing how transport interventions will help BCP and Dorset Councils to achieve their vision and Strategic Objectives. The LTP will provide a strategy for the development of implementation plans during the life of the LTP.

[8] HM Government (2008) Climate Change Act. Available online at: Climate Change Act 2008 (legislation.gov.uk)
[9] Department for Transport (2022) Transport and environment statistics 2022. Available online at: Transport and environment statistics 2022 - GOV.UK (www.gov.uk)
[10] HM Government (2021) Net Zero Strategy: Build Back Greener. Available online at: Net Zero Strategy: Build Back Greener - GOV.UK (www.gov.uk)

2.2 The Local Transport Plan

The Strategy

2.2.1. The LTP is the strategic document that sets out the priorities for transport across BCP and Dorset. Significant progress has been made in delivering a range of transport projects identified in the previous LTPs (LTP3 2011-2026), including delivery of the enhanced bus partnerships and the Dorset Road Safety Partnership.

2.3 Vision and Objectives

2.3.1. The Vision Statement for LTP is as follows:

"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."

2.4 Structure and Content

2.4.1. The LTP is a long-term strategy, comprised of six objectives and 24 policies. 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.

- **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;
  - 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.

Implementation Plan

2.4.2. The Implementation Plan forms part of the LTP and sets out specific and supporting schemes which will be developed in order to deliver the objectives and policies. 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.

3 Methodology

3.1 Introduction

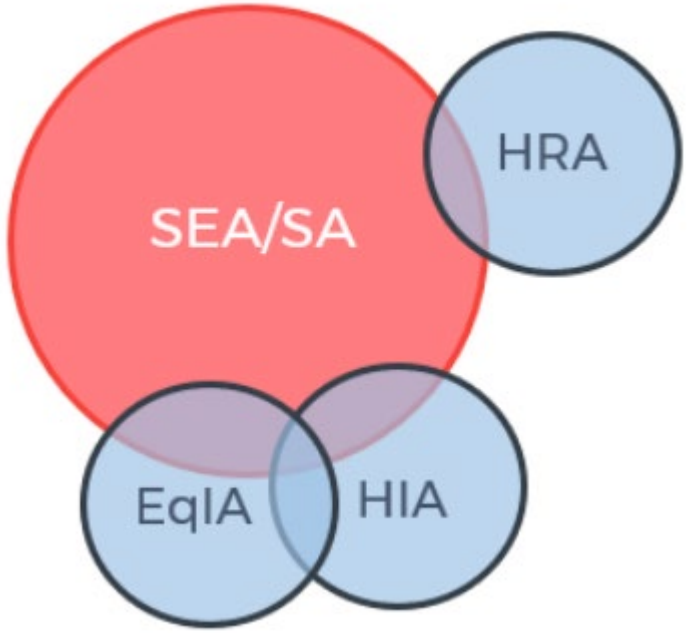
3.1.1. Strategic Environmental Assessment (SEA) is an iterative process that is undertaken during the preparation of a plan. Its role is to promote sustainable development by assessing environmental, social and economic impacts, as well as mitigating any potential adverse effects that the plan might otherwise have.

3.1.2. For the assessment of the LPT4 an IIA approach has been 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).

3.1.3. 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 3-1** below.

Figure 3-1 - IIA and Component Processes



3.2 Strategic Environmental Assessment/ Sustainability Appraisal

3.2.1. The SEA/SA process is carried out during the preparation of certain plans and strategies including local transport plans, local plans and spatial development strategies. Its role is to promote sustainable development by assessing the extent to which emerging plans will help to achieve relevant environmental, economic and social objectives.

3.2.2. SEA is used to describe the application of environmental assessment to plans and programmes in accordance with the 'Environmental Assessment of Plans and Programmes Regulations' (SI 2004/1633, known as the SEA Regulations)[11].

3.2.3. SEA is mandatory for plans and programmes which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste or water management, telecommunications, tourism, town and country planning or land use, and which set the framework for future development consent of projects listed in the Town and Country Planning (Environmental Impact Assessment) Regulations[12].

[11] SI 2004 No. 1633, The Environmental Assessment of Plans and Programmes Regulations 2004 [online] Available at: http://www.legislation.gov.uk/uksi/2004/1633/pdfs/uksi_20041633_en.pdf
[12] The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 [online] Available at: http://www.legislation.gov.uk/uksi/2017/571/introduction/made

3.2.4. SEA only considers the environmental effects of a plan whilst SA also considers a plan's wider economic and social effects in addition to its environmental impacts. It is obligatory that SAs meet all of the requirements of the SEA Regulations.

3.2.5. The approach adopted for the SEA/ SA element of the LTP follows that set out in the Practical Guide to SEA[13] and the Planning Practice Guidance to SEA[14].

3.2.6. **Appendix D** sets out more specifically how this report has met the requirements of the SEA Regulations.

3.3 Key IIA Stages

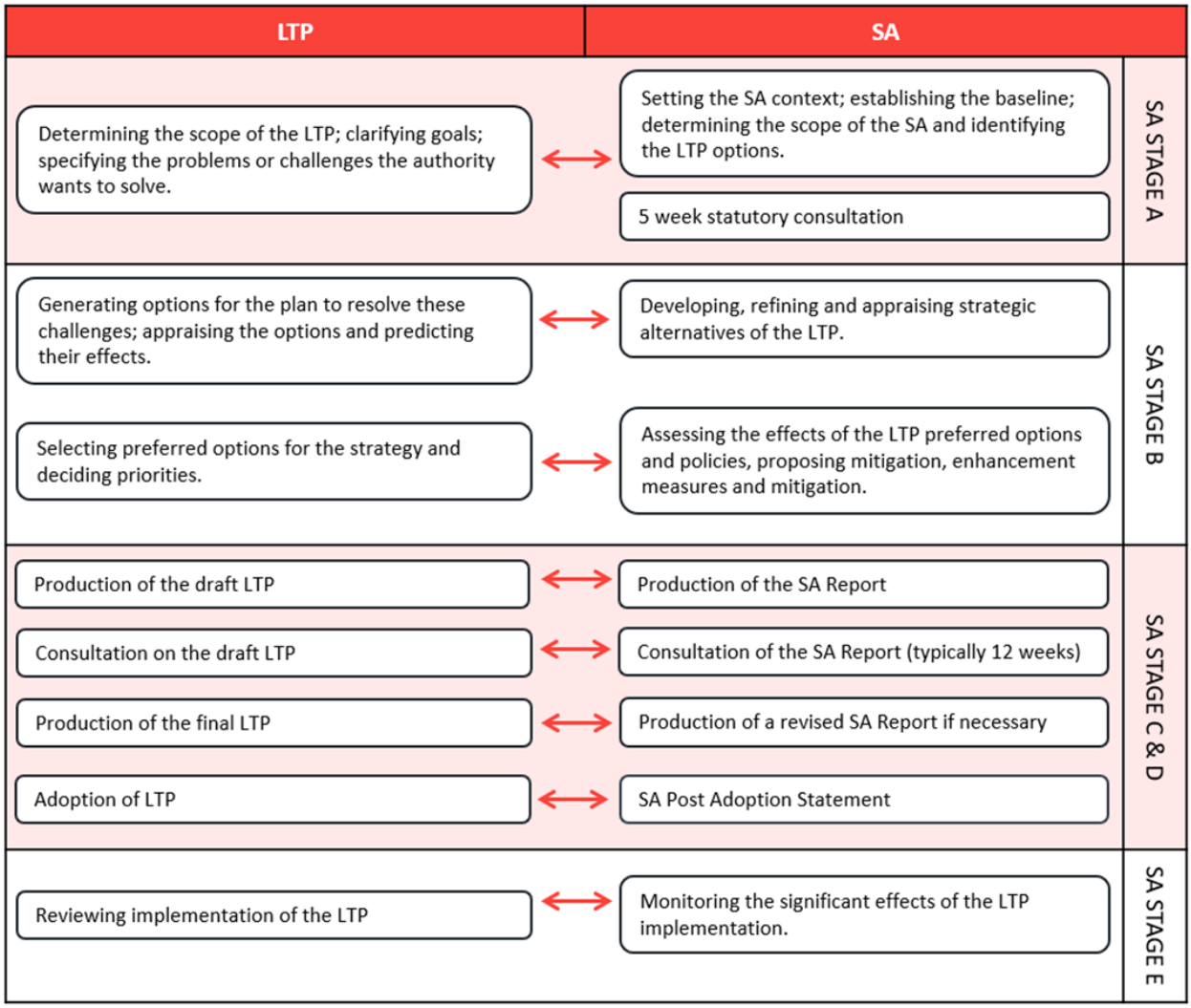
3.3.1. The key stages of the IIA process as follows:

- **Stage A:** Setting the context and objectives, establishing the baseline and deciding on scope (completed in spring 2024);
- **Stage B:** Developing and refining strategic alternatives and assessing their effects **(this stage)**;
- **Stage C:** Preparing the Environmental Report (and EqIA, HIA and HRA) **(this stage)**;
- **Stage D:** Consulting on the draft plan or programme and the Environmental Report and prepare a Post Adoption Statement (PAS); and
- **Stage E:** Monitoring the significant effects of implementing the plan or programme on the environment.

3.3.2. Details on how this aligns with the LTP process are set out in **Figure 3-2** below. This Report represents Stages B and C of the SEA process up to the consultation of the IIA.

[13] Office of the Deputy Prime Minister (2005) A Practical Guide to the Strategic Environmental Assessment Directive. available at: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/7657/practicalguidesea.pdf
[14] Department for Communities and Local Government (2015) Strategic environmental assessment and sustainability appraisal. Available at: http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/

Figure 3-2 - SA and LTP Stages



3.4 Methodology

Assessment of the Draft LTP and Reasonable Alternatives

3.4.1. In line with legal requirements, the SEA process has sought to identify, describe and evaluate the significant effects of the LTP and reasonable alternatives. This has been done by identifying the likely changes to the baseline conditions as a result of implementing the LTP and the reasonable alternatives to it. These changes are described (where possible) in terms of scale, the timescale over which they could occur, whether the effects would be temporary or permanent, positive or negative, likely or unlikely, frequent or rare. Where numerical information was not available, the appraisal has been based on professional judgement, with reference to relevant legislation, regulations and policy. More specifically, in undertaking the appraisal, consideration has been given to:

- baseline information including key issues;
- the likely activities and potential sources of effects associated with the construction and operation of transport infrastructure;
- the regulatory framework;
- the SEA objectives and guide questions (see **Table 4-1**); and
- definitions of significance (see Table 3-2).

3.4.2. The six objectives and 24 policies, the Draft LTP as well as its reasonable alternatives, have been assessed against the SEA objectives on a topic-by-topic basis to identify likely significant environmental, social and economic effects using an appraisal matrix.

In line with the SEA Regulations, the SEA must detail which of the identified effects are likely to be significant (whether this is significantly positive or negative). The scoring system used in the appraisal and guidance on determining significant effects is summarised in **Table 3-1** below.

3.4.3. For each effect identified, a score will be given using the framework set out in **Table 4-1**. This will be undertaken using expert judgement after a review of the evidence available. All evidence/ assumptions that have been used to make these judgements will be documented.

3.4.4. **Table 3-1** sets out the key to the assessment whilst the detailed Assessment criteria is set out in **Appendix A**.

Table 3-1 – 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

3.4.5. It should be noted that where uncertain and negligible effects have been identified, it has not been possible to determine the nature of effect, the spatial extent, the reversibility or the duration of effect. In this instance, the effect criteria cells have been left blank and a score of '0' given.

3.5 Appraisal of Secondary, Cumulative and Synergistic Effects

3.5.1. The SEA Regulations require that secondary, cumulative and synergistic effects are considered as part of the SEA. These are defined as follows[15]:

- **Secondary (or indirect)**: Effects that do not occur as a direct result of the LTP's implementation but occur at distance from the direct impacts or as a result of a complex pathway.
- **Cumulative**: Effects that occur where several individual activities which each may have an insignificant effect, combine to have a significant effect. Examples of a cumulative effect resulting from the implementation of the LTP could include potential effects on a National Sites Network Sites where a habitat or species is vulnerable and the cumulative effects of disturbance and pollutant emissions arising from development and operation causes a significant impact. Cumulative effects will also include the potential effects (if any) of a proposed plan or activity under the plan and any other proposed plan and/or consented developments.
- **Synergistic**: Effects that interact to produce a total effect that is greater than the sum of the individual effects.

3.5.2. Through the appraisal of the LTP, the methodology outlined earlier in this chapter, the cumulative effects of the LTP as a whole (intra-plan) and in-combination with other plans and programmes (inter-plan) have been considered. This has been appraised on a topic-by-topic basis to identify likely significant cumulative effects using an appraisal matrix and using the scoring system as outlined in **Table 3-1**.

[15] These terms are not mutually exclusive, often the term cumulative effects is taken to include secondary and synergistic.

Mitigation, Enhancement, and Monitoring Measures

3.5.3. The SEA Regulations require that mitigation measures are considered to prevent, reduce or offset any significant adverse effects on the environment as a result of implementing the plan.

3.5.4. Mitigation measures have been identified in relation to the assessment of visions, objectives and outcomes. These include both proactive avoidance of adverse effects and actions taken after potential effects have been identified. These are set out in **Section 8** of this report.

3.5.5. **Section 8** also includes enhancement measures, which aim to optimise positive impacts and enhance sustainability. The mechanism for delivery of mitigation and enhancement will ensure the prevention, reduction and offset of any significant adverse effects and promotion of enhancement opportunities on the environment.

3.5.6. The SEA Regulations require that monitoring is undertaken on a plan so that the significant effects of implementation can be identified and remedial action imposed, as well as measuring the benefits of enhancement. The purpose of the monitoring is to provide an important measure of the sustainability outcome of the final plan, and to measure the performance of the plan against sustainability objectives and targets. Monitoring is also used to manage uncertainty, improve knowledge, enhance transparency and accountability, and to manage sustainability information.

3.6 IIA Component Assessments

Health Impact Assessment

3.6.1. HIA is a process to identify the likely health effects of plans, policies or developments and to implement measures to avoid negative impacts and promote opportunities to maximise the benefits. There is no formally adopted methodology for HIA although there is a body of practice and guidance at a policy level. Assessment of health can be undertaken as a discrete process within an HIA and can also be embedded within environmental assessments. In this report the HIA has been fully integrated into the IIA assessment framework.

3.6.2. HIA is not a statutory requirement of the Local Transport Plan preparation process. However, Planning Practice Guidance states that '*Local planning authorities should ensure that health and wellbeing and health infrastructure are considered in local, and neighbourhood plans and in planning decision making*'.

3.6.3. HIAs can be done at any stage in the development process but are best done at the earliest stage possible.

Equalities Impact Assessment

3.6.4. The Equality Act 2010[16] includes a public-sector equality duty that requires public organisations and those delivering public functions to: show due regard to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity; and foster good relations between communities.

3.6.5. The EqIA process focuses on assessing and recording the likely equality effects as a result of a policy, project or plan. It seeks to ensure that the policy, project or plan does not discriminate or disadvantage people and enables consideration of how equality can be improved or promoted. The equality duty came into force in April 2011 and covers the following nine Personal Protected Characteristics:

- Age;
- Disability;
- Gender;
- Gender Reassignment;
- Marriage and Civil Partnership;
- Pregnancy and Maternity;
- Race;
- Religion or Belief; and
- Sexual Orientation.

3.6.6. In this report the EqIA has been fully integrated into the IIA assessment framework.

[16] HM Government (2010) Equality Act, [online] available at: Equality Act 2010 (legislation.gov.uk)

Habitats Regulations Assessment

3.6.7. Under Article 6(3) of the EU Habitats Directive as transposed into the UK law by the Habitats Regulations[17], an assessment (referred to as an HRA) needs to be undertaken in respect of any plan or project which:

- Either alone or in conjunction with other plans or projects would be likely to have a significant effect on a site designated within the Natura 2000 network – these are Special Areas of Conservation (SACs), candidate SACs (cSACs), and Special Protection Areas (SPAs). In addition, Ramsar sites (wetlands of international important), potential SPAs (pSPAs) and in England possible SACs (pSACs), are considered in this process as a matter of law or UK Government policy. [These sites are collectively termed 'European sites' in Habitats Regulations Assessment (HRA)]; and
- Is not directly connected with, or necessary to, the management of the site.

3.6.8. There are a number of SACs, SPA and Ramsar sites located within the BCP and Dorset Council area which could be affected by the LTP.

3.6.9. Guidance on the Habitats Directive sets out four distinct stages for assessment under the Directive:

- **Stage 1:** Screening: the process which initially identifies the likely impacts upon a Natura 2000 site of a plan or project, either alone or in combination with other plans or projects, and considers whether these impacts are likely to be significant;
- **Stage 2:** Appropriate Assessment: the detailed consideration of the impact on the integrity of the Natura 2000 sites of the plan or project, either alone or in combination with other plans or projects, with respect to the site's conservation objectives and its structure and function. This is to determine whether there will be adverse effects on the integrity of the site;
- **Stage 3:** Assessment of alternative solutions: the process which examines alternative ways of achieving the objectives of the plans or projects that avoid adverse impacts on the integrity of the Natura 2000 site; and

[17] HM Government (2017), The Conservation of Habitats and Species Regulations 2017, [online] available at: The Conservation of Habitats and Species Regulations 2017 (legislation.gov.uk)

- **Stage 4:** Assessment where no alternative solutions exist and where adverse impacts remain: an assessment of whether the development is necessary for imperative reasons of overriding public interest (IROPI) and, if so, of the compensatory measures needed to maintain the overall coherence of the Natura 2000 network.

3.6.10. The first stage of the Habitats Regulations Assessment (screening) will be undertaken as the LTP develops. Stages 2 to 4 will be progressed when sufficient information is available to undertake them. The HRA screening will enable consideration of LTP regarding likely significant effects on European sites, as required by the legislation.

3.6.11. The HRA will be reported separately due to strict regulatory requirements and to enable effective consultation with Natural England.

3.7 Assumptions and Limitations

3.7.1. The preparation of the LTP alongside the SA has allowed an iterative process of assessment and refinement in the narrative and policies within the LTP. Therefore, some of the recommendations set out in this report may already have been addressed in the LTP.

3.7.2. The assessment of goals, policies and policy alternatives, has been undertaken as a desk-based exercise using the baseline information from the Scoping Report. No site visits have been undertaken specifically for the purposes of the IIA.

3.7.3. WSP have ensured that effects are predicted accurately; however, this can be challenging given limited understanding of precisely how the plan will be implemented. Given uncertainties there is inevitably a need to make some assumptions, however, these are made carefully and explained in detail within the assessment text.

3.7.4. In some instances, given reasonable assumptions, it is not possible to predict ‘significant effects’, but it is possible to comment on the potential positive and negative effects of the draft plan and its alternatives in more general terms.

4 Scoping Information and IIA Framework

4.1 Sustainability Context

4.1.1. The IIA Scoping Report was produced by WSP in February 2024, in support of the LTP IIA. The IIA Scoping Report presented the sustainability context of BCP and Dorset. The report presented baseline information across IIA topics and identified key sustainability issues and opportunities, which helped to form the IIA Framework.

4.1.2. The Scoping Report was available for review and comment by statutory consultees (the Environment Agency, Historic England, and Natural England) from February 27th to April 2nd 2024. Two responses were received (from Historic England and the Environment Agency). The comments from Historic England and the Environment Agency were taken into account and amendments made to the scoping information where necessary.

4.1.3. Historic England's and the Environment Agency's representations and how they have been taken into account are presented in Appendix C of the Scoping Report. A final SEA Scoping Report was produced to reflect the comments received and this is presented in **Appendix A** of this report.

4.2 IIA Framework

4.2.1. The baseline information and review of plans and programmes informed the identification of a number of key issues (see **Appendix A**). These were then used to develop a IIA Framework (**Table 4-1** below), which summarises the main sustainability issues in BCP and Dorset across each environmental topic, and the subsequent sustainability objectives and appraisal questions to be used to assess emerging strategy objectives and policies.

Table 4-1 – Integrated Impact Assessment Framework

IIA Topic	Issues & Opportunities	IIA Objective	Supporting Appraisal Question – Will the LTP…
Population & Equalities	▪ Transport issues affect different groups to varying extents, and there is evidence to show that the barriers to accessing and using transport can be exacerbated by age, ethnicity and gender. ▪ The rural nature of large parts of Dorset could pose significant challenges in providing good services for all residents. There will, therefore, be a need for increased access to transport. ▪ The population of BCP&D is predicted to increase in number resulting in a change in the age profile. ▪ Changing work habits such as remote, internet-based jobs and working from home are likely to reduce transport demand, but may also increase social isolation, which could increase reliance on alternative social interaction. ▪ With an increasing ageing population in Dorset in particular, there is likely to be additional strain on the region's services and infrastructure; this is likely to be exacerbated with a higher-than-average number of people living in rural areas. ▪ The change in working habits has also affected traditional 5/2-day shift patterns for public transport with one in 10 local bus services in the UK cancelled in 2022.	**IIA1:** To increase the inclusivity, capacity and connectivity of the transportation network to support future demographic changes for both rural and urban populations.	Will the LTP: ▪ Help to reduce inequalities, particularly for those people and communities most vulnerable? ▪ Improve access to services, facilities and transport for all inclusively (including disabilities, hidden disabilities, dementia, and autism)? ▪ Proportionately support both rural and urban communities ▪ Support diversity? ▪ Support population growth?

IIA Topic	Issues & Opportunities	IIA Objective	Supporting Appraisal Question – Will the LTP…
Human Health	▪ The population of the region is ageing; older people may not have access to appropriate forms of private transport to access healthcare, community, and social care facilities. ▪ There are high levels of physical inactivity and obesity across BCP&D.	**IIA2:** To protect and enhance both physical and mental health and wellbeing through better access to public transport, services, facilities and places that benefit their health, supporting active travel and encouraging healthy lifestyles.	Will the LTP: ▪ Promote healthier lifestyles? ▪ Increase walking and cycling? ▪ Promote health enhancing environments, behaviours and activities for local communities? ▪ Help prevent risks to human health, which arise from noise and air pollution? ▪ Help prevent social isolation in both the rural and urban setting? ▪ Promote access to services and facilities as well as natural and historic places?
Economy & Employment	▪ If employment remains more concentrated in urban centres, this could put increased pressure on transport systems as commuting distances increase. ▪ Dorset has a lower working age population than the average and there are high levels of economic inactivity. ▪ The main reason for economic inactivity in BCP is being a student, compared to long-term sick in Dorset, providing a unique set of challenges.	**IIA3:** To provide greater connectivity across BCP&D to support key sectors, attract inward investment and support economic success.	Will the LTP: ▪ Support economic growth? ▪ Support access to jobs and training opportunities? ▪ Improve access to employment centres? ▪ Support regeneration of town and district centres? ▪ Support the tourism industry?

IIA Topic	Issues & Opportunities	IIA Objective	Supporting Appraisal Question – Will the LTP…
Community Safety	▪ Crime on public transport in the UK is on the rise, particularly with regards to sexual assault, violent crimes and disruption. ▪ As the population within BCP&D increases there are expected to be a greater number of vehicles on the region's roads, which may result in an increase in the number of accidents and those KSI on roads. ▪ There are areas across the region which have high levels of crime deprivation. ▪ Children in the most deprived neighbourhoods are nearly three times more likely to be KSI as a pedestrian compared to non-deprived neighbourhoods. ▪ There are opportunities to increase the safety of active transport modes such as cycling and walking. ▪ Vulnerable road uses such as cyclist and pedestrians are more likely to be casualties	**IIA4:** To promote safe transport through reducing accidents, improving safety and reducing crime across the transport network.	Will the LTP: ▪ Improve safety? ▪ Ensure that residents feel safe, particularly after dark? ▪ Support designing out crime principals? ▪ Reduce levels of crime deprivation? ▪ Improve road safety and reduce the number of people KSI on the roads, particularly children from deprived backgrounds?

IIA Topic	Issues & Opportunities	IIA Objective	Supporting Appraisal Question – Will the LTP…
Biodiversity & Natural Capital	▪ There are a wide range of statutory local, national and international sites designated for nature conservation across BCP and Dorset, which may be affected by increased transport infrastructure development. Habitats and wildlife corridors outside of these protected areas are especially at risk of being lost, damaged or fragmented by transport development. ▪ New transport routes will need to be carefully planned so that they do not cause adverse effects on ecosystems with high (potential) ecosystem services provision. ▪ New transport routes will need to be carefully planned so that they avoid development next to or across water courses where possible. ▪ Given that ecosystem services are the benefits that nature provides to people, areas of high (potential) provision are often the green and blue spaces close to centres of population, as well as connecting habitats that link these with more remote designated habitats and landscapes.	**IIA5:** To protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality and contribute to environmental and biodiversity net gain.	Will the LTP: ▪ Cause damage to locally and nationally designated sites though infrastructure provision, traffic or maintenance? ▪ Maintain and enhance biodiversity in the region? ▪ Seek opportunities for at least 10% biodiversity net gain through green infrastructure? ▪ Increase provision of ecosystem services from the county's natural capital? ▪ Prevent fragmentation of habitats and promote ecological networks? ▪ Result in developments which will improve biodiversity on site?
Landscape & Townscape	▪ Transport infrastructure has the potential to cause direct and indirect impacts on designated landscapes, eroding the character and quality of the landscapes, increasing pollution and eroding the visual amenity for residents and visitors alike. ▪ There is a need to reduce light pollution and protect designated dark skies. ▪ Future growth in some locations could risk compromising landscape and townscape character and features, however a landscape-led design with GI principles in place, could play a key role in the enhancement of the natural environment, visual amenity and physical and mental health of its people.	**IIA6:** To protect and enhance townscapes and landscapes of natural, historic, or visual importance, including the rural environment and town centres.	Will the LTP: ▪ Respect, maintain and strengthen local character and distinctiveness? ▪ Improve the quality and condition of the townscape and landscape? ▪ Incorporate green infrastructure into design? ▪ Protect and enhance the special character of designated National Landscapes? ▪ Reduce light pollution?

IIA Topic	Issues & Opportunities	IIA Objective	Supporting Appraisal Question – Will the LTP…
Historic Environment	▪ There is potential for development to encroach on assets, particularly affecting the settings of assets through increased air pollution, noise, and visual effects. ▪ New and/or upgraded transport infrastructure across BCP&D has the potential to affect the character, survival, fabric, condition and setting of cultural heritage assets (both above and below ground) in addition to increased pressure from population growth. ▪ Highly significant archaeological remains, whether designated or not, normally require preservation in situ. This has implications and can represent a significant constraint to future scheme design, which should respect, retain, and protect the remains (e.g., through avoidance and redesign). ▪ There is potential for development to have implications for assets on the Heritage at Risk register, either now or in the future. ▪ Vehicle damage and pollution can adversely affect both listed buildings and scheduled monuments, so reducing vehicle movements within historic urban areas is also an important area to address. ▪ Improved transport infrastructure could contribute to heritage-led regeneration, the vitality and viability of town centres, and sustainable heritage-based tourism. ▪ Improved transport infrastructure could improve access to and enjoyment of heritage assets.	**IIA7:** To protect and enhance the historic environment, including heritage assets (designated and non-designated) and their unique settings.	Will the LTP: ▪ Conserve and/or enhance heritage assets, their setting and the wider historic environment? ▪ Improve the quality and condition of the historic environment? ▪ Respect, maintain and strengthen local character and distinctiveness? ▪ Protect and enhance the Outstanding Universal Value and attributes of the Jurassic Coast World Heritage Site? ▪ Result in the loss of buried and unknown historic assets and artifacts? ▪ Secure appropriate public access and enjoyment to heritage assets? ▪ Have implications for heritage assets on ‘at risk’ registers, or result in new assets becoming at risk?

IIA Topic	Issues & Opportunities	IIA Objective	Supporting Appraisal Question – Will the LTP…
Air Quality	▪ The number of vehicles on the roads is likely to increase as the population rises, putting air quality and AQMAs at further risk of degradation. ▪ More severe and frequent heat episodes as a result of climate change can contribute to the worsening of air quality. ▪ Whilst electric cars should have positive effects for air quality in terms of NO2 reductions, there is concern that electric vehicles, which are currently heavier than 'conventional' vehicles, may generate more particulate (PM10) pollution from brake and tyre wear. ▪ Air quality issues across BCP&D can be addressed via a modal shift towards less polluting methods of transport (low carbon transport initiatives) and inclusive of active transport (e.g. cycling, walking etc.) thereby leading to a higher standard of air quality.	**IIA8:** To protect and enhance air quality by reducing emissions from the transport network.	Will the LTP: ▪ Support measures to reduce levels of air pollution? ▪ Support measures for the reduction of congestion and traffic levels particularly in AQMAs and congestion hot spots?
Climate Change & Greenhouse Gases	▪ Transport is the largest contributor to greenhouse gas emissions in the UK, with the largest contributor being domestic transport. ▪ There is a need to ensure climate resilience of the transport infrastructure in BCP and Dorset. The extent of future climate change will be strongly affected by the amount of greenhouse gases that the population chooses to emit. ▪ In rural areas of Dorset, particularly, where there are limited local facilities and fewer public transport services, many people are reliant on private transport which contributes to greenhouse gas emissions.	**IIA9:** Ensure that BCP&D and its transport infrastructure are resilient to the effects of climate change. **IIA10:** To reduce greenhouse gas emissions across the transport network, support national and local decarbonisation initiatives and incorporate climate change adaptation to help maximise resilience.	Will the LTP: ▪ Support low carbon and energy efficient design? ▪ Increase the resilience of transport infrastructure to the impacts of climate change (including flood risk, extreme weather, heat and cold)? ▪ Support the councils' Net Zero ambitions by 2030 and 2040? ▪ Support low carbon, energy efficient design? ▪ Reduce levels of embodied carbon?

IIA Topic	Issues & Opportunities	IIA Objective	Supporting Appraisal Question – Will the LTP…
Water Environment	▪ The physical and chemical quality of water resources is an important aspect of the natural environment and can be adversely affected by pollution associated with surface water runoff from new or existing transport infrastructure, as well as by changes to waterbodies which can affect their quality as a habitat. ▪ Of the 119 water bodies, just 23% are achieving 'good' status, falling far short of the WFD target. ▪ Climate change is likely to increase the occurrence of flooding from all sources and hence raise the flood risk across BCP and Dorset. ▪ Increased development (including transport infrastructure) can increase flood risk on a local and catchment scale. ▪ Upgrading existing infrastructure provides the opportunity to improve pollution control, include the reduction of litter.	**IIA11:** To reduce the risk and vulnerability, and increase resilience to, flooding. **IIA12:** To maintain and enhance water quality by reducing levels of pollution from the transport network.	Will the LTP: ▪ Reduce the risk of flooding? ▪ Increase surface runoff? ▪ Result in the reduction of water quality? ▪ Support the protection and enhancement of water bodies? ▪ Avoid areas of high flood risk where possible? ▪ Increase resilience to flood risk? ▪ Improve sustainable drainage infrastructure?
Noise	▪ Increased transport development and infrastructure may adversely impact sensitive receptors and increase current noise levels in areas adjacent to roads and rail lines. ▪ Excessive noise exposure from transport can cause stress and sleep disturbance and is often perceived as a nuisance. This can result in adverse effects on human health. ▪ Transport noise can adversely affect biodiversity including nesting and feeding habits of many species. ▪ Increased noise exposure can also have negative impacts on designated sites including the National Landscapes, and other designated sites with road or rail noise reducing amenity within these areas.	**IIA13:** To reduce exposure to transport related noise and vibration, including noise pollution and nuisance.	Will the LTP: ▪ Support measures to reduce levels of noise pollution? ▪ Support measures for the reduction of congestion and traffic levels particularly in areas with sensitive noise receptors?

IIA Topic	Issues & Opportunities	IIA Objective	Supporting Appraisal Question – Will the LTP…
Material Assets	▪ It is important that any future development of the transport network across BCP&D does not have adverse impacts or lead to the degradation or sterilisation of the best and most versatile land, as this is important for the UK's self-sufficiency in food production. ▪ Minerals are a finite resource and materials will be required for any new transport infrastructure, with subsequent waste produced. ▪ There is currently a large reliance on road transport for importing and exporting minerals across the UK, which is unlikely to change. ▪ There is a continued increase in renewable energy supplies across the region, of which needs to be managed efficiently to ensure the capacity requirements of this transition are met.	**IIA14:** To reduce the amount of waste produced and promote sustainable use of resources. **IIA15:** To ensure the efficient use of land. **IIA16:** To ensure that critical infrastructure is protected, enhanced and increased to meet the demands of the population now and in the future.	Will the LTP: ▪ Support the use of sustainable materials? ▪ Support the reuse of existing infrastructure? ▪ Promote a circular economy? ▪ Minimise the amount of waste? ▪ Support the use of brownfield land? ▪ Protect and enhance land quality? ▪ Result in the loss of agricultural land? ▪ Ensure that critical infrastructure is resilient to the effects of climate change?

5 Assessment of the LTP

5.1 Introduction

5.1.1. The LTP is a long-term strategy, comprising six objectives and 24 policies and accompanied by implementation plan for five areas (Bournemouth, Christchurch and Poole, South Eastern Dorset, Central Dorset, Northern Dorset and Western Dorset). The objectives, policies and implementation plans are summarised earlier in this report (see **Section 2.3**).

5.1.2. An assessment of the plan, as a whole, against the IIA framework was carried and the findings summarised below. The full assessment of the LTP is presented in **Appendix B**.

5.2 Assessment of the LTP

5.2.1. **Table 5-1** summarises the findings from the assessment of the interactions/ actions. The full assessment can be found in **Appendix B.**

Table 5-1 – 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	++/-/?

IIA Topic	Residual Significance
Water Environment	**++/-/?**
Noise	**+/-/?**
Material Assets	**+/-**

5.2.2. 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. The 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.

5.2.3. 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.

5.2.4. No significant negative effects were identified against any of the SEA Objectives.

5.2.5. 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.

5.2.6. Uncertainty has been identified for the Air Quality, Climate Change & Greenhouse Gases and Noise 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.

6 Cumulative Effects

6.1 Introduction

6.1.1. 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).

6.1.2. Cumulative effects can arise when:

- Several individual policies and sites have a combined effect on an objective; or
- Several policies and sites have insignificant effects individually but when combined, lead to significant effects.

6.1.3. The significance of cumulative effects resulting from a range of activities, or multiple incidences of one activity, may vary based on factors such as the nature of the proposed sites and policies and the sensitivity of the receiving communities and environment.

6.1.4. 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**.

6.1.5. This section 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).

6.2 Inter-plan cumulative effects

6.2.1. **Table 6-1** identifies the types of plans, programmes and projects that could result in interactions and therefore cumulative effects with the LTP.

Table 6-1 – Sources of Inter-Plan Cumulative Effects

Summary of Plans
Regional and Sub-Regional
Western Gateway Sub-national Transport Strategy 2024-2050[18] This strategy is set out by Western Gateway and outlines its strategic priorities for the area to 2050. It covers Bath and North East Somerset, Bournemouth, Christchurch, and Poole, Bristol, Dorset, Gloucestershire, North Somerset, South Gloucestershire, West of England Combined Authority and Wiltshire. The strategy aims to deliver on the governments three aims: reducing environmental impact, growing and levelling up the economy and improving transport for the user. Its vision is *"A resilient transport network that works for everyone and is fit for the future, helping people and businesses throughout the Western Gateway to thrive while protecting our environment."* The strategy has been designed to support national, regional and local policies, and has five key themes: ▪ Sustainable growth and economy; ▪ Decarbonisation and air quality; ▪ Access to services and opportunities; ▪ Facilitating strategic north-south movement; and ▪ Movement of goods.
Council Plans (BCP Council and Dorset Council)

[18] Western Gateway, 2024, *Western Gateway Sub-national Transport Strategy 2024-2050.* Available online at: https://westerngatewaystb.org.uk/wp-content/uploads/2024/10/3523.Western-Gateway-STP-2024-2050.pdf [accessed 04.07.25]

Summary of Plans
Dorset Council Cultural Strategy 2021 to 2026[19] The Cultural Strategy aims to drive positive change at the individual, sector and county level and to make culture more inclusive, accessible and visible for everyone in Dorset. The strategy is not a standalone document but is designed to complement non-arts agendas and integrate with existing regional and council strategies to achieve the collective ambitions for Dorset.
Dorset Council Bus Service Improvement Plan 2024[20] The Dorset Council Bus Service Improvement Plan (BSIP) was a response to the Government's National Bus Strategy, Bus Back Better. It continues to be the strategic document which sets out how the council and local bus operators will work together to plan and deliver services across Dorset through the Enhanced Partnership with bus operators. The document will be updated regularly to keep the contents relevant.
Natural Environment, Climate and Ecology Strategy 2023 to 25 Refresh[21] Dorset Council has put tackling climate change and supporting the natural environment as a core priority in their 2022-2023 Council plan. The Natural Environment, Climate and Ecology strategy set a clear direction with realistic and achievable ambitions for Dorset Council to become a carbon neutral council by 2040 and a carbon neutral county by 2050, frontloaded by interim targets.

[19] Dorset Council, 2021, *Cultural Strategy 2021 to 2026.* Available online at: https://www.dorsetcouncil.gov.uk/w/cultural-strategy-2021-to-2026. [Accessed 21.0.25]
[20] Dorset Council, 2024, *Dorset Bus Service Improvement Plan 2024.* Available online at: https://www.dorsetcouncil.gov.uk/w/dorset-bus-service-improvement-plan-2024/. [Accessed 21.08.25]
[21] Dorset Council, 2023, *Natural Environment, Climate & Ecology Strategy 2023-25 Refresh.* Available online at: https://www.dorsetcouncil.gov.uk/w/natural-environment-climate-ecology-strategy-2023-25-refresh. [Accessed 20.08.2025]

Summary of Plans
Climate and Ecological Emergency Strategy 2021 – 2023[22] Dorset Council's Climate and Ecological Emergency Strategy builds upon previous work undertaken to tackle climate change, improve the resilience of communities, and protect and enhance the biodiversity in Dorset in partnership with various organisations and communities. The strategy also sets out some of the key challenges and issues Dorset faces and some of the important areas where action is needed.
Joint Municipal Waste Strategy for Dorset 2008 to 2033[23] A joint strategy by the Dorset councils to guide the way that waste will be dealt with over the next 25 years. Dorset councils have worked together to produce this strategy. It will guide the way that waste is dealt with over the next 25 years: • our challenge - everyone produces rubbish, how we deal with it now and in years to come is a significant challenge • our opportunity - waste is a valuable resource, not a disposal problem but what are the best options for making the most of it? • our future - we all produce waste and we all have a part to play in dealing with it This strategy presents a brand new vision for waste management in Dorset. It is the result of local councils working closely together and wide-ranging public consultation.

[22] Dorset Council, 2021, *Climate & Ecological Emergency Strategy*. Available online at: https://www.dorsetcouncil.gov.uk/emergencies-severe-weather/climate-emergency/climate-ecological-emergency-strategy/the-climate-and-ecological-emergency-strategy-2021-2023. [Accessed 20.08.25]
[23] Dorset Council, 2008, *Joint Municipal Waste Strategy for Dorset 2008 to 2033*. Available online at: https://www.dorsetcouncil.gov.uk/w/joint-municipal-waste-strategy-for-dorset-2008-2033. [Accessed 20.08.25]

Summary of Plans
Waste Plan 2019[24] The Waste Plan covers BCP Council and Dorset Council. The plan is a strategic document that will guide decision-making and waste management until 2033. The plan sets out clear objectives to improve waste management and improve facilities capacity to recycle, reuse, recover and dispose of waste from households, businesses, industry and construction.
Dorset Council Waste Strategy 2024[25] The Waste Strategy sets out the strategic vision and framework for how Dorset Council will deal with waste in Dorset in the longer term, but it has a focus on the actions that will be undertaken over the next 5 years, due to the significant change that is anticipated in that timeframe.
Minerals Strategy[26] The Minerals strategy covers BCP Council and Dorset Council. The plan is a strategic document that will guide decision-making and sustainable resource management for minerals until 2028.

[24] BCP Council and Dorset Council, 2019, *Adopted Waste Plan*. Available online at: https://www.dorsetcouncil.gov.uk/documents/35024/285757/Waste+Plan+2019+-+Part+1.pdf/2b346405-89e2-cdac-af01-9de9237852d2 [accessed 04.07.25]
[25] Dorset Council, 2024, *Dorset Council Waste Strategy 2024.* Available online at: https://www.dorsetcouncil.gov.uk/w/dorset-council-waste-strategy-2024 [Accessed 21.08.25]
[26] BCP Council and Dorset Council, 2014, *Bournemouth, Dorset and Poole Minerals Strategy – May 2014 (Adopted)*. Available online at: https://www.dorsetcouncil.gov.uk/documents/35024/283152/minerals-strategy-2014-chapters-1-8-compressed.pdf/9022e767-ff8a-d94b-14de-9c3a5279f961 [accessed 04.07.25]

Summary of Plans
Bournemouth, Christchurch and Poole Local Plans[27] Planning authorities within England are required to prepare a Local Plan to guide decision-making on future development proposals. Plans seek to identify the needs and opportunities of the area; identifying the scale and location of growth to be delivered across their respective administrative area. The Adopted Local Plans for the Dorset Area are Bournemouth Local Plan, Christchurch Local Plan, and Poole Local Plan. The draft Local Plan for Bournemouth, Christchurch and Poole will guide development up to 2039. The plan went out to consultation in May 2024, and has subsequently been withdrawn, the new local plan is anticipated to be adopted by the end of 2028.

[27] BCP Council, no date, *Current Local Plans*. Available online at: https://www.bcpcouncil.gov.uk/planning-and-building-control/planning-policy/current-local-plans [accessed 04.07.25]

Summary of Plans
Dorset Local Plans[28] The Adopted Local Plans for the Dorset Area are West Dorset, Weymouth and Portland Local Plan, Purbeck Local Plan, North Dorset Local Plan, East Dorset and Christchurch Local Plan, Swanage Local Plan. These plans are developed to bring forward regional and national plans which relate to development. The draft Dorset local plan will guide development up to 2038. The plan went out for consultation in March 2021 and is expected to be adopted in May 2027. The plan has three key objectives: ■ Economic Objective: making sufficient land and infrastructure available in the right places to support growth, innovation, improved productivity and the transition to a low carbon economy. ■ Social Objective: supporting strong, vibrant, healthy communities, enabling the delivery of homes to meet the need; delivering well-designed, safe places with space to support long-term community wellbeing. ■ Environmental Objective: protecting and enhancing our natural, built and historic environment; helping to improve biodiversity, using natural resources wisely and mitigating and adapting to climate change.
Local Policies
Dorset (draft) Local Nature Recovery Strategy [29] The Dorset Local Nature Recovery Strategy covers the Dorset and BCP area. The strategy highlights 12 nature recovery priorities for the area, with the target of protecting and managing 30% of land and rivers for the environment by 2030.

[28] Dorset Council, no date, *Adopted Local Plans*. Available online at: https://www.dorsetcouncil.gov.uk/adopted-local-plans [accessed 04.07.25]
[29] Dorset Council, 2025, *Dorset Local Nature Recovery Strategy 2025 (Consultation draft)*. Available online at: https://www.dorsetcouncil.gov.uk/documents/35024/6176948/DLNR%20Consultation%20Draft%202025%20FINAL%2006.07.25.pdf/7c397d0d-1bc5-a32d-3653-c79f08a49d93 [accessed 04.07.25]

Summary of Plans
BCP Green Infrastructure Strategy[30] This plan focuses on the investment in green infrastructure in Bournemouth, Christchurch and Poole to 2031. The plan aims to: ▪ Help increase health and well-being outcomes for our communities and visitors, thereby reducing pressures on health and social services ▪ Reverse biodiversity loss and nature recovery ▪ Strengthen the resilience of people, places and nature to a changing climate ▪ Support high quality placemaking
Dorset's Biodiversity Strategy[31] This strategy covers biodiversity in BCP and Dorset and sets out a collaborative approach to reverse the decline of biodiversity in the area. The strategy aims to monitor, protect, and manage biodiversity within the area.

[30] BCP Council, May 2022, *Green Infrastructure Strategy.* Available online at: https://bcpprojects.net/wp-content/uploads/2022/10/Green-Infrastructure-Strategy-Summary.pdf [accessed 04.07.25]
[31] Dorset Biodiversity Partnership, 2003, Dorset Biodiversity Strategy. Available online at: https://dorsetlnp.org.uk/wp-content/uploads/2019/01/Dorset-Biodiversity-Strategy-2003.pdf [Accessed 04.07.25]

Summary of Plans

Dorset Rights of Way Improvement Plan[32] and Bournemouth, Christchurch and Poole RoWIP[33]

The Countryside and Rights of Way Act (2000) requires that each highway authority produces a Rights of Way Improvement Plan (RoWIP). These plans have a 10-year life span and are intended to be a mechanism for improving the local network of public Rights of Way for all users – walkers, cyclists, horse-riders, horse and carriage drivers, vehicular users and those with mobility problems.

These plans aim to create accessible Public Rights of Way and greenspaces in BCP and Dorset; that provide opportunities for openair recreation and enjoyment of the area, and which supports wider interests including sustainable transport, the local economy, tourism, and health and wellbeing benefits.

The Dorset RoWIP has the following key themes:

- Theme 1 - The RoWIP's links with wider issues and related plans
- Theme 2 - Improving customer service
- Theme 3 - Providing a safer and more accessible network
- Theme 4 - Involving local people and Partner organisations
- Theme 5 - Providing quality information about the network

The Bournemouth, Christchurch and Poole RoWIP has the following objectives:

- To provide safe, inclusive and accessible paths;
- To promote Public Rights of Way as an integral part of travel across the Bournemouth, Christchurch and Poole area; and
- To publicise good quality information relating to the Public Rights of Way.

[32] Dorset County Council, 2011, *Dorset Rights of Way Improvement Plan (RoWIP) 2011-2021*. Available online at: https://www.dorsetcouncil.gov.uk/documents/35024/281213/The_Dorset_Rights_of_Way_Improvement_Plan_2011-2021.pdf/d1aedb08-8446-6d87-774b-d94f9546cb8e [Accessed 04.07.25]

[33] BCP Council, 2023, *Bournemouth, Christchurch & Poole Rights of Way Improvement Plan 2023 – 2040*. Available online at: https://www.bcpcouncil.gov.uk/Assets/About-the-council/Strategies-plans-and-policies/Rights-of-way-improvement-plan.pdf [Accessed 04.07.25]

Summary of Plans
Neighbourhood
Neighbourhood plans set out planning policies for a specific area and are written by the local communities that they represent, formalising the communities wishes for development of their neighbourhood in the planning system. They are used to decide whether to approve planning applications. Neighbourhood Plans must address development and use of land and conform with Local Plans. There are 38 neighbourhood areas in the Dorset council area[34] and six neighbourhood areas in the BCP council area[35].
Water Resource Management Plans (WRMPs)
WRMPs are statutory documents that are required to be produced by water companies at least once every five years. WRMPs set out how a company will ensure that a secure supply of water is maintained for businesses and homes, while protecting the natural environment. Wessex Water's[36] and South West Water's[37] WRMPs are most likely to interact with the BCP and Dorset LTP.
Nationally Significant Infrastructure Projects (NSIPs)

[34] Dorset Council, no date, Dorset Council Made Neighbourhood Plans. Available online at: https://www.dorsetcouncil.gov.uk/w/dorset-council-made-neighbourhood-plans [accessed 04.04.25]
[35] BCP Council, no date, *Completed plans*. Available online at: https://www.bcpcouncil.gov.uk/planning-and-building-control/planning-policy/neighbourhood-planning/completed-plans [accessed 04.07.25]
[36] Wessex Water, December 2024, WRMP24. Available online at: https://corporate.wessexwater.co.uk/our-future/our-plans/water-resources-management-plan [accessed 04.07.25]
[37] South West Water, October 2023, *Draft Water Resources Management Plan.* Available online at: https://www.southwestwater.co.uk/about-us/what-we-do/improving-your-service/water-resources-management-plan [accessed 04.07.25]

Summary of Plans

At the time of writing, 14 nationally significant infrastructure projects in the South West region were at various stages; four at pre-application, nine decided, and one withdrawn. The projects, their respective developers, and their status at the time of writing are outlined below:

- A30 Chiverton to Carland Cross Scheme - Highways England – Decided;
- A30 Temple to Higher Carblake Improvement - Cornwall Council – Decided;
- A303 Sparkford to Ilchester Dualling - Highways England – Decided;
- A303 Stonehenge - Highways England – Decided;
- A417 Missing Link - Highways England – Decided;
- Hinkley Point C Connection - National Grid – Decided;
- Hinkley Point C Connection Project Material Change - National Grid Electricity Transmission plc (NGET) - Pre-application;
- Hinkley Point C New Nuclear Power Station - NNB Generation Company Limited – Decided;
- Hinkley Point C New Nuclear Power Station Material Change 1 -NNB Generation Company (HPC) Limited - Pre-application;
- Lime Down Solar Project - Lime Down Solar Park Limited - Pre-application;
- M5 Junction 10 Improvements Scheme - Gloucestershire County Council- Decided;
- Portishead Branch Line - MetroWest Phase 1- North Somerset Council – Decided;
- The Trelavour Lithium Project - Cornish Lithium G5 Limited - Pre-application; and
- Xlinks Morocco-UK Power Project - Xlinks 1 Limited- Withdrawn.

6.2.2. **Table 6-2** outlines the likely significant effects of the identified plans, programmes and projects, in-combination with the LTP, that have been identified against each of the SEA objectives.

Table 6-2 – Assessment of inter-plan cumulative effects

SEA Topic	Residual Significance	Description of Potential Cumulative Effects
Population & Equalities	**++/-**	Enhanced access to sustainable transport modes and active travel routes alongside the delivery of policies aiming to improve accessibility for different levels of mobility, genders, age groups and ethnicities could have positive cumulative effects on populations & equalities. The LTP's Objective C: *Create accessible and prosperous places* and Objective F: *Ensure public transport is inclusive and accessible to all* align with the Western Gateway Sub-national Transport Strategy key theme of *Access to services and opportunities,* Dorset RoWIP key theme *of Providing a safer and more accessible network* and BCP's RoWIPs objective of *provide safe, inclusive and accessible paths* and Dorsets Councils Local Plans Social Objective. This alignment of key objectives and priorities has the potential to result in a significant positive effect if plans are delivered in coordination with each other. Proposals in the LTP and other plans, such as the Western Gateway Sub-national Transport Strategy, draft Dorset Local Plan, BCP draft Local Plan and the various Neighbourhood plans, have the potential to interact and have cumulative effects on populations and equalities. In line with national and local planning policy it is assumed that there is suitable mitigation available to address any negative interactions between the LTP and other plans, including the phasing of developments to ensure that no residual significant negative effects arise during construction. However, it is possible that multiple strategies will overlap, creating disruption, which is likely to impact accessibility; therefore, taking a precautionary approach a minor negative has been identified.

SEA Topic	Residual Significance	Description of Potential Cumulative Effects
Human Health	**++/-**	Enhanced access to, and safety on, sustainable transport modes and active travel routes is likely to result in increased use of these modes of travel, which is likely to result in positive impacts for physical and mental health of residents. Alongside this, the delivery of sustainable development that improves access to green infrastructure and greenspace could have positive cumulative effects on human health. The LTP aligns its Objective B: *Improve health and wellbeing* with Dorsets Councils Local Plans Social Objective, Dorset RoWIP key theme *of Providing a safer and more accessible network,* BCP's RoWIPs objective of *provide safe, inclusive and accessible paths* and BCP Green Infrastructure Strategy's aim to *Help increase health and well-being outcomes for our communities and visitors, thereby reducing pressures on health and social services.* This alignment of key objectives and priorities has the potential to result in a significant positive effect if plans are delivered in coordination with each other. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and uptake of sustainable and active travel by individuals. There is potential for interactions between the LTP and other plans, especially those involving new or improved infrastructure, to result in travel disruption and increased air and noise pollution, which may have a negative effect on human health. In line with national and local planning policy it is assumed that there is suitable mitigation available to address any negative interactions between the LTP and other plans, including the phasing of developments to ensure that no residual significant negative effects arise during construction. However, it is possible that multiple strategies will overlap, creating high levels of construction related pollution and disturbance, which is likely to impact human health of those nearby; therefore, taking a precautionary approach a minor negative has been identified.

SEA Topic	Residual Significance	Description of Potential Cumulative Effects
Economy & Employment	**++/-**	Over the longer term, improvements to local infrastructure should have a positive impact on the economy and employment as access to sustainable transport improves and congestion decreases. The LTP aligns Objective C: *Create accessible and prosperous places* with the Western Gateway Sub-national Transport Strategies key theme of *Sustainable growth and economy,* and Dorsets Local Plan Economic Objective. This alignment of key objectives and priorities has the potential to result in a significant positive effect if plans are delivered in coordination with each other, to deliver economic growth. The LTP has the potential to interact with the other plans to have both negative and positive cumulative effects on economy and employment. There is potential for temporary negative cumulative effects during the construction phase, if multiple developments take place in close proximity to each other, with overlapping construction periods. This may lead to disruption to the movement of goods and people including those commuting to their employment. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and timing of developments. Therefore, taking a precautionary approach a minor negative effect has been identified.
Community Safety	**++/-**	Cumulative positive effects could also be seen, as projects contribute to making a more reliable transport network and increased use of active travel routes and sustainable transport, reducing the number of private cars on the road and associated road traffic accidents. The LTP aligns its Objective D: *Enable a safer transport system* with Dorsets Local Plan Social Objective, Dorset RoWIPs key theme of *Providing a safer and more accessible network* and BCPs RoWIPs objective of *provide safe, inclusive and accessible paths.* This alignment of key objectives and priorities has the potential to cause a significant positive effect if plans are delivered in coordination with each other and achieve their proposed outcomes. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level. Short term, temporary, negative cumulative effects on community safety could be seen during the construction period if multiple developments take place in close proximity to each other, with overlapping construction periods. Increased construction traffic and congestion in a concentrated area could increase the risk of accidents on the road network. Therefore, taking a precautionary approach a minor negative has been identified.

SEA Topic	Residual Significance	Description of Potential Cumulative Effects
Biodiversity & Natural Capital	**+/-**	Cumulative positive effects could also be seen, as projects contribute to make a more sustainable and environmentally conscious transport network, with increased use of active travel routes and sustainable transport, reducing the number of private cars on the road and associated road pollution. The LTP aligns its Objective A: *Safeguard the climate and environment* with the Dorset Local Plan Environmental Objective, Dorset (draft) Local Nature Recovery Strategy, BCP Green Infrastructure Strategy aim of *Reverse biodiversity loss and nature recovery,* and Dorsets Biodiversity Strategy. These plans and strategies seek to protect and enhance biodiversity, as a result, it is considered that significant residual, negative, cumulative effects are unlikely. There are likely to be opportunities to deliver a net gain for biodiversity through infrastructure development. The alignment of these goals has the potential to result in a minor positive effect if plans are delivered in coordination with each other. Ultimately, the nature and significance of effects will be dependent on the precise location, scale, and design of development and implementation of mitigation at the project level. Proposals in the LTP and other plans have the potential to interact and have cumulative effects on biodiversity. Particularly if they are constructed in close proximity, at the same time and with similar pathways for impacts to travel to the same receptor. In line with national and local planning policy it is assumed that there is suitable mitigation available to address any negative interactions between the LTP and other plans, on biodiversity, including the phasing of developments to ensure that no residual significant negative effects arise during construction. However, it is possible that multiple strategies will overlap, creating pollution and disruption, which is likely to impact biodiversity; therefore, taking a precautionary approach, a minor negative has been identified.

SEA Topic	Residual Significance	Description of Potential Cumulative Effects
Landscape & Townscape	**+/-**	There is potential for cumulative positive effects, if appropriate design is utilised to improve the setting of, and access to green space, townscapes, and designated landscapes. The LTP's Objective C: *Create accessible and prosperous places* with the Dorset Local Plan Environmental Objective, which aims to protect and enhance the natural and built environment, and the BCP Green Infrastructure Strategy aim *Support high quality placemaking.* The alignment of these goals has the potential to result in a minor positive effect if plans are delivered in coordination with each other, and result in a better quality public realm and improved access to landscapes. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level. Policies in the LTP and other plans have the potential to interact and have cumulative effects on landscape, and townscape. There is potential for negative cumulative effects on townscape and landscape, if multiple developments were to take place in close proximity. National and local planning policies require proposals for development to protect and enhance the landscape, and townscape. As a result, it is considered that significant negative cumulative effects are unlikely. However, it is possible that multiple strategies will overlap, creating disruption, which is likely to impact landscape and townscape; therefore, taking a precautionary approach, a minor negative has been identified.

SEA Topic	Residual Significance	Description of Potential Cumulative Effects
Historic Environment	**+/-**	There is also potential for positive cumulative effects to arise as improvements to the transport network could reduce the number of vehicles on the roads and also improve and encourage sustainable access to the historic environment. The LTP's Objective A: *Safeguard the climate and environment* aligns with the Dorset Local Plan Environmental Objective which aims to protect and enhance the historic environment. Additionally, the Western Gateway Sub-national Transport Strategy theme of *Access to services and opportunities* could encourage more sustainable travel to historic assets. The alignment of these goals has the potential to result in a minor positive effect if plans are delivered in coordination with each other, and result in a better quality public transport network, reducing the number of vehicles on the road and improving access to heritage assets. Ultimately, the nature and significance of effects will be dependent on the precise location, scale and design of development and implementation of mitigation at the project level. Proposals in the LTP and other plans have the potential to interact and have cumulative effects on the historic environment. Particularly if developments are constructed at the same time and within the setting of the same heritage asset (designated or non-designated). In line with national and local planning policy any proposal would be required to conserve and enhance the historic environment, including designated and non-designated heritage assets. As a result, it is considered that significant negative cumulative effects are unlikely. However, it is possible that multiple strategies will overlap, creating disruption and pollution, which is likely to impact the historic environment; therefore, taking a precautionary approach, a minor negative has been identified.

SEA Topic	Residual Significance	Description of Potential Cumulative Effects
Air Quality	**+/-**	Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys, which is likely to improve air quality through a reduction in air pollution from traffic. The alignment of the LTP's Objective A - *Safeguard the climate and environment* with the Western Gateway Sub-national Transport Strategy, which has a specific theme to improve air quality, Dorset Local Plan Environmental Objective, BCP Green Infrastructure Strategy and Neighbourhood plans that seek to deliver sustainable development with good access to homes, employment opportunities, and facilities by sustainable transport modes and highlight improving air quality. This could result in a minor positive cumulative effect on air quality through a reduction in traffic emissions during operation. If the construction of multiple developments take place in close proximity to one another, there is the potential for temporary negative cumulative effects as a result of increased dust and particulate matter as well as traffic and congestion, which could negatively impact air quality. The appropriate phasing of development would help to avoid the potential for cumulative negative effects during the construction phase. In line with national and local planning policies it can also be assumed that the negative impacts as a result of construction would be mitigated to ensure that there are no residual significant effects. However, it is possible that multiple strategies will overlap, creating disruption and pollution, which is likely to impact the air quality; therefore, taking a precautionary approach, a minor negative has been identified.

SEA Topic	Residual Significance	Description of Potential Cumulative Effects
Climate Change & Greenhouse Gases	**+/-**	Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private vehicles for journeys, which is likely to reduce the release of greenhouse gases and have positive impacts for climate change. The LTP aligns its Objective A: *Safeguard the climate and environment* with other plans including the Western Gateway Sub-national Transport Strategy, which has a specific theme to improve decarbonisation, Dorset Local Plan Environmental Objective, BCP Green Infrastructure Strategies aim to *Strengthen the resilience of people, places and nature to a changing climate* and Neighbourhood plans that seek to deliver sustainable development including reducing greenhouse gas emissions and adapting to the impacts of more frequent and severe weather due to climate change. This could result in a minor positive cumulative effect on climate change through a reduction in traffic related greenhouse gas emissions. Overall, it is considered that there is the potential for a minor long-term positive cumulative effect. The LTP has the potential to interact with the other plans to have both negative and positive cumulative effects on climate change. There is potential for temporary negative cumulative effects during the construction phase, if multiple developments take place in close proximity to each other, with overlapping construction periods. This could result in increased greenhouse gas emissions from increased traffic and congestion. However, in line with national and local planning policy it is assumed that any proposals will be required to provide appropriate mitigation to ensure that construction related activities do not result in a residual significant effect therefore, taking a precautionary approach, a minor negative has been identified.

SEA Topic	Residual Significance	Description of Potential Cumulative Effects
Water Environment	**+/-**	National and local planning policies, require that any new development will seek to protect and enhance watercourses and utilise Sustainable Drainage Systems (SuDS) where appropriate. The LTP aligns its Objective A: *Safeguard the climate and environment* with other plans including the Dorset Local Plan Environmental Objective, BCP Green Infrastructure Strategies aim to *Strengthen the resilience of people, places and nature to a changing climate* and Neighbourhood plans that seek to deliver sustainable development, managing resource sustainably and protect and enhance our natural environment, including the water environment. The alignment of these goals has the potential to result in positive cumulative effects on water quality, as a result of traffic reductions, and reducing pollution load in runoff over the longer term and active measures to protect and enhance the water environment. Overall, it is considered that there is the potential for a minor long-term positive cumulative effect. The LTP has the potential to interact with development proposed through other plans leading to potential negative cumulative effects on water quality if multiple developments were to take place in close proximity or hydrologically connected to one another. Increased construction activity associated with multiple sites could lead to increased risk of pollution and negative effects on water quality through waste, dust, and runoff from construction sites. This could negatively impact both surface water and groundwater. However, in line with national and local planning policy it is assumed that any proposals will be required to provide appropriate mitigation to ensure that construction related activities do not result in a residual significant effect therefore, taking a precautionary approach, a minor negative has been identified.

SEA Topic	Residual Significance	Description of Potential Cumulative Effects
Noise	**+/-**	Improvements to the transport network could lead to increased utilisation of public transport and active travel routes, reducing reliance on, and use of, private cars for journeys, which may reduce noise pollution in the long term. The alignment of the LTP's Objective A - *Safeguard the climate and environment* with the Dorset Local Plan Environmental Objective, BCP Green Infrastructure Strategy and Neighbourhood plans that seek to deliver sustainable development with good access to homes, employment opportunities, and facilities by sustainable transport modes, could support a cumulative positive effect in reducing noise pollution if the plans are implemented cohesively, through a reduction in traffic related noise pollution. Overall, it is considered that there is the potential for a minor long-term positive cumulative effect. There is potential for temporary negative cumulative effects on noise pollution if the construction of multiple developments take place in close proximity to one another, creating construction noise and increasing traffic and congestion. The appropriate phasing of development would help to avoid the potential for cumulative negative effects during the construction phase. In line with national and local planning policies it can also be assumed that the negative impacts as a result of construction would be mitigated to ensure that there are no residual significant effects. However, it is possible that multiple strategies will overlap, creating disruption and noise pollution; therefore, taking a precautionary approach, a minor negative has been identified.
Material Assets	**+/-**	There is potential for positive cumulative effects with policies in the LTP and other plans improving the transport network and ensuring it is well-maintained. The alignment of the LTP's Objective E*: Maintain a resilient and fit for purpose transport network* and BCP and Dorset Councils Minerals Strategy, Waste Plan, the Dorset Local Plan Economic and Environmental Objectives, and the BCP Green Infrastructure Strategy could support a cumulative positive effect on material assets if the plans are implemented cohesively, and create an improved transport network, with consideration to resource use and sustainable disposal of waste. It is assumed that the options will all seek the efficient use of land, utilising brownfield land where available, in line with national planning policies. In the short-term, the delivery of development set out in the LTP and other plans will require the need for resources during construction. In line with national and local planning it is assumed that any proposals would seek to encourage the efficient and appropriate use of resources, including the use of secondary or recycled resources, where appropriate.

6.2.3. The assessment found that significant positive and 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 through project design and construction mitigation, therefore, residual significant effects are unlikely.

6.2.4. 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.

6.2.5. No significant negative effects have been identified.

7 Assessment of Alternatives

7.1 Introduction

The SEA Regulations require an assessment of the plan, and its reasonable alternatives, taking into account the objectives and the geographical scope of the plan. The assessment of the alternatives does not need to take into account all possible alternatives, only those that are realistic.

7.2 Identifying alternatives

7.2.1. For alternatives to be reasonable, they need to meet the objectives of the plan which are set out in **Chapter 2**. Individual interventions and measures cannot be considered a reasonable alternative as they would not meet the objectives for the plan as a whole.

7.2.2. Three reasonable alternatives to the preferred approach have been identified to deliver the objectives of the plan and 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'*.

7.2.3. **Table 7-1** 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.

7.2.4. **Table 7-2** 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.

7.2.5. **Table 7-3** 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.

7.2.6. **Table 7-4** 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 7-1 – 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.

Table 7-2 - 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.

Table 7-3 - 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

Table 7-4 - 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 A2 – Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure. 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. 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 a significant increase in active travel infrastructure and increased funding. Policy B2 – Promote the benefits of travelling actively within our communities, including with the young, elderly, people with disabilities, and less affluent. 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 B4 – Ensure that inclusive Active Travel Infrastructure is included in all new development.	Policy C1 – Improve inclusive and 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 and ensure improvements consider the needs of the young, elderly, people with disabilities, and less affluent. Policy C4 – N/a 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 – Fund, promote and co-ordinate road safety initiatives around schools to encourage safe and 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 and ensure improvements consider the needs of the young, elderly, people with disabilities, and less affluent.	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, safety, inclusivity and 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 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 F2 – Fund additional bus services and improve bus routes to make journeys quicker and more reliable and inclusive for all needs. 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 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. 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.

7.3 Assessment of Alternatives

7.3.1. The options outlined above, were taken forward for assessment through the IIA process. The findings of the assessment for the alternatives alongside the preferred approach are set out in **Appendix C**.

7.3.2. **Table 7-5** summarises the findings from the assessment of the alternatives. The full assessment can be found in **Appendix C.**

Table 7-5 –Summary of the Assessment of Alternatives

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	**+/-**	**++/-/?**	**+/-**	**++/-**

IIA Topic	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Climate Change & Greenhouse Gases	**+/-**	**++/-/?**	**+/-**	**++/-/?**
Water Environment	**+/-**	**++/-/?**	**+/-**	**+/-**
Noise	**+/-**	**+/-/?**	**+/-**	**+/-**
Material Assets	**+/-**	**+/-**	**+/-**	**+/-**

7.3.3. 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.

7.3.4. 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.

7.3.5. 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.

7.4 Outline Reasons for Selection or Rejection of Alternatives

7.4.1. 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.

8 Monitoring and Next Steps

8.1 Introduction

This chapter sets out proposed monitoring measures and explains the next steps in the SEA process for the LTP.

8.2 Monitoring

8.2.1. 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.

8.2.2. **Table 8-1** below sets out some proposed monitoring measures. As there is some uncertainty with some of the elements of plans objectives, policies, and interventions, and what impact they may have on the IIA topics, the monitoring measures may be updated to reflect any additional impacts.

8.2.3. Every five years the Implementation Plan will be reviewed and updated, alongside this a Monitoring Report will be produced, which will focus on the delivery of objectives, policies and schemes. The outcomes from performance monitoring will be produced regularly. This reporting will be key in monitoring the long-term impacts of the LTP.

Table 8-1 – Proposed Monitoring Measures

IIA Topic	Key Performance Indicators
Population & Equalities	• **Access to services, employment and leisure** – Software will be used to report connectivity levels and the proportion of households within 30 minutes of a town/neighbourhood centre by public transport. • **Levels of public transport patronage and user satisfaction** – the total number of bus and rail passengers in the LTP area and % change will be reported. Annual user perception surveys including the National Highways and Transport Survey (NHTS) will be undertaken.
Human Health	• **Levels of walking, wheeling and cycling** – Percentage change in automatic continuous counts and annual monitoring counts at selected sites will be reported.
Economy & Employment	• **Network resilience** – journey time monitoring will be undertaken for generalised traffic and public transport. To establish trends automatic continuous counts, annual monitoring counts and cordon counts at selected sites will be used reporting annual daily traffic, % change, and average delays on A-road networks. • Average travel to work times.

IIA Topic	Key Performance Indicators
Community Safety	• **Road casualties** – Collision statistics will be reported in line with annual casualty reporting. • **Reliability of public transport services** – The percentage of bus journeys that arrive on time comparing real time bus journey data with timetabled arrival times will be reported.
Biodiversity & Natural Capital	• Change in area of Local Wildlife Sites (LWS) and Local Geological Sites (LGS) each year. • Condition status of SSSIs.
Landscape & Townscape	• Number of transport related infrastructure permissions granted contrary to advice from Natural England.
Historic Environment	• Number of transport related infrastructure permissions granted contrary to advice from Historic England. • Number of heritage assets included on the Heritage at Risk Register.
Air Quality	• **Air Quality** – The reduction in annual average concentration of nitrogen dioxide (NO2) and particulates (PM2.5 and PM10) will be monitored and reported. • Annual Air Quality Status Reports produced by BCP and Dorset Councils

IIA Topic	Key Performance Indicators
Climate Change & Greenhouse Gases	• **Carbon Emissions from transport** – The reduction in aggregate LTP Area CO2 emissions per capita will be monitored and reported, and emissions from construction and maintenance activities using an appraisal toolkit. • Number of transport related infrastructure permissions granted contrary to advice from the Environment Agency.
Water Environment	• Overall WFD status of water bodies in BCP and Dorset.
Noise	• Large infrastructure projects have an Appraisal Summary Report attached to them which outline the environmental impacts of the scheme, which should include monitoring of noise.
Material Assets	• **Highway Condition** – By survey the condition of the principal, non-principal and unclassified road network will be measured, this will include tracking the maintenance backlog. • The loss of any areas that are safeguarded for minerals.

8.3 Next Steps

8.3.1. This Environmental Report is 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 SEA and the consultation responses have been taken into account and how social, economic and environmental considerations have been integrated into the final decisions regarding the LTP and will be issued as soon as is reasonably practicable after adoption.

Appendix A: Final Scoping Report

Appendix A has been provided as a separate document.

Please contact the council's help desk if you require additional information or assistance accessing Appendix A

Appendix B: Assessment of the LTP

Table B-1 - Assessment of the Likely Significant Effects of the LTP on Populations and Equalities

Description of Potential Effects	Residual Significance
The LTP includes a number of objectives and policies that aim to increase the inclusivity, accessibility and connectivity of the transportation network to support future demographic changes in BCP and Dorset. Objective C - *Create accessible and prosperous places* and Objective F - *Ensure public transport is inclusive and accessible to all* will likely result in a positive effect for all ethnicities, genders and age groups within the community by focusing on improving access to and connection to places, spaces, facilities and services, through improving public transport service provision, transport hubs, and promoting accessibility to all modes of transport. This is supported by actions in the implementation plan such as the delivery of Bus Service Improvement Plan priorities, rail stations accessibility programme, Demand Responsive Transport, and extending weekend services on strategic bus networks, which will likely see improved access for disabled and elderly members of the community. Policy C1 seeks to "*Improve sustainable access to our key tourism areas and manage the seasonal peaks in travel demand*". Measures included within this policy will likely result in a positive effect on different groups of the community by reducing car travel to tourist destinations, providing better service provision to those destinations, but also reducing seasonal congestion, therefore improving residents access to employment and everyday facilities and services. The implementation plan includes measures such as Developing Rights of Way and Green Infrastructure, Town centre traffic management and access improvements, Strategic sustainable travel network connecting South East Dorset to the BCP conurbation, and North Dorset Rural Mobility Pilot which will support delivery of this policy. Policy C3 aims to "*Improve access to education, training, employment and leisure/visitor destinations*", particularly in poorly connected places. Policy C5 commits to *"Promote and deliver supporting interventions to enable greater travel choice for people, organisations and communities*". This is supported by proposed interventions such as Neighbourhood and town centre mobility hubs, Edge of Town Mobility Hubs and Demand Responsive Transport. These policies are likely to have a positive impact on population and equalities by focusing on improving access where requirement is highest, which is likely to benefit the elderly and the young and may reduce overall inequality across BCP and Dorset. Policy F1 aims to "*Work with partner organisations to improve the connectivity within and between rural and urban areas and attractiveness of public transport as a travel choice*" and Policy F3 aims to *"Embrace new technologies, digital data and shared mobility models to transform how people access and use public transport".* These will likely improve access and connection from more rural areas of BCP and Dorset, therefore reducing inequalities. The implementation plan includes consideration of enhancing walking and cycling access in rural areas, Rural Mobility Pilots, and Rural mobility hubs which will contribute to improving connectivity for rural areas. The LTP's policies include several commitments to improving education around safe travel that will likely positively affect populations and equalities, particularly for the young and parents, for example Policy D1, and Policy D2 as well as interventions in the implementation plan such as Bikeability and Dorset Road Safety Partnership. The LTP highlights a need to change behaviours to meet its targets, including an emphasis on improving education on how and why sustainable transport is important. This is likely to result in a better educated population with improved knowledge as well as improved access to the active transport network, if this is rolled out across BCP and Dorset this may reduce inequalities and improve health in the area. Policy F5 commits to "*Deliver inclusive design that improves the travel experience of people with specific needs*" this will include discussion and consultation with groups and organisations to understand existing issues with accessing the public transport system this is likely to result in removing barriers to transport networks and improving infrastructure and safety to ensure that the public transport system meets the needs of all members of the community, particularly those with protected characteristics, and that people feel safe and supported when accessing the transport network or using it to access other services. The LTP's policies and implementation plan include several commitments to provide a secure transport network, with the addition of secure cycle parking in new developments, providing suitable lighting, CCTV and incorporating natural surveillance for bus routes and Transport Safety Officers deployed at locations where security concerns are raised (Policy D3). Improvements such as these may improve confidence and feelings of safety for service users, particularly for groups that experience more barriers when accessing public transport, such as those with protected characteristics. Due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on populations and equalities, a significant positive has been identified.	**++/-**

Description of Potential Effects	Residual Significance
In the short-term, the construction phase of schemes that propose new or enhanced infrastructure and development (e.g. Policy A2, Policy A4, Policy B1, Policy B4, Policy C4, Policy D1, Policy E1, Policy E2, and Policy F4 and several aspects of the implementation plan including Freight Alternative Re-Fuelling Sites, Developing Rights of Way and Green Infrastructure, and upgrades to the Port of Poole) may negatively impact access to the transport network for some demographics, as works may result in temporary diversions, removal or changes to pavements, as well as increased traffic. However, it is assumed that in line with national and local planning policy, any proposals would seek to avoid and minimise accessibility impacts and provide enhancements where possible. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified. **It is predicted that there is the potential for an overall significant positive and minor negative effect**.	

Table B-2 – Assessment of the Likely Significant Effects of the LTP on Human Health

Description of Potential Effects	Residual Significance
A number of the LTP's objectives (e.g. Objective B - *Improve health and wellbeing*, Objective C – *Create accessible and prosperous places* and Objective F – *Ensure public transport is inclusive and accessible to all*) and policies (e.g. Policy B4 – *Active Travel Infrastructure for Sustainable Development*, Policy C2 – *Maintain and improve connectivity and sustainable access for goods and people to local, regional, national and international gateways* and Policy C4 – *Promote sustainable and cost effective travel options and provision of local facilities in new developments using a 'vision led' approach*) will encourage increased utilisation of sustainable and active travel and therefore improve the physical and mental health of those who utilise the travel network by walking or cycling. This is supported by the interventions such as Town Centre Movement Strategy improvements packages and BCP behaviour change program in the implementation plan. Objective B aims to improve health by improving transport infrastructure, particularly for active travel to meet Active Travel England's target of 50% of urban journeys to be walked, wheeled or cycled by 2030. The objective prioritises urban areas where demand is higher, this will likely benefit the most people due to denser populations, therefore, the objective could help improve health for many people across BCP and Dorset. This will be supported by implementation of Priority Active Travel Infrastructure Plan (ATIP) routes. Positive effects are likely as sustainable transport measures are taken up. Policy B1 aims to "*Establish an expansive and cohesive network of routes that prioritise active travel … that enables people to easily lead healthier lifestyles through greater opportunities to be active through travel*". This is supported by Policy B2 which aims to "*Promote the benefits of travelling actively within our communities*". Both of these policies are likely to improve the physical and mental health of those who partake by improving the quality of active travel routes and educating and encouraging people to use active travel. Exercise and spending time outdoors is shown to have benefits for physical and mental health, therefore increasing active travel, through schemes such as prioritising ATIP routes and Town centre traffic management and access improvements, is likely to see positive results in BCP and Dorset. Policy D2 is likely to have a positive effect on young people's health by encouraging the use of active transport, and providing education on how to access the transport network safely, this will likely also have an indirect effect for parents travelling with their children. Policy B3 aims to "*significantly improve active and public transport access to leisure and tourist destinations, and the natural landscape*", which is likely to have health benefits for residents working at or visiting tourist destinations and may have wider health benefits for those visiting BCP and Dorset. Polices that aim to reduce the number of vehicles on the road (e.g. Objective B, Policy B2, Policy B4, Objective C, Policy C2, Policy C4, Policy E2, Policy F1, and Policy F2 and aspects of the implementation plan such as Local Freight Consolidation Centres and Increase bus service frequency on strategic bus network) are likely to improve human health by reducing the likelihood of collisions, this is also supported by safety initiatives under Objective D. There are likely to be health benefits from a reduction in vehicles on the road through a reduction in air and noise pollution, this is considered more closely in **Table B-8 and B-11**. Due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on human health, a significant positive has been identified.	**++/-**

Description of Potential Effects	Residual Significance
In the short-term, the construction phase of schemes that propose new or enhanced infrastructure and development (e.g. Policy A2, Policy A4, Policy B1, Policy B4, Policy C4, Policy D1, Policy E1, Policy E2, and Policy F4 and several aspects of the implementation plan including Freight Alternative Re-Fuelling Sites, Developing Rights of Way and Green Infrastructure, and upgrades to the Port of Poole) could result in disturbance to communities with a negative effect on human health. This is likely to be temporary and, in line with national and local planning policies, it is assumed that any proposals would seek to avoid or minimise disturbance and health impacts to the local population. In the longer-term, the measures will likely help to improve health and well-being with a minor positive effect. **It is predicted that there is the potential for an overall significant positive and minor negative effect.**	

Table B-3 - Assessment of the Likely Significant Effects of the LTP on the Economy & Employment

Description of Potential Effects	Residual Significance
The LTP includes a number of objectives and policies that will encourage and enhance economic growth in BCP and Dorset through improvements to the transport network (e.g. Core policy B3, Objective C, Policy C1, Policy C2, Policy C3, Policy C5, Policy E1, and Policy F1, as well as improvements to the Port of Poole, improvements to strategic cycle routes and implementation of BCP Mass Transit Scheme). These policies and interventions aim to create a better-connected network that will be more efficient and allow people to travel more sustainably. One of the plans' key objectives is Objective C – *Create accessible and prosperous places*, therefore this can be considered a key aim of the LTP and the two councils overarching plan for the area. The LTP is also likely to improve the local economy, one of the key sectors acknowledged in the plan is tourism, which has resulted in both positive and negative impacts in the area. Tourism brings in money for the economy in Dorset and BCP; however, it has caused congestion that impacts other areas of the economy. The LTP includes measures to address these issues. For example, Policy C1 seeks to "*Improve sustainable access to our key tourism areas and manage the seasonal peaks in travel demand*" and the implementation plan includes measures such as Town centre traffic management and access improvements, and strategic sustainable travel network connecting South East Dorset to the BCP conurbation which will support delivery of this policy. Measures included within this policy will likely result in a positive effect on different groups of the community by reducing car travel to tourist destinations, providing better service provision to those destinations, but also reducing seasonal congestion, therefore improving residents access to employment and everyday facilities and services. This is also supported by Policy B3, which aims to encourage the use of public and active travel (and e-bike hire) for tourists to explore the area with less reliance on car travel. Polices that aim to reduce the number of vehicles on the road (e.g. Objective B, Policy B2, Policy B4, Objective C, Policy C2, Policy C4, Policy E2, Policy F1, and Policy F2 and aspects of the implementation plan such as Local Freight Consolidation Centres and Increase bus service frequency on strategic bus network) are likely to reduce congestion, especially during peak times and seasonal tourism related congestion. This may have positive impacts for commuters to access employment with fewer delays, this is may also be improved by commuters' increased utilisation of public and active transport supported by the LTP. The LTP includes objectives and policies that aim to provide greater access and connection from more rural areas of BCP and Dorset (e.g. Policy F1 aims to "*Work with partner organisations to improve the connectivity within and between rural and urban areas and attractiveness of public transport as a travel choice*" and Policy F3 aims to "*Embrace new technologies, digital data and shared mobility models to transform how people access and use public transport*"). The implementation plan includes consideration of enhancing walking and cycling access in rural areas, Rural Mobility Pilots, and Rural mobility hubs which will contribute to improving connectivity for rural areas. Policies and interventions such as these are likely to improve access and connection from more rural areas of BCP and Dorset, therefore further improve access to towns for employment and leisure needs. This will likely improve business in towns, attract inward investment and support economic success. Due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on the economy and employment, a significant positive has been identified.	**++/-**

Description of Potential Effects	Residual Significance
Construction associated with measures that involve new or enhanced infrastructure and development (e.g. Policy A2, Policy A4, Policy B1, Policy B4, Policy C4, Policy D1, Policy E1, Policy E2, and Policy F4 and several aspects of the implementation plan including Freight Alternative Re-Fuelling Sites, Developing Rights of Way and Green Infrastructure, and upgrades to the Port of Poole) are expected to require investment, which may negatively affect the economy in the short term. Maintenance and operation of some of the proposed interventions are also likely to require investment. However, these improvements will likely return the investment over the medium to long term. In the short-term, during construction, the delivery of new or enhanced infrastructure could also result in disruption to the transport network and negatively affect existing businesses, access to employment and tourist destinations, which may exacerbate existing issues with congestion. However, this is likely to be temporary and in the longer term the measures are likely to improve overall access to employment areas and promote more sustainable transport use. **It is predicted that there is the potential for an overall significant positive and minor negative effect.**	

Table B-4 - Assessment of the Likely Significant Effects of the LTP on Community Safety

Description of Potential Effects	Residual Significance
The LTP includes a number of objectives and policies that will improve community safety in BCP and Dorset through improvements to the transport network (e.g. Objective B, Policy B1, Policy B4, Policy C5, Objective D, Policy D1, Policy D2, Policy D3, Policy E2, Policy F3, and Policy F4). One of the plans' key objectives is Objective D - *Enable a safer transport system*, therefore this can be considered a key aim of the LTP and the two councils overarching plan for the area. The LTP prioritises safety on the transport network and aims to improve it through implementation of the plan. The proposed safety improvements in BCP and Dorset, include improving active travel routes for walking, wheeling and cycling, and ensuring infrastructure improvements consider safety in design, alongside improved accessibility and availability of public transport modes could lead to improved community safety. The LTP aims to "*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 D1). This will include interventions for safer people, safer vehicles and safer roads, focusing on areas where evidence suggest safety improvements are required, which will likely see the most benefit for the area. Policy D2 aims to "*Promote and co-ordinate road safety initiatives around schools to encourage sustainable forms of travel*" this will involve road safety educational schemes, bikeability training as well as ensuring 'Safe routes to Schools' in which school zones have additional safety measures in place to protect vulnerable road users. Policy D3 – aims to "*Improve personal safety for all journeys to ensure everyone can travel safely and go about their daily lives with comfort and ease*", this policy is reflected in the implementation plan through consideration of safety aspects such as improving security through lighting and CCTV implementation and improving public transport service provision in the evenings and weekends. This is likely to improve community safety and reduce crime in the areas where the measures are implemented. The LTP aims to meet the Dorset Road Safe Partnership vision to "*reduce the number of deaths and serious injuries to 2030 by 40% and zero by 2050*". The plan aims to do this particularly by increasing the number of journeys via active travel and public transport. This is supported by policies that will improve the active and public transport system such as Policy B1 - *Establish an expansive and cohesive network of routes that prioritise active travel … that enables people to easily lead healthier lifestyles through greater opportunities to be active through travel,* Policy B2 - *Promote the benefits of travelling actively within our communities* and Policy B3 which aims to "*significantly improve active and public transport access to leisure and tourist destinations, and the natural landscape*". This will be realised through the implementation plan including through Developing Rights of Way and Green Infrastructure and Priority Active Travel Infrastructure Plan (ATIP) routes.	++

Description of Potential Effects	Residual Significance
This is likely to have a positive impact over the short and medium term by creating a safe and healthy active and public transport network that people want to use, therefore reducing car users and the number of likely road collisions. The LTP also contains policies that have elements to support community safety embedded (e.g. Objective B, Policy B1, Policy B4, Policy C5, Policy E2, Policy F3, and Policy F4, and aspects of the implementation plan such as key A roads capacity and safety improvements packages, and Local highway improvement and safety schemes), therefore community safety is integrated into several of the LTP's policies and the implementation plan, which is likely to have a positive effect on this IIA topic. The LTP contains several proposed policies (e.g. Objective B, Policy B2, Policy B4, Objective C, Policy C2, Policy C4, Policy E2, Policy F1, and Policy F2 and aspects of the implementation plan such as Local Freight Consolidation Centres and Increase bus service frequency on strategic bus networks) that are likely to reduce the number of vehicles on the road, which may have a positive effect on safety. Actions such as this are likely to encourage a move to sustainable transport measures in new development and reduce the number of individual commuters on roads at peak times. Due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on community safety, a significant positive has been identified. **It is predicted that there is the potential for an overall significant positive effect.**	

Table B-5 - Assessment of the Likely Significant Effects of the LTP on Biodiversity & Natural Capital

Description of Potential Effects	Residual Significance
The LTP includes measures to protect and enhance habitats, species and valuable ecological networks that contribute to ecosystem functionality in BCP and Dorset. Objective A aims to "s*afeguard the climate and environment*", this objective considers the existing issues with the transport network, such as carbon emissions, air, noise and light pollution. This is likely to guide decision making towards positive biodiversity impacts. Policies under this objective such as 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* directly address how the LTP plans to enhance biodiversity in the area. Commitments in Policy A3 to reduce air, noise, and light pollution, are likely to have benefits for biodiversity and natural capital as a reduction in pollution may positively impact habitats and biodiversity. Policy A4 aims to "*incorporate nature positive related transport infrastructure*" and "*ensure that highways maintenance regimes support biodiversity and management of the natural environment*" as well as to ensure schemes achieve Biodiversity Net Gain and align with Dorset and BCP's Nature Recovery Strategies. This is likely to result in improvements to habitats and biodiversity and increase the value of natural capital in the area. The LTP identifies the importance of greenspaces and the ecosystem services they provide, particularly Policy B3 - *Improve local access to health and leisure opportunities, green spaces, public rights of way and tourist destinations*. This policy aims to encourage increased access to greenspace and may improve people's connection with and appreciation of biodiversity and natural capital. This is supported by aspects of the implementation plan such as Developing Rights of Way and Green Infrastructure. Natural capital benefits such as natural recreational benefits, flood risk management, and air and water quality improvements are also likely to be enhanced in the long term by the LTPs climate policies that aim to reduce greenhouse gas emissions from the transport network and provide resilient and green infrastructure in new and enhanced development. The extent of natural capital enhancement is unknown; however, this may result in a minor positive for this IIA topic. A number of the LTP's objectives and policies (e.g. Policy A2, Objective B, Policy B2, Policy B4, Objective C, Policy C1, Policy C2, Policy C4, Policy E2, Policy F1, and Policy F2 and aspects of the implementation plan such as Priority Active Travel Infrastructure Plan routes, Local Freight Consolidation Centres, and Increase bus service frequency on strategic bus networks) will encourage increased utilisation of sustainable transport, and reduced vehicles on the road, which would likely lead to reduced pollution and disturbance to local habitats and species.	**+/-**

Description of Potential Effects	Residual Significance
A number of the LTP's proposed policies and associated interventions/ actions support the delivery of new or enhanced infrastructure and development (e.g. Policy A2, Policy A4, Policy B1, Policy B4, Policy C4, Policy D1, Policy E1, Policy E2, and Policy F4 and several aspects of the implementation plan including Freight Alternative Re-Fuelling Sites, Developing Rights of Way and Green Infrastructure, and upgrades to the Port of Poole) and these are where significant effects are most likely to arise in relation to this IIA topic. Minor negative effects in the short-term are anticipated as there is potential for the construction of proposed infrastructure to result in disturbance to biodiversity and the significance of this will depend on its location and potential pathways to sensitive receptors. There are a large number of sensitive receptors in BCP and Dorset including Ramsar, Special Areas of Conservation (SAC), Special Protection Areas (SPAs), Sites of Special Scientific Interest (SSSI), Marine Conservation Areas, National and Local Nature Reserves that have the potential to be affected negatively by proposed infrastructure. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance biodiversity and any site-specific protection measures will be implemented. A minor positive effect is likely from schemes that deliver new infrastructure of sufficient scale will be required to deliver Biodiversity Net Gain (BNG) under Schedule 7A of the Town and Country Planning Act 1990 (as inserted by Schedule 14 of the Environment Act 2021). This is supported by Policy A4 which will ensure that "*where biodiversity net gain cannot be achieved within a particular scheme, the aim will be to improve habitats elsewhere, funded within the overall cost of the scheme*". As a result, it is considered unlikely that the proposed measures would result in a residual significant negative effect during construction or operation. Despite this, and taking a precautionary approach, the potential for a minor negative effect has been identified. **It is predicted that there is the potential for an overall minor positive and negative effect.**	

Table B-6 - Assessment of the Likely Significant Effects of the LTP on Landscape and Townscape

Description of Potential Effects	Residual Significance
The LTP includes measures to protect and enhance landscapes and townscapes in BCP and Dorset such as Objective A, Policy A3, Policy A4, Policy B3, Objective C, and Policy F1. Objective A aims to "safeguard the climate and environment", this objective will likely result in positive impacts for landscape and townscape through the protection of the environment. Policy A3 will "ensure all relevant transport infrastructure schemes are assessed for their air quality, noise and light impacts. Agreed measures to avoid, mitigate, and compensate for impacts will be implemented". This is likely to have positive impacts on landscape and townscape by reducing disturbance and pollution, which may have benefits for the environment as well as people living there. Policy B3 - Improve local access to health and leisure opportunities, green spaces, public rights of way and tourist destinations aims to encourage increased access to greenspace and may improve people's connection with and appreciation of landscapes and greenspaces. This is supported by Policy A4 - Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity and aspects of the implementation plan such as Developing Rights of Way and Green Infrastructure, which should improve cohesion between new transport infrastructure and landscapes, such as Dorset National Landscape and the Cranborne Chase and West Wiltshire Downs National Landscape. Policy B4 aims to improve Active Travel Infrastructure in new developments, this is supported by Policy C4 which will "Prioritise active travel and public transport by embedding high quality walking, cycling, and public transport infrastructure from the outset, making sustainable travel the easiest and most attractive choice". Good quality public realm making is a priority for LTP, Policy B1 states that "new infrastructure will be supported by public realm improvements" and Policy C3 states that the councils will "fund and implement transport improvements that meet community needs and support long term growth". The implementation plan includes Town centre traffic management and access improvements, which also aims to improve the public realm. This is likely to improve townscapes in BCP and Dorset. A focus on high quality public realm making that meets the needs of the community, with well-integrated sustainable transport will improve alignment between communities, transport, and spaces. A minor positive effect is likely.	**+/-**

In the short-term, the construction phase of schemes that propose delivery of new or enhanced infrastructure and development (e.g. Policy A2, Policy A4, Policy B1, Policy B4, Policy C4, Policy D1, Policy E1, Policy E2, and Policy F4 and several aspects of the implementation plan including Freight Alternative Re-Fuelling Sites, Developing Rights of Way and Green Infrastructure, and upgrades to the Port of Poole) may negatively impact townscape character, as works may result in temporary disturbances, as well as increased traffic. However, it is assumed that, in line with national and local planning policy, any proposals would seek to avoid and minimise impacts on the townscape and provide enhancements where possible. In the longer-term, improving the public realm and access to sustainable transport modes will help to reduce the number of vehicles on the road with minor positive effects on landscape and townscape. **It is predicted that there is the potential for an overall minor positive and negative effect.**	

Table B-7 – Assessment of the Likely Significant Effects of the LTP on the Historic Environment

Description of Potential Effects	Residual Significance
There are numerous designated and non-designated heritage assets within BCP and Dorset. A minor positive effect is likely to occur from objectives and policies that aim to protect the local environment. For example, Objective A aims to "s*afeguard the climate and environment*", this objective will likely result in positive impacts for the historic environment through the protection measures in place. Policy A3 will "*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".* This is likely to have positive impacts on the historic environment by reducing disturbance and pollution, which may have help to protect heritage assets, particularly through a reduction in air pollution and associated acid rain. The LTP contains several proposed policies (e.g. Policy A2, Objective B, Policy B2, Policy B4, Objective C, Policy C1, Policy C2, Policy C4, Policy E2, Policy F1, and Policy F2 and aspects of the implementation plan such as Priority Active Travel Infrastructure Plan routes, Local Freight Consolidation Centres, and Increase bus service frequency on strategic bus networks) that are likely to increase sustainable transport use and reduce the number of vehicles on the road, which may have a positive effect on this IIA topic. Policies such as Policy C2- *Maintain and improve connectivity and sustainable access for goods and people to local, regional, national and international gateways*, are likely to encourage a reduction in freight and heavy good vehicles in favour of more sustainable transport options, this is likely to benefit the historic environment through reduced disturbance and pollution, particularly with a reduction of HGV's. This is supported by the implementation plan which aims to provide Local Freight Consolidation Centres to "*reduce the number of freight and servicing vehicles entering the urban centres by encouraging sustainable 'last mile' distribution*". The LTP also has the potential for positive effects on the historic environment through measures that seek to improve the public realm, connectivity and access to tourist destinations. The implementation plan includes Town centre traffic management and access improvements, which aims to improve the public realm. Policy C1 seeks to "*Improve sustainable access to our key tourism areas and manage the seasonal peaks in travel demand*". Measures included within this policy will likely result in a positive effect for the historic environment by providing better service provision to historic tourist attractions. This is also supported by Policy B3, which aims to encourage the use of public and active travel (and e-bike hire) to tourist destinations and heritage assets. This will provide tourists a way to explore the area with less reliance on car travel. A minor positive impact is likely here from improved provision resulting in increased visitors and therefore increased funding for historic tourist attractions. The LTP includes a number of measures that relate to the delivery of new or enhanced infrastructure and development (e.g. Policy A2, Policy A4, Policy B1, Policy B4, Policy C4, Policy D1, Policy E1, Policy E2, and Policy F4 and several aspects of the implementation plan including Freight Alternative Re-Fuelling Sites, Developing Rights of Way and Green Infrastructure, and upgrades to the Port of Poole) and these are where significant effects are most likely to arise in relation to the historic environment. The nature and significance of effects will be dependent on the precise location and design of infrastructure. However, due to the national and local planning policies that seek to conserve the historic environment and protect the significance of designated heritage assets and their settings, a significant negative effect is considered unlikely. Therefore, a minor negative effect is identified in the short-term as a result of construction activities. **It is predicted that there is the potential for an overall minor positive and negative effect.**	**+/-**

Table B-8 - Assessment of the Likely Significant Effects of the LTP on Air Quality

Description of Potential Effects	Residual Significance
The LTP includes measures to improve air quality in BCP and Dorset. Objective A aims to "s*afeguard the climate and environment*", this objective considers the existing issues with the transport network, such as carbon emissions, air, noise and light pollution. 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* commits to reduce air, noise, and light pollution, and "*measures to avoid, mitigate, and compensate for impacts will be implemented*". This is likely to result in improvements to air quality in the area. There are likely to be health benefits to the community from a reduction in air pollution, that could result in a positive effect. A reduction in air pollution from road vehicles is also likely to have benefits for the water environment and biodiversity. Polices that aim to reduce the number of vehicles on the road, through increased access to sustainable and active travel (e.g. Objective B, Policy B2, Policy B4, Objective C, Policy C2, Policy C4, Policy E2, Policy F1, and Policy F2 and aspects of the implementation plan such as Local Freight Consolidation Centres and Increase bus service frequency on strategic bus networks) are likely to result in less air pollution from a reduced number of vehicles on the road. Policy B1 aims to **"***Establish an expansive and cohesive network of routes that prioritise active travel … that enables people to easily lead healthier lifestyles through greater opportunities to be active through travel***"**. This is supported by Policy B2 which aims to **"***Promote the benefits of travelling actively within our communities***"**. Both of these policies are likely to increase the number of people using active travel instead of using private vehicles, which could lead to improved air quality in BCP and Dorset. Interventions such as Demand Responsive Transport in the implementation plan are also likely to have benefits for air quality by running services where they are likely to be utilised, which may reduce private car travel. Objectives and policies in the LTP that encourage the uptake of electric vehicles and alternative fuel such as Policy A2 - *Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure*, which commits to *"Ensure that alongside ways to increase electric vehicle charging infrastructure, we support other alternative fuels particularly for buses, coaches and freight as technology advances and costs reduce"* are likely to improve air quality through lowering pollution emission from traditional petrol and diesel vehicles. This is supported by the implementation plan with interventions such as Promotion and incentivisation of Community EV charging schemes, EV charging for LGVs, Public Access to Fleet EV Charging Infrastructure, and Zero Emission Buses. However, it is unclear if the additional electricity required to supply this transition will be renewable, or produced by burning fossil fuels, therefore there is potential for this policy to result in an increase in pollution from fossil fuel burning if the energy is not sourced sustainably. Additionally, the potential positive impact of the LTP depends upon a transition by the community from petrol and diesel vehicles to EV's and other sustainable fuel sources, which are often more expensive than their fossil fuel-based counterparts. Therefore, a positive effect has been identified, with some uncertainty. Due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on air quality, a significant positive has been identified overall. In the short-term, there could be temporary negative impacts on air quality during the construction phase of proposed infrastructure new or enhanced infrastructure and development (e.g. Policy A2, Policy A4, Policy B1, Policy B4, Policy C4, Policy D1, Policy E1, Policy E2, and Policy F4 and several aspects of the implementation plan including Freight Alternative Re-Fuelling Sites, Developing Rights of Way and Green Infrastructure, and upgrades to the Port of Poole) as a result of dust and increased traffic. However, it is assumed that in line with national and local planning policy any proposals would seek to avoid and minimise impacts on air quality and traffic during construction. In the longer-term, improving capacity of the road network, implementing electric vehicle charging points, and enhancing access to sustainable transport modes will help to reduce traffic and the number of petrol and diesel vehicles on the road, with minor positive effects on air quality. **It is predicted that there is the potential for an overall significant positive and minor negative effect with an element of uncertainty.**	**++/-/?**

Table B-9 - Assessment of the Likely Significant Effects of the LTP on Climate Change & Greenhouse Gases

Description of Potential Effects	Residual Significance
One of the LTP's overarching objectives is Objective A - *Safeguard the climate and environment*, the policies under this objective align the LTP with goals to reduce BCP and Dorsets impact on climate change. These include Policy A1 – *Reduce transport carbon emissions on a pathway compatible with national, regional and local budgets and net zero commitments* which commits to enhancing digital infrastructure, this is likely to have a positive impact on climate change to reduce the need to travel by private vehicles and potentially improve public transport infrastructure. Policy A2 – *Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure* will also likely contribute to reducing greenhouse gas emissions by increasing provision for zero emissions vehicles and refuelling infrastructure which may encourage a move to Electric Vehicles and other sustainable fuel types for buses, coaches and freight. This is supported by the implementation plan with interventions such as Promotion and incentivisation of Community EV charging schemes, EV charging for LGVs, Public Access to Fleet EV Charging Infrastructure, and Zero Emission Buses. Over the long term this may see a significant positive effect to reduce greenhouse gas emissions, however, this depends on the type of fuel used to produce electricity, if fossil fuels are burned to produce electricity it is likely to result in a negative effect. Due to government policy into the future, it is likely that electricity will increasingly be produced by renewables, therefore a minor negative effect has been identified. Polices that aim to reduce the number of vehicles on the road, through increased access to sustainable and active travel e.g. Objective B, Policy B2, Policy B4, Objective C, Policy C2, Policy C4, Policy E2, Policy F1, and Policy F2 and aspects of the implementation plan such as Local Freight Consolidation Centres and Increase bus service frequency on strategic bus networks) are likely to result in less greenhouse gas emissions due to a reduced number of private vehicle journeys. Policy B1 aims to **"***Establish an expansive and cohesive network of routes that prioritise active travel **…** that enables people to easily lead healthier lifestyles through greater opportunities to be active through travel***"**. This is supported by Policy B2 which aims to **"***Promote the benefits of travelling actively within our communities***"**. Both of these policies are likely to increase the number of people using active travel instead of private vehicles, which could lead to further reductions in greenhouse gas emissions from vehicles. Policy B4 - *Active Travel Infrastructure for Sustainable Development* aims to integrate active travel measures into new developments and provide appropriate infrastructure for people to make sustainable decisions. Policy A4 - *Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity* is likely to encourage climate change resilient infrastructure through the implementation of more green infrastructure, which is also likely to contribute to a positive effect for this IIA topic. This is supported by Policy E1 - *Maintain and enhance a resilient transport network that is adaptable and can withstand the impacts of weather and climate change* which commits to work with partners to ensure the transport system is sustainable and resilient to the effects of climate change and new development and infrastructure will be designed with climate change mitigation in mind. There are opportunities to ensure that embodied carbon is accounted for and that materials are recycled and reused where possible. Multiple objectives and policies in the LTP aim to reduce BCP and Dorsets impact on, and ensure its resilience to, climate change and reduce greenhouse gas emissions. This alongside the numerous other measures that seek to enhance access to sustainable transport modes and active travel routes are likely to have a long-term significant positive effect on this IIA topic. In the short-term during construction, the delivery of new or enhanced infrastructure (e.g. Policy A2, Policy A4, Policy B1, Policy B4, Policy C4, Policy D1, Policy E1, Policy E2, and Policy F4 and several aspects of the implementation plan including Freight Alternative Re-Fuelling Sites, Developing Rights of Way and Green Infrastructure, and upgrades to the Port of Poole) could lead to an increase in vehicle movements, and subsequently traffic and congestion, leading to increased carbon emissions. Embodied carbon in construction materials and emissions from operation of machinery will also increase greenhouse gas emissions and contribute to negative impacts on climate change. However, this may be mitigated by Policy E1, which is likely to ensure the consideration of greenhouse gas emissions generated during construction of new developments. This may result in a decrease in greenhouse gas emissions from new and improved infrastructure. Therefore, a minor negative with an element of uncertainty has been identified. **It is predicted that there is the potential for an overall significant positive and minor negative effect with an element of uncertainty.**	**++/-/?**

Table B-10 - Assessment of the Likely Significant Effects of the LTP on the Water Environment

Description of Potential Effects	Residual Significance
The LTP includes measures to improve water quality in BCP and Dorset. Objective A aims to "s*afeguard the climate and environment*", this objective identifies that "*oil, chemicals and tyre wear from motor vehicles are a damaging source of water pollution*". 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.* commits to reduce air, noise, and light pollution, and "*measures to avoid, mitigate, and compensate for impacts will be implemented*". These policies are likely to encourage protection of the water environment and result in improvements to water quality in the area from a reduction in pollution from the transport network. Polices that aim to reduce the number of vehicles on the road, through increased access to sustainable and active travel (e.g. Objective B, Policy B2, Policy B4, Objective C, Policy C2, Policy C4, Policy E2, Policy F1, and Policy F2 and aspects of the implementation plan such as Local Freight Consolidation Centres and Increase bus service frequency on strategic bus networks) are likely to result in less water pollution due to reduced polluted runoff from roads. Policy B1 aims to **"***Establish an expansive and cohesive network of routes that prioritise active travel **...** that enables people to easily lead healthier lifestyles through greater opportunities to be active through travel***"**. This is supported by Policy B2 which aims to **"***Promote the benefits of travelling actively within our communities***"**. Both of these policies are likely to increase the number of people using active travel instead of using private vehicles, which could lead to improved water quality in BCP and Dorset. Policies that promote greater outdoor activity may also positively affect the community's connection with the water environment. Objectives and policies in the LTP that encourage the uptake of electric vehicles and alternative fuel such as Policy A2 - *Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure*, which commits to *"Ensure that alongside ways to increase electric vehicle charging infrastructure, we support other alternative fuels particularly for buses, coaches and freight as technology advances and costs reduce"* are likely to improve water quality through lowering pollution emissions from traditional petrol and diesel vehicles. This is supported by the implementation plan with interventions such as Promotion and incentivisation of Community EV charging schemes, EV charging for LGVs, Public Access to Fleet EV Charging Infrastructure, and Zero Emission Buses. However, the potential positive impact of the LTP depends upon a transition by the community from petrol and diesel vehicles to EV's and other sustainable fuel sources, which are often more expensive than their fossil fuel-based counterparts. Therefore, a minor positive has been identified, with some uncertainty. The LTP proposes several policies that aim to protect and enhance the environment such as Policy A3 and Policy A4. Policy A4 - *Take a nature positive approach to transport design, delivery and maintenance to boost biodiversity* will likely have a positive impact on the water environment through the inclusion of increased green infrastructure and Sustainable Drainage Systems (SuDS). This is likely to positively impact water quality due to improved water filtration through SuDS, but it is also likely to contribute towards natural flood risk management and reduce flood risk in areas where green infrastructure is implemented. Flood risk is also considered by the LTP under Objective E - *Maintain a resilient and fit for purpose transport network*. Flooding is likely to become more frequent and severe due to climate change, therefore policies such as 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* that focus on infrastructure resilience to climate change are likely to have a positive effect regarding flood risk. These policies are likely to ensure that new development does not create further water pollution or increase the likelihood of flooding. Due to the number of policies and actions that are likely to have a positive impact, individually and cumulatively, on the water environment, a significant positive has been identified overall. Where new or enhanced infrastructure (e.g. Policy A2, Policy A4, Policy B1, Policy B4, Policy C4, Policy D1, Policy E1, Policy E2, and Policy F4 and several aspects of the implementation plan including Freight Alternative Re-Fuelling Sites, Developing Rights of Way and Green Infrastructure, and upgrades to the Port of Poole) is proposed in close proximity to a waterbody or hydrologically connected to one, these could have impacts on the water environment. In the short-term this could directly impact waterbodies and could have temporary negative effects on water quality through waste or runoff entering the watercourse; however, it is expected that best practice construction measures will be used to avoid or mitigate negative effects. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance watercourses and utilise SuDS where appropriate. Therefore, a minor negative effect has been identified. **It is predicted that there is the potential for an overall significant positive and minor negative effect, with some uncertainty.**	**++/-/?**

Table B-11 - Assessment of the Likely Significant Effects of the LTP on Noise

Description of Potential Effects	Residual Significance
The LTP includes measures to improve noise in BCP and Dorset. Objective A aims to "s*afeguard the climate and environment*", this objective considers the existing issues with the transport network, such as carbon emissions, air, noise and light pollution. 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* commits to reduce air, noise, and light pollution, and "*measures to avoid, mitigate, and compensate for impacts*". This is likely to result in improvements to noise in the area. Polices that aim to reduce the number of vehicles on the road, through increased access to sustainable and active travel (e.g. Objective B, Policy B2, Policy B4, Objective C, Policy C2, Policy C4, Policy E2, Policy F1, and Policy F2 and aspects of the implementation plan such as Local Freight Consolidation Centres and Increase bus service frequency on strategic bus networks) are likely to result in less noise pollution from a reduced number of vehicles on the road. Policy B1 aims to **"***Establish an expansive and cohesive network of routes that prioritise active travel **…** that enables people to easily lead healthier lifestyles through greater opportunities to be active through travel***"**. This is supported by Policy B2 which aims to **"***Promote the benefits of travelling actively within our communities***"**. Both of these policies are likely to increase the number of people using active travel instead of using private vehicles, which could lead to further reductions in road noise in BCP and Dorset. The LTP also proposes objectives and policies that aim to improve the public realm, which will likely include designing new infrastructure, and enhancements to existing infrastructure, to minimise noise pollution from roads on sensitive receptors such as residential areas. This is supported by Policy B1 that states that "*new infrastructure will be supported by public realm improvements*", Policy C3 states that the councils will "*fund and implement transport improvements that meet community needs and support long term growth"* and Town centre traffic management and access improvements in the implementation plan. This is likely to have a minor positive effect on noise pollution over the long term. Objectives and policies in the LTP that encourage the uptake of electric vehicles and alternative fuel such as Policy A2 - *Accelerate the uptake of zero-emission vehicles through the delivery of supporting infrastructure*, which commits to *"Ensure that alongside ways to increase electric vehicle charging infrastructure, we support other alternative fuels particularly for buses, coaches and freight as technology advances and costs reduce"* are likely to improve noise through lowering noise pollution, as electric vehicles are quieter than traditional petrol and diesel vehicles. This is supported by the implementation plan with interventions such as Promotion and incentivisation of Community EV charging schemes, EV charging for LGVs, Public Access to Fleet EV Charging Infrastructure, and Zero Emission Buses. However, the potential positive impact of the LTP depends upon a transition by the community from petrol and diesel vehicles to EV's and other sustainable fuel sources, which are often more expensive than their fossil fuel-based counterparts. Therefore, a minor positive has been identified, with some uncertainty. Construction associated with measures that involve new or enhanced infrastructure and development (e.g. Policy A2, Policy A4, Policy B1, Policy B4, Policy C4, Policy D1, Policy E1, Policy E2, and Policy F4 and several aspects of the implementation plan including Freight Alternative Re-Fuelling Sites, Developing Rights of Way and Green Infrastructure, and upgrades to the Port of Poole) and their maintenance during operation is expected to result in the temporary generation of noise pollution. In line with national and local planning policy, it is assumed that any proposals would be designed and built to minimise noise pollution. **It is predicted that there is the potential for an overall minor positive and negative effect with an element of uncertainty.**	***+/-/?***

Table B-12 - Assessment of the Likely Significant Effects of the LTP on Material Assets

Description of Potential Effects	Residual Significance
The LTP contains policies that will contribute to improving material assets in BCP and Dorset. Policy E1 - *Maintain and enhance a resilient transport network that is adaptable and can withstand the impacts of weather and climate change* commits to "*Greater use of more sustainable, resilient and recycled materials"* and *"Adopt a 'designing for climate change' approach for new transport schemes and existing infrastructure which will be delivered by robust initial assessment of carbon impact and climate change resilience together with mitigation of detrimental impacts identified"*. This will likely require key infrastructure to be assessed for whole life carbon impacts, including emissions associated with construction, use, maintenance and demolition. This is supported by Policy E2 and Policy E3 - *Embrace innovations in technology and materials to reduce carbon emissions and improve the effectiveness of network management and monitoring* which is likely to result in increased material recycling in order to reduce whole life carbon. This is likely to have a minor positive effect over the longer term. Many of the LTP's policies propose improvements to the transport network, which is likely to improve the quality of material assets in BCP and Dorset. Policy B4 aims to improve Active Travel Infrastructure in new developments, this is supported by Policy C4 which will *"Prioritise active travel and public transport by embedding high quality walking, cycling, and public transport infrastructure from the outset, making sustainable travel the easiest and most attractive choice".* Good quality public realm making is a priority for LTP, Policy B1 states that "*new infrastructure will be supported by public realm improvements*" and Policy C3 states that the councils will "*fund and implement transport improvements that meet community needs and support long term growth*". The implementation plan includes Town centre traffic management and access improvements, which also aims to improve the public realm. This is likely to improve the quality of assets in the area and ensure well-integrated sustainable transport network that aligns with community needs. A minor positive effect has been identified. Construction associated with measures that involve new and/ or enhanced infrastructure (e.g. Policy A2, Policy A4, Policy B1, Policy B4, Policy C4, Policy D1, Policy E1, Policy E2, and Policy F4 and several aspects of the implementation plan including Freight Alternative Re-Fuelling Sites, Developing Rights of Way and Green Infrastructure, and upgrades to the Port of Poole) and their maintenance during operation is expected to involve the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. Depending on the location of new infrastructure and development, sterilization of mineral resources is also possible if mineral safeguarded areas are developed on. As a result, minor negative effects have been identified. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste, and recycled and recyclable materials will be used where possible during construction. In line with national and local planning policy, it is assumed that any new or enhanced infrastructure would be built on brownfield land and avoid mineral safeguarded areas where possible. This would be in order to protect greenfield land and mineral assets. **It is predicted that there is the potential for an overall minor positive and negative effect.**	**+/-**

Appendix C: Assessment of Reasonable Alternatives

Table C-13 – Assessment of the Reasonable Alternatives to the LTP on Populations and Equalities

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	**+/-**	**++/-**	**+/-**	**++/-**

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have a minor positive impact on populations and equalities through policies such as Policy B1 and B3 which aim to improve the active travel network in line with current investment levels. Policies under Objective C and D are likely to see maintenance of existing access to services, facilities, and destinations as well as provision of road safety initiatives which is likely to contribute to a minor positive impact for populations and equalities through ensuring safe access to the existing transport network is maintained. This is likely to benefit members of the community with protected characteristics, particularly the elderly and the young. Therefore, a minor positive effect has been identified. It is assumed that under this scenario any new development is likely to be less coordinated and therefore contribute less towards the aims and objectives of the plan. It is possible that disruption created by construction activities could negatively impact those with protected characteristics through temporary diversions, removal or changes to pavements, as well as increased traffic. It is assumed that any development and maintenance activity would seek to avoid and minimise accessibility impacts and disruption on a project level. Therefore, a minor negative effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table B-1**. A significant positive effect and minor negative effect have been identified.

Option 3 '*Economy Driven'* is likely to have minor positive effects on populations and equalities through policies such as Policy A2 which may improve access to zero emissions vehicles through increased funding. Policies B3 and C1 are likely to increase and promote access to employment and tourist destinations. Policy C3 is also likely to result in an improvement for populations and equalities by prioritising access to education and training, which is likely to reduce inequalities for those requiring access to education. This is likely to benefit members of the community with protected characteristics, particularly the young. Policies E3, F3, and F4 aim to embrace new technologies, which may have positive impacts on clarity and ease for the community when accessing the transport network. Many of the policies will ensure maintenance of the exiting active transport network is continued, and some policies may improve access, particularly to education and employment, therefore a minor positive effect has been identified. However, an economy driven approach is likely to result in '*fewer services and support for those most in need, and less investment in ways to … keep services affordable'* this is likely to have a negative impact on populations and equalities and may exacerbate existing gaps in access needs and wealth, and could negatively impact those with protected characteristics. This could result in increased costs for accessing the public transport network which is likely to be a barrier to access for those that could benefit the most from the public transport network. Therefore, a minor negative effect has been identified.

Option 4 '*People Focus*' is likely to have several positive effects for populations and equalities through creating objectives that prioritise '*improving people's quality of life, educational and job opportunities'*. Policies such as B1, B2, B3, C3, D3, F3 focus on improving access to the transport system for everyone, especially the young, elderly, people with disabilities, and less affluent. Policies such as C2, E2, F1 and F2 aim to improve connections between rural villages and town centres, which is likely to reduce inequality in access to facilities and services. Policy B4 will ensure '*inclusive Active Travel Infrastructure is included in all new development*' which is likely to positively impact this topic through ensuring that new development considers inclusive active transport within the design. Similarly, Policy F5 will '*Deliver inclusive design and improvements to existing services*' which is likely to result in improvements to the transport network to meet the needs of all, especially those with protected characteristics. Due to the number of polices that are likely to deliver positive effects for populations and equalities, and an alignment of core objectives with this topic, a significant positive effect has been identified. Minor negative effects in the short-term are anticipated as the construction of proposed infrastructure could negatively impact those with protected characteristics through temporary diversions, removal or changes to pavements, as well as increased traffic. It is assumed that any development and maintenance activity would seek to avoid and minimise accessibility impacts and disruption on a project level. Therefore, a minor negative effect has been identified.

Table C-14 – Assessment of the Reasonable Alternatives to the LTP on Human Health

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	**+/-**	**++/-**	**+/-**	**++/-**

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have minor positive effects for human health through policies such as Policy B1 and B3 which aim to improve the active travel network in line with current investment levels; this could encourage a small increase in active travel and exercise, with positive effects for mental and physical health. Policies under Objective C and D are likely to see maintenance of existing access to services, facilities, and destinations as well as provision of road safety initiatives which is likely to contribute to a minor positive impact for human health by ensuring access is maintained to health services. Policies under Objective A are also likely to minorly improve air quality through continuing policies that reduce carbon emissions from the transport network, as well as air, noise and light pollution, which is likely to positively impact people's quality of life and improve human health. Therefore, a minor positive effect has been identified. It is assumed that under this scenario any new development is likely to be less coordinated and therefore contribute less towards the aims and objectives of the plan. It is possible that disruption created by construction activities could negatively impact human health through increased air pollution and congestion. It is assumed that any development and maintenance activity would seek to avoid and minimise impacts and disruption on a project level. Therefore, a minor negative effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table B-2**. A significant positive effect and minor negative effect have been identified.

Option 3 '*Economy Driven'* is likely to have minor positive effects on human health from policies such as Policy C3 which is likely to prioritise access to education and training. This could have minor secondary impacts for human health through improved education and employment. Policies under Objective C are likely to see maintenance of existing access to services, facilities, and destinations which is likely to contribute to a minor positive impact for human health by ensuring access is maintained to health services. Policies E3, F3, and F4 aim to embrace new technologies, which may have positive impacts on human health by improving the community's ability to access health services and facilities via the transport network. Many of the policies will ensure maintenance of the exiting active transport network is continued, and some policies may improve access, particularly to education and employment, therefore a minor positive effect has been identified. However, an economy driven approach is likely to result in '*less investment in ways to in ways to improve physical and mental health'* this is likely to have a negative impact on human health and may exacerbate existing gaps in access needs particularly to health services and facilities. This could result in increased costs for accessing the public transport network which is likely to prevent access for those that could benefit the most from the sustainable transport network. Therefore, a minor negative effect has been identified.

Option 4 '*People Focus*' is likely to have several positive effects for human health through creating objectives that prioritise '*improving people's quality of life, educational and job opportunities'*. Policies such as B1, B2, B3, C3, D3, F3 focus on improving access to the transport system for everyone, which is likely to improve access to health services and facilities for those who need it most, as well as improve uptake of active travel, which will have mental and physical health benefits. Policies such as C2, E2, F1 and F2 aim to improve connections between rural villages and town centres, which is also likely to improve access to health services and facilities for those who have previously had less travel options. Policy B4 will ensure '*inclusive Active Travel Infrastructure is included in all new development*' which is likely to positively impact this topic through ensuring that new development encourages active transport which will have associated health benefits. Policies under objective A are also likely to improve air quality through more ambitious policies that reduce carbon emissions from the transport network, as well as air, noise and light pollution, which is likely to positively impact people's quality of life and improve human health. Due to the number of polices that are likely to deliver positive effects for human health, a significant positive effect has been identified. Minor negative effects in the short-term are anticipated as the construction of proposed infrastructure could negatively impact human health through increased traffic and disruption. It is assumed that any development and maintenance activity would seek to avoid and minimise disruption and pollution on a project level. Therefore, a minor negative effect has been identified.

Table C-15 - Assessment of the Reasonable Alternatives to the LTP on the Economy & Employment

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	**+/-**	**++/-**	**++/-**	**+/-?**

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have minor positive effects for economy and employment though policies such as A4, B1, B3, E2 and F1 which will continue current levels of investment in initiatives for the transport network, this is likely to result in minor improvements to the transport network that could have a positive effect for access to employment and tourist areas. Policies under Objective C and D are likely to see maintenance of existing access to services, facilities, and destinations as well as provision of road safety initiatives which is likely to contribute to a minor positive impact for the economy by ensuring safe access is maintained to the transport network. Major improvements to the transport network are unlikely under this scenario, therefore a minor positive effect has been identified. It is assumed that under this scenario any new development is likely to be less coordinated and therefore contribute less towards the aims and objectives of the plan. It is possible that disruption created by construction activities could negatively affect the economy and employment through increased disruption and congestion. It is assumed that any development and maintenance activity would seek to avoid and minimise impacts and disruption on a project level. Therefore, a minor negative effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table B-3**. A significant positive effect and minor negative effect have been identified.

Option 3 '*Economy Driven'* is likely to have a significant positive effect on this topic through objectives that prioritise '*the economy and greater use of technology across the economy and communities'.* Key drivers in this scenario are the uptake of new technology and a modal shit towards automation, allowing increases in productivity and stimulating economic growth. This is supported by policies such as Policies C5, E3, F3, and F4 aim to embrace new technologies and provide efficiencies in the transport network, this may have positive effects particularly for commuters when accessing the transport network to reach employment. Policies such as B3, C1, C2, C3, and E2 aim to improve connectivity in the transport network, with a focus on employment and tourist destinations, which is likely to boost the economy by ensuring a suitable transport network is available for sector growth. Policy C2 is also likely to contribute to positive effects, by improving BCP and Dorsets connections to regional, national, and international gateways, encouraging economic growth. Similarly, Policy F4 should encourage movement of goods and people by improving interchanges between transport modes. Therefore, a significant positive effect has been identified. Construction associated with measures that involve new or enhanced infrastructure and development are expected to require investment, which may negatively affect the economy in the short term. However, these improvements will likely return the investment over the medium to long term. In the short-term, during construction, the delivery of new or enhanced infrastructure could also result in disruption to the transport network and negatively affect existing businesses, access to employment and tourist destinations, which may exacerbate existing issues with congestion. However, this is likely to be temporary and in the longer term the measures are likely to improve overall access to employment areas and promote more sustainable transport use. A minor negative effect has been identified.

Option 4 '*People Focus*' is likely to have minor positive effects for this topic through improvements to the active and sustainable transport network for all. Policies such as B1, B2, B3, C3, D3, and F3 focus on improving access to the transport system for everyone, which is likely to improve access to employment, education, and tourist destinations, as well as improve uptake of active travel, which will have health benefits for employees, and increase productivity. Policies such as C2, E2, F1 and F2 aim to improve connections between rural villages and town centres, which is also likely to improve access to employment and education for those who have previously had less travel options. Therefore, a minor positive effect has been identified. The people focused scenario aims to ensure that everyone can '*access high quality, affordable services'* which will likely require increased funding to ensure transport costs are kept low for individuals. Although this should increase use of the public transport network it will require subsidising which may have a negative effect for the economy, depending on uptake. Therefore, a minor negative effect has been identified with some uncertainty.

Table C-16 – Assessment of the Reasonable Alternatives to the LTP on Community Safety

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	+	++	+	++

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have minor positive effects for community safety through policies such as D1 and D3 which will continue current levels of investment in road safety and travel initiatives, this is likely to minorly improve awareness and safety on the transport network. Policy B1 and B3 which aim to improve the active travel network in line with current investment levels; this could provide small improvements to the safety infrastructure on active travel routes. Policies under Objective C are likely to see maintenance of existing access to services, facilities, and destinations which is likely to contribute to a minor positive impact for community safety by ensuring safe access is maintained to services and facilities. Therefore, a minor positive effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table B-4**. A significant positive effect has been identified.

Option 3 '*Economy Driven'* is likely to have minor positive effects on community safety from policies such as Policy D3 which is likely to prioritise safety for commuters when accessing education, training, and employment. Policies under Objective C are likely to see improvements to access for education, training, employment and leisure/visitor destinations which could include consideration of safety when implementing improvements. This may contribute to a minor positive impact for community safety Policies E3, F3, and F4 aim to embrace new technologies, which may have positive impacts on community safety by improving information and availability of sustainable transport modes such as buses. Many of the policies will ensure maintenance of the exiting active transport network is continued, and some policies may improve access, particularly to education and employment, therefore a minor positive effect has been identified. An economy driven approach is unlikely to have a key focus around community safety but is also unlikely to reduce community safety.

Option 4 '*People Focus*' is likely to have several positive effects for community safety through creating objectives that prioritise '*improving people's quality of life, educational and job opportunities'*. Policies under Objective D focus on improving community safety through measures such as road safety initiatives in schools, improvements to personal safety on all journeys and an aim to meet '*the Dorset Road Safety Partnership Strategy … vision of zero road casualties by 2050*'. This objective is likely to result in improvements to community safety throughout the transport network. Policies such as B1, B2, B3, C3, D3, F3 focus on improving access to the transport system for everyone, which is likely to include safety improvement measures, particularly for active travel routes. Policy B4 will ensure '*inclusive Active Travel Infrastructure is included in all new development*' which is likely to positively impact this topic through ensuring that new development includes safe active transport networks. Due to the number of polices that are likely to deliver positive effects for community safety, a significant positive effect has been identified.

Table C-17 – Assessment of the Reasonable Alternatives to the LTP on Biodiversity & Natural Capital

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	**+/-**	**+/-**	**+/-**	**+/-**

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have minor positive effects for biodiversity and natural capital through continuing the current approach to development, which will ensure that any maintenance work or development will protect biodiversity in line with local and national policy. Under Objective A policies such as A1 and A3 are likely to result in minor improvements for biodiversity through a reduction in pollutants. Policies that are likely to result in fewer vehicles on the road such as Policy B1 and B4 may also contribute to a reduction in pollutants, thus a positive effect for biodiversity and natural capital. It is assumed that under this scenario any new development is likely to be less coordinated and therefore contribute less towards the aims and objectives of the plan. It is possible that disruption created by construction activities could negatively impact, biodiversity. It is assumed that any development and maintenance activity would seek to avoid and minimise impacts on biodiversity. This scenario does not take into account enhancements to biodiversity or natural capital. While it does not actively contribute to their improvement, the lack of consideration may result in habitat deterioration. Consequently, a minor negative effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table C-5**. A minor positive effect and minor negative effect have been identified.

Option 3 '*Economy Driven'* is likely to have minor positive effects for biodiversity and natural capital through continuing the current approach to development and improving some aspects of the transport network. This will likely ensure that any maintenance work or development will protect biodiversity in line with local and national policy. Under Objective A policies such as A1 and A3 are likely to result in minor improvements for biodiversity through a reduction in pollutants. Policy A2 and F3 may contribute more significantly here due to increased investment in zero-emission vehicles therefore a reduction in polluting petrol and diesel vehicles. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B4 and F3 may also contribute to a reduction in pollutants, thus a positive effect for biodiversity and natural capital. A minor positive effect has been identified. It is assumed that under this scenario new development is likely to take place, particularly to the highways network to support policies such as C1, C2, C3, E2 and F4 therefore disruption created by construction activities could result in impacts on biodiversity. This is where significant effects are most likely to arise in relation to this IIA topic. Minor negative effects in the short-term are anticipated as there is potential for the construction of proposed infrastructure to result in disturbance to biodiversity and the significance of this will depend on its location and potential pathways to sensitive receptors. There are a large number of sensitive receptors in BCP and Dorset including Ramsar, Special Areas of Conservation (SAC), Special Protection Areas (SPAs), Sites of Special Scientific Interest (SSSI), Marine Conservation Areas, National and Local Nature Reserves that have the potential to be affected negatively by disturbance from proposed infrastructure. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance biodiversity and any site-specific protection measures will be implemented. However, taking a precautionary approach, a minor negative effect has been identified.

Option 4 '*People Focus*' is likely to have positive effects for biodiversity and natural capital through Policies under Objective A which directly address how the LTP plans to enhance biodiversity in the area. Policy A1, A2, and A3 are likely to result in reduced pollution from the transport network, through a focus on accelerating uptake of zero-emissions vehicles and improving local air quality and reducing noise and light pollution. This will likely result in less disturbance to habitats and increase the value of natural capital in the area. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B2, B3, B4, C1, F1 and F2 may also contribute to a reduction in pollutants, thus a positive effect for biodiversity and natural capital. A minor positive effect has been identified. It is assumed that under this scenario new development is likely to take place therefore disruption created by construction activities could result in impacts on biodiversity. This is where significant effects are most likely to arise in relation to this IIA topic. Minor negative effects in the short-term are anticipated as there is potential for the construction of proposed infrastructure to result in disturbance to biodiversity and the significance of this will depend on its location and potential pathways to sensitive receptors. There are a large number of sensitive receptors in BCP and Dorset including Ramsar, Special Areas of Conservation (SAC), Special Protection Areas (SPAs), Sites of Special Scientific Interest (SSSI), Marine Conservation Areas, National and Local Nature Reserves that have the potential to be affected negatively by disturbance from proposed infrastructure. In line with national and local planning policies it is assumed that any proposals will seek to protect and enhance biodiversity and any site-specific protection measures will be implemented. However, taking a precautionary approach, a minor negative effect has been identified.

Table C-18 – Assessment of the Reasonable Alternatives to the LTP on Landscape and Townscape

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	**+/-**	**+/-**	**+/-**	**+/-**

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have limited effects for landscape and townscape. However, there may be minor positive effects through policies such as A4 and B1 which will maintain the current level of investment in and approach to design for the transport network. This could increase connectivity and is likely to ensure any maintenance work completed would improve the quality of the public realm. Policy E2 may improve townscape by reducing congestion and minimising traffic disruption. Therefore, a minor positive effect has been identified. It is assumed that under this scenario any new development is likely to be less coordinated and therefore contribute less towards the aims and objectives of the plan. It is possible that disruption to landscapes and townscapes occurs from construction and maintenance activities. It is assumed that that any development and maintenance activity would seek to avoid and minimise impacts on landscapes and townscapes. A lack of substantial improvements to the sustainable transport network could result in a failure to support an increase in road traffic, and visitors to key tourist destinations, which may lead to increased congestion. This is likely to result in disturbance to townscapes, as well as landscapes such as Dorset National Landscape and the Cranborne Chase and West Wiltshire Downs National Landscape, that are also important for the visitor economy. Therefore, a minor negative effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table B-6**. A minor positive effect and minor negative effect have been identified.

Option 3 '*Economy Driven'* is likely to have minor positive effects for landscape and townscape through the delivery of improvements to the public realm, particularly Polices such as A2, B3, C1, and E1 which aim to improve aspects of the transport network to increase access. Policies such as B3, C1, C2, C3, and E2 also aim to improve connectivity in the transport network, with a focus on employment and tourist destinations, which is likely to improve sustainable transport modes to landscapes and townscapes, this may have a positive effect by reducing congestion and improving accessibility to important destinations. Policy C2 is also likely to contribute to positive effects, by improving BCP and Dorsets connections to regional, national, and international gateways, encouraging visitor travel to BCP and Dorsets landscapes. A minor positive effect has been identified. It is assumed that under this scenario new development is likely to take place, particularly to the highways network to support policies such as C1, C2, C3, E2 and F4 therefore disruption created by construction activities could result in impacts to landscapes and townscapes. This is where significant effects are most likely to arise in relation to this IIA topic. Minor negative effects in the short-term are anticipated as there is potential for the construction of proposed infrastructure to result in increased congestion or pollution. However, this is likely to be temporary and it is assumed that any proposals will seek to protect and enhance landscapes and townscapes particularly in areas where there are sensitive receptors such as the two designated National Landscapes. Taking a precautionary approach, a minor negative effect has been identified.

Option 4 '*People Focus*' is likely to have a minor positive effect on landscapes and townscapes by improving the quality of the public realm though policies such as A3, A4, B3, B4, E1, F4 and F5 which all intend to improve aspects of the transport network to improve connection, to various destinations, including for greenspace and tourism. Policy A4 is likely to have a positive impact on townscape through ensuring a nature positive approach is used for designing new developments. This will likely lead to better integration of new developments with the surrounding area and may increase greenspace. Similarly, Policy F4 intends to deliver high quality improvements to transport interchanges, which is likely to improve cohesion within townscapes. Policy B3 aims to encourage increased access to greenspace and may improve people's connection with and appreciation of landscapes and greenspaces. Improvements to sustainable transport modes to tourist destinations through policies such as C1 and C3 may have minor improvements for landscapes as visitors will have the option to travel sustainably, instead of via private vehicle, which may reduce congestion and pollution. A minor positive effect has been identified. Minor negative effects in the short-term are anticipated from the construction of new schemes as there is potential for the construction of proposed infrastructure to result in increased congestion or pollution. However, this is likely to be temporary, and it is assumed that any proposals will seek to protect and enhance landscapes and townscapes particularly in areas where there are sensitive receptors such as the two designated National Landscapes. Taking a precautionary approach, a minor negative effect has been identified.

Table C-19 – Assessment of the Reasonable Alternatives to the LTP on the Historic Environment

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	**+/-**	**+/-**	**+/-**	**+/-**

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have limited effects on the historic environment. Some minor positive effects to the historic environment could be realised through a reduction in greenhouse gases and pollution from policies such as A1, A2, and A3, which may reduce damage caused to historic assets from acid rain and other pollution. A minor positive effect has been identified. It is assumed that under this scenario any new development is likely to be less coordinated and therefore contribute less towards the aims and objectives of the plan. It is possible that disruption created by construction activities could negatively impact the historic environment and heritage assets. It is assumed that any development and maintenance activity would seek to avoid and minimise impacts and disruption on a project level. A lack of substantial improvements to the sustainable transport network could result in a failure to support an increase in road traffic, and visitors to key tourist destinations, which may lead to increased congestion and pollution from private vehicles. This may have a minor negative impact on heritage assets should receptors be near areas of high congestion and pollution. Therefore, a minor negative effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table B-7**. A minor positive effect and minor negative effect have been identified.

Option 3 '*Economy Driven'* is likely to have some minor positive effects for the historic environment through a reduction in greenhouse gases and pollution from policies such as A1 and A2, which may reduce damage caused to historic assets from acid rain and other pollution. Policy E2 may also reduce congestion related pollution through improving the highway infrastructure. Policies such as B3, C1, C2, C3, and E2 also aim to improve connectivity in the transport network, with a focus on employment and tourist destinations, may have a positive impact on visitor numbers to historic assets and therefore provide increased funding to the historic environment. It is assumed that under this scenario new development is likely to take place, particularly to the highways network to support policies such as C1, C2, C3, E2 and F4 therefore disruption created by construction activities could result in impacts to the historic environment. This is where significant effects are most likely to arise in relation to this IIA topic. Minor negative effects in the short-term are anticipated if the construction of proposed infrastructure resulted in increased congestion or pollution near heritage assets. However, this is likely to be temporary, and it is assumed that any proposals will seek to protect and enhance the historic environment particularly in areas where there are sensitive receptors. Taking a precautionary approach, a minor negative effect has been identified.

Option 4 '*People Focus*' is likely to have some minor positive effects for the historic environment through a reduction in greenhouse gases and pollution from policies such as A1, A2, and A3 which may reduce damage caused to historic assets from acid rain and other pollution. Policy E2 may also reduce congestion related pollution through improving the highway infrastructure. Improvements to sustainable transport modes to tourist destinations through policies such as C1 and C3 may have positive effects for heritage assets by reducing congestion around assets as well as providing visitors with a new way of accessing the historic environment. Policies such as B3, C1, C2, and C3, also aim to improve connectivity in the transport network, which may have a positive impact on visitor numbers to historic assets and therefore provide increased funding to the historic environment. A minor positive effect has been identified. Minor negative effects in the short-term are anticipated from the construction of new schemes as there is potential for the construction of proposed infrastructure to result in increased congestion or pollution. However, this is likely to be temporary, and it is assumed that any proposals will seek to protect and enhance the historic environment particularly in areas where there are sensitive heritage assets. Taking a precautionary approach, a minor negative effect has been identified.

Table C-20 – Assessment of the Reasonable Alternatives to the LTP on Air Quality

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	**+/-**	**++/-/?**	**+/-**	**++/-**

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have some minor positive effects on air quality through maintaining current measures for assessing in air quality through Policy A3. There may be some other minor reductions in air pollution from a reduction in greenhouse gases from policies such as A1 and A2. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B4, and F2 may also contribute to a reduction in air pollution due to an increase in sustainable transport availability. A minor positive effect has been identified. It is assumed that under this scenario any new development is likely to be less coordinated and therefore contribute less towards the aims and objectives of the plan. It is possible that disruption created by construction activities could negatively impact air quality. It is assumed that any development and maintenance activity would seek to avoid and minimise impacts and disruption on a project level. However, it is likely that some dust and pollution will be created as well as increased congestion and pollution from private vehicles. This may have a minor negative impact on air quality, therefore, a minor negative effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table B-8** . A significant positive effect and minor negative effect have been identified with some uncertainty.

Option 3 '*Economy Driven'* is likely to have some minor positive effects on air quality through maintaining current measures for assessing air quality through Policy A3. There may be some other minor reductions in air pollution from a reduction in greenhouse gases from policies such as A1 and A2 which aim to embrace new technology such as zero emissions vehicles. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B4, and F3 may also contribute to a reduction in air pollution due to an increase in sustainable transport availability. Policy E3 may result in less polluting methods and materials being used during development and maintenance. A minor positive effect has been identified. It is assumed that under this scenario new development is likely to take place, particularly to the highways network to support policies such as C1, C2, C3, E2 and F4 therefore disruption created by construction activities could result in increased dust and air pollution. Increased congestion due to road works may also contribute to increased air pollution in these locations. However, this is likely to be temporary, and it is assumed that any proposals will seek to reduce air pollution and prevent dust pollution where possible, particularly in areas where there are sensitive receptors, such as hospitals, schools, and designated environmental or historic assets. Taking a precautionary approach, a minor negative effect has been identified.

Option 4 '*People Focus*' is likely to have more a positive effect on air quality. Policy A3 aims to '*Improve local air quality … by addressing the key sources of pollution from transport'* which demonstrates alignment with this IIA topic. Other policies such as A1, A2, E3, and F3 which aim to embrace new technology such as zero emissions vehicles, may also have a positive effect through a reduction in greenhouse gas emissions from the transport network. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B2, B3, B4, C1, F1 and F2 may also contribute to a reduction in pollutants from the transport network, thus a positive effect for air quality. Due to the alignment of policies with this IIA topic a significant positive effect has been identified. Minor negative effects in the short-term are anticipated from the construction of new schemes as there is potential for the construction of proposed infrastructure to result in increased congestion and air pollution. However, this is likely to be temporary, and it is assumed that any proposals will seek to reduce air pollution and prevent dust pollution where possible, particularly in areas where there are sensitive receptors, such as hospitals, schools, and designated environmental or historic assets. Taking a precautionary approach, a minor negative effect has been identified.

Table C-21 – Assessment of the Reasonable Alternatives to the LTP on Climate Change & Greenhouse Gases

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	**+/-**	**++/-/?**	**+/-**	**++/-/?**

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have minor positive effects for climate change and greenhouse gases. Policies under objective A aim to continue emissions reductions in line with current levels, including through the maintaining the current delivery of zero emission supporting infrastructure. This could see minor reductions in greenhouse gas emissions. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B4, and F2 may also contribute to a reduction in greenhouse gas emissions due to an increase in sustainable transport availability and a reduction of private vehicles on the roads. Policy E1 aims to '*maintain the transport network to be adaptable to the impacts of weather and climate change*' which is likely to create resilience to climate change. A minor positive effect has been identified. It is assumed that under this scenario any new development is likely to be less coordinated and therefore contribute less towards the aims and objectives of the plan. It is possible that greenhouse gas emissions created by construction activities could negatively impact climate change. It is assumed that any development and maintenance activity would seek to minimise emissions where possible. Consequently, a minor negative effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table B-9** . A significant positive effect and minor negative effect have been identified.

Option 3 '*Economy Driven'* is likely to have minor positive effects for climate change and greenhouse gases. Policies such as A1, A2, E3 and F3 are likely to result in increased uptake of new technologies which will encourage use of zero-emission vehicles and streamline the existing public transport network, likely reducing the number of petrol and diesel vehicle journeys and therefore greenhouse gas emissions. Policy A2 and F3 may contribute more significantly here due to increased investment in zero-emission vehicles and infrastructure and an associated reduction in polluting petrol and diesel vehicles. Policy E2 may also reduce congestion related pollution through improving the highway infrastructure. Policy E3 may result in less polluting methods and materials being used during development and maintenance. A minor positive effect has been identified. It is assumed that under this scenario new development is likely to take place, particularly to the highways network to support policies such as C1, C2, C3, E2 and F4 therefore disruption created by construction activities could result in increased greenhouse gas emissions. This is where significant effects are most likely to arise in relation to this IIA topic. Minor negative effects in the short-term are anticipated if the construction of proposed infrastructure results in increased congestion and emissions. However, this is likely to be temporary, and it is assumed that any proposals will seek to reduce greenhouse gas emissions from construction. A minor negative effect has been identified.

Option 4 '*People Focus*' is likely to have several positive effects for climate change and greenhouse gases due to policies under Objective A which aim to reduce carbon emissions from the transport network. Policy A2 will also likely contribute to reducing greenhouse gas emissions by increasing provision for zero emissions vehicles and refuelling infrastructure which may encourage a move to Electric Vehicles and other sustainable fuel types for buses, coaches and freight. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B2, B3, B4, C1, F1 and F2 may also contribute to a reduction in greenhouse gases from the transport network, thus a positive effect for climate change. Policy E1 aims to '*Maintain and enhance a resilient transport network that is adaptable and can withstand the impacts of weather and climate change*' which is likely to contribute towards making the transport network in BCP and Dorset more resilient to the effects of climate change. Over the long term there may be significant positive effects by reducing greenhouse gas emissions and increasing resilience to climate change. Positive effects from a transition to zero emissions vehicles will depend on the type of fuel used to produce electricity, if fossil fuels are burned to produce electricity it is likely to result in a negative effect. Due to government policy into the future, it is likely that electricity will increasing be produced by renewables, therefore a minor negative effect has been identified.

Table C-22 – Assessment of the Reasonable Alternatives to the LTP on the Water Environment

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	**+/-**	**++/-/?**	**+/-**	**+/-**

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have limited effects on the water environment. Some minor positive effects to the water environment could be realised through a reduction in pollution from policies such as A1, A2, and A3, which may reduce greenhouse gas emissions, as well as air and other types of pollution. A minor positive effect has been identified. It is assumed that under this scenario any new development is likely to be less coordinated and therefore contribute less towards the aims and objectives of the plan. It is possible that disruption and pollution created by construction activities could negatively impact water quality. It is assumed that any development and maintenance activity would seek to avoid water pollution and minimise impacts on sensitive receptors such as rivers and streams. A minor negative effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table B-10**. A minor positive effect and minor negative effect have been identified with some uncertainty.

Option 3 '*Economy Driven'* is likely to have some minor positive effects for the water environment through a reduction in pollution from policies such as A1, A2, and A3, which may reduce greenhouse gas emissions, as well as air and other types of pollution. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B4, and F3 may also contribute to a reduction in water pollution due to an increase in sustainable transport availability. Policy E3 may result in less polluting methods and materials being used during development and maintenance. A minor positive effect has been identified. It is assumed that under this scenario new development is likely to take place, particularly to the highways network to support policies such as C1, C2, C3, E2 and F4 therefore pollution created by construction activities could result in negative impacts for the water environment, particularly if there are sensitive receptors nearby. Minor negative effects in the short-term are anticipated if the construction of proposed infrastructure results in increased pollution; however, this is likely to be temporary, and it is assumed that any proposals will seek to minimise pollution and implement drainage systems such as SuDS that will likely improve water filtration and therefore water quality in the long term. Taking a precautionary approach, a minor negative effect has been identified.

Option 4 '*People Focus*' is likely to have a positive effect on the water environment. Policy A3 aims to address '*the key sources of pollution from transport'* which demonstrates alignment with this IIA topic. Other policies such as A1, A2, E3, and F3 which aim to embrace new technology such as zero emissions vehicles, may also have a positive effect through a reduction in greenhouse gas emissions and pollution from vehicles on the transport network. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B2, B3, B4, C1, F1 and F2 may also contribute to a reduction in polluted run-off from the transport network, thus a positive effect for water quality. A minor positive effect has been identified. Minor negative effects in the short-term are anticipated from the construction of new schemes as there is potential for the construction of proposed infrastructure to result in increased pollution however, this is likely to be temporary, and it is assumed that any proposals will seek to minimise pollution and implement drainage systems such as SuDS that will likely improve water filtration and therefore water quality in the long term. Taking a precautionary approach, a minor negative effect has been identified.

Table C-23 – Assessment of the Reasonable Alternatives to the LTP on Noise

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	**+/-**	**+/-/?**	**+/-**	**+/-**

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have some minor positive effects on noise through maintaining current measures for assessing noise pollution through Policy A3. Policy A2 is likely to encourage the uptake of quieter low-emissions vehicles. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B4, and F2 may also contribute to a reduction in noise pollution due to an increase in sustainable transport availability. A minor positive effect has been identified. It is assumed that under this scenario any new development is likely to be less coordinated and therefore contribute less towards the aims and objectives of the plan. It is possible that disruption created by construction activities could negatively impact noise. It is assumed that any development and maintenance activity would seek to avoid significant noise pollution from construction activities. However, it is likely that some disruption will be created as well as increased noise pollution. This may have a minor negative impact on noise, therefore, a minor negative effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table B-11** . A minor positive effect and minor negative effect have been identified with some uncertainty.

Option 3 '*Economy Driven'* is likely to have some minor positive effects on noise through maintaining current measures for assessing noise pollution through Policy A3. There may be some other minor reductions in noise pollution from an increase in quieter zero-emissions vehicle from policies such as A1 and A2 which aim to embrace new technology. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B4, and F3 may also contribute to a reduction in noise pollution due to an increase in sustainable transport availability. Policy E3 may result in less noise polluting methods being used during development and maintenance. A minor positive effect has been identified. It is assumed that under this scenario new development is likely to take place, particularly to the highways network to support policies such as C1, C2, C3, E2 and F4 therefore disruption created by construction activities could result in increased noise pollution. Increased congestion due to road works may also contribute to increased noise pollution in these locations. However, this is likely to be temporary, and it is assumed that any proposals will seek to reduce noise pollution where possible, particularly in areas where there are sensitive receptors, such as hospitals, schools, and designated environmental assets. Taking a precautionary approach, a minor negative effect has been identified.

Option 4 '*People Focus*' is likely to have a positive effect on noise. Policy A3 aims to '*reduce key sources of pollution to protect our health and the natural environment by addressing the key sources of pollution from transport'* which demonstrates alignment with this IIA topic. Other policies such as A1 and A2 may also have a positive effect through an increase in the uptake of quieter zero emissions vehicles. Policies that are likely to result in fewer vehicles on the road such as Policy B1, B2, B3, B4, C1, F1 and F2 may also contribute to a reduction in noise pollution from the transport network, thus a positive effect for noise. A minor positive effect has been identified. Minor negative effects in the short-term are anticipated from the construction of new schemes as there is potential for the construction of proposed infrastructure to result in increased congestion and noise pollution. However, this is likely to be temporary, and it is assumed that any proposals will seek to reduce noise pollution where possible, particularly in areas where there are sensitive receptors, such as hospitals, schools, and designated environmental sites. Therefore, a minor negative effect has been identified.

Table C-24 – Assessment of the Reasonable Alternatives to the LTP on Material Assets

Alternative	Option 1 - Business as Usual	Option 2 - LTP Vision (Preferred Approach)	Option 3 - Economy Driven	Option 4 - People Focus
Residual likely significant effect	**+/-**	**+/-**	**+/-**	**+/-**

Assessment commentary:

Option 1 '*Business as Usua*l' is likely to have limited effects on material assets in BCP and Dorset. Minor positive effects may be realised through policies that seek to maintain the quality of the existing transport network and public realm such as A2, A3, A4, B1, B4, C1, C2, E1, E2 and F5. A minor positive effect has been identified. It is assumed that under this scenario any new development is likely to be less coordinated and therefore contribute less towards the aims and objectives of the plan. It is possible that construction activities could negatively material assets through the use of resources and generation of waste, or the location of development impacting mineral assets. It is assumed that any development and maintenance activity would seek to avoid and minimise negative impacts on a project level. Therefore, a minor negative effect has been identified.

Option 2 '*The Preferred Approach*' is assessed in **Table B-12**. A minor positive effect and minor negative effect have been identified.

Option 3 '*Economy Driven'* is likely to have a positive effect for material assets. Policy E3 is likely to result in new technologies being utilised which may include more efficient materials or increased material recycling in order to reduce whole life carbon. Policies that propose improvements to the transport network such as A2, B1, B3, C1, C2, E1, E2, and F4 are likely to improve material assets in BCP and Dorset and contribute to improving the public realm. This is likely to have a minor positive effect over the longer term. It is assumed that under this scenario new development is likely to take place, particularly to the highways network to support policies such as C1, C2, C3, E2 and F4 therefore minor negative effects in the short-term are anticipated from the construction of new schemes. There is potential for the construction of proposed infrastructure to result in the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been identified. However, it is expected that best practice construction measures will be utilised to mitigate the impacts of waste and recycled and recyclable materials will be used where possible during construction.

Option 4 '*People Focus*' is likely to have a positive effect for material assets. Policy E1 will likely require key infrastructure to be assessed for whole life carbon impacts, including emissions associated with construction, use, maintenance and demolition. This is supported by Policy E3 which is likely to result in increased material recycling in order to reduce whole life carbon. Policies that propose improvements to the transport network such as A2, A4, B1, B3, C1, E1, E2, and F4 are likely to improve material assets in BCP and Dorset and contribute to improving the public realm. This is likely to have a minor positive effect over the longer term. Minor negative effects in the short-term are anticipated from the construction of new schemes as there is potential for the construction of proposed infrastructure to result in the use of resources and generation of waste. However, the scale of resource use and waste is currently unknown, as is the extent to which recycled resources can be used or waste will be recyclable. As a result, minor negative effects have been identified. It is expected that best practice construction measures will be utilised to mitigate the impacts of waste and recycled and recyclable materials will be used where possible during construction.

Appendix D: Quality Assurance Checklist

The Government's Guidance on SEA[38] contains a quality assurance checklist to help ensure that the requirements of the SEA Directive are met. Those requirements relevant to the SEA Environmental Report of the LTP have been set out in **Table D-1 - Table D-8** below.

Table D-25 – SEA Quality Assurance Checklist - Objectives and Context

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
The plan's or programme's purpose and objectives are made clear.	The plan's purpose and objectives are set out in **Section 2.3**.
Environmental issues and constraints, including international and EC environmental protection objectives, are considered in developing objectives and targets.	Key environmental issues identified through a review of relevant plans and programmes (see **Section 4** of this Environmental Report and **Appendix A**) and analysis of baseline conditions have informed the development of the assessment framework presented in **Section 4.2**.
SEA objectives, where used, are clearly set out and linked to indicators and targets where appropriate.	**Section 4.2** presents the SEA objectives and guide questions.
Links with other related plans, programmes and policies are identified and explained.	A review of related plans and programmes is contained in **Appendix A** and summarised in **Section 4** of this Environmental Report.
Conflicts that exist between SEA objectives, between SEA and plan objectives and between SEA objectives and other plan objectives are identified and described.	The plan's purpose and objectives are set out in **Section 2**.

[38] Office of the Deputy Prime Minister (2005) *A Practical Guide to the Strategic Environmental Assessment Directive*.

Table D-26 - SEA Quality Assurance Checklist - Scoping

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
Consultation Bodies are consulted in appropriate ways and at appropriate times on the content and scope of the Environmental Report.	The SEA Scoping Report was consulted upon and responses to this are included in this Environmental Report (see **Appendix A**).
The assessment focuses on significant issues.	Environmental issues have been identified in the baseline analysis contained in **Section 4** of this Environmental Report on a topic-by-topic basis.
Technical, procedural and other difficulties encountered are discussed; assumptions and uncertainties are made explicit.	General limitations and assumptions are set out in **Section 3.7** of this report.
Reasons are given for eliminating issues from further consideration.	The proposed scope of the assessment is set out in **Section 4.2**. In this instance none of the topic areas have been scoped out of the assessment.

Table D-27 - SEA Quality Assurance Checklist - Alternatives

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
Realistic alternatives are considered for key issues, and the reasons for choosing them are documented.	All options were assessed as set out in **Section 7** and **Appendix C** of this report.
Alternatives include 'do minimum' and/or 'business as usual' scenarios wherever relevant.	A 'business as usual' scenario has been assessed as an alternative.
The environmental effects (both adverse and beneficial) of each alternative are identified and compared.	This is included in **Section 7** and **Appendix C** of this report.
Inconsistencies between the alternatives and other relevant plans, programmes or policies are identified and explained.	No inconsistencies were identified.

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
Reasons are given for selection or elimination of alternatives.	This is set out in **Section 7.4** of this report.

Table D-28 - SEA Quality Assurance Checklist – Baseline Information

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
Relevant aspects of the current state of the environment and their likely evolution without the plan or programme are described.	The scoping report (**Appendix A** of this Environmental Report) characterises the current environmental baseline conditions, along with how these are likely to change in the future.
Environmental characteristics of areas likely to be significantly affected are described, including areas wider than the physical boundary of the plan area where it is likely to be affected by the plan.	The scoping report (**Appendix A** of this Environmental Report) identifies areas likely to be significantly affected. No areas wider than the physical boundary of the plan area where identified.
Difficulties such as deficiencies in information or methods are explained.	**Section 3.7** details limitations of the Environmental Report and assumptions made.

Table D-29 - SEA Quality Assurance Checklist - Prediction and Evaluation of Likely Significant Environmental Effects

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
Effects identified include the types listed in the Directive (biodiversity, population, human health, fauna, flora, soil, water, air, climate factors, material assets, cultural heritage and landscape), as relevant; other likely environmental effects are also covered, as appropriate.	The potential effects of the plan are identified in **Section 5.2** and **Appendix B**.
Both positive and negative effects are considered, and the duration of effects (short, medium or long-term) is addressed.	The nature and duration of potential effects has been set out in the detailed assessment contained in **Appendix B** of this report.

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
Likely secondary, cumulative and synergistic effects are identified where practicable.	Information on secondary, cumulative and synergistic effects is set out in **Section 6**.
Inter-relationships between effects are considered where practicable.	These relationships are identified where appropriate in the detailed assessment contained in **Appendix B** of this report.
The prediction and evaluation of effects makes use of relevant accepted standards, regulations, and thresholds.	Relevant standards have been used where appropriate in undertaking the assessment.
Methods used to evaluate the effects are described.	Information on the methods used for evaluation of potential effects is included in **Section 3**.

Table D-30 - SEA Quality Assurance Checklist - Mitigation Measures

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
Measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the plan or programme are indicated.	Mitigation measures for potential negative effects have been identified in the detailed assessments contained in **Appendix B** of this report.
Issues to be taken into account in project consents are identified.	Issues to be taken into account in project consents have been identified in the detailed assessments contained in **Appendix B** of this report.

Table D-31 - SEA Quality Assurance Checklist - The Environmental Report

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
Is clear and concise in its layout and presentation.	We believe the report is clear and concise.
Uses simple, clear language and avoids or explains technical terms.	The report uses accessible language wherever possible.
Uses maps and other illustrations where appropriate.	Maps and illustrations have been utilised where appropriate in the report.

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
Explains the methodology used.	The method used is set out in the report in **Section 3**.
Explains who was consulted and what methods of consultation were used.	**Section 4.1** of this report outlines the consultation that has been carried out to-date.
Identifies sources of information, including expert judgement and matters of opinion.	Sources of information are included throughout the report.
Contains a non-technical summary covering the overall approach to the SEA, the objectives of the plan, the main options considered, and any changes to the plan resulting from the SEA.	A Non-Technical Summary has been included as a separate document to the report.

Table D-32 - SEA Quality Assurance Checklist - Consultation

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
The SEA is consulted on as an integral part of the plan-making process.	The previously issued SEA Scoping Report was consulted upon and responses are included in this Environmental Report (see **Appendix A**).
Consultation Bodies and the public likely to be affected by, or having an interest in, the plan or programme are consulted in ways and at times which give them an early and effective opportunity within appropriate time frames to express their opinions on the draft plan and Environmental Report.	Consultation on the draft LTP and this Environmental Report will be undertaken.

Table D-33 - SEA Quality Assurance Checklist - Decision-making and Information on the Decision

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
The Environmental Report and the opinions of those consulted are taken into account in finalising and adopting the plan or programme.	This will be incorporated following consultation on draft LTP and Environmental Report.
An explanation is given of how they have been taken into account.	This will be provided following consultation on the draft LTP and Environmental Report.
Reasons are given for choosing the plan or programme as adopted, in the light of other reasonable alternatives considered.	This will be set out following consultation on the draft LTP and Environmental Report.

Table D-34 - SEA Quality Assurance Checklist - Monitoring Measures

SEA Quality Assurance Checklist	How the SEA Meets the Requirements
Measures proposed for monitoring are clear, practicable and linked to the indicators and objectives used in the SEA.	The report sets out the proposed approach to monitoring measures that BCP and Dorset Councils could use in **Section 8.2**.
Monitoring is used, where appropriate, during implementation of the plan or programme to make good deficiencies in baseline information in the SEA.	The suggestions for monitoring are included in **Section 8.2** of the report.
Monitoring enables unforeseen adverse effects to be identified at an early stage. (These effects may include predictions which prove to be incorrect.)	The suggestions for monitoring made **Section 8.2** are for BCP and Dorset Councils to act on, with monitoring taking place following implementation of the LTP.
Proposals are made for action in response to significant adverse effects.	Mitigation measures for potential negative effects have been identified in the detailed assessments contained in **Appendix B** of this report.

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