

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

Scoping Report

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mouchel 

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Abbreviations

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

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

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

1 Introduction

1.1 Scoping Report

This document is the SEA Scoping Report for the Bournemouth, Poole and Dorset Local Transport Plan (LTP3). The Scoping Report sets the context and provides baseline information in order to provide a starting point from which to appraise the effects of implementing the LTP3. To provide a sound basis for analysis, the report reviews the relevant plans and programmes which will influence the LTP3; identifies the key environmental and sustainability issues and problems and details a SEA Framework around which the appraisal can take place. The main purpose of the Scoping Report is to identify significant impacts that need to be considered in the SEA

Baseline information is set out to establish the current state of the area covered by the LTP3, and to identify trends in economic, environmental and social parameters. This information is used to assess current environmental and sustainability issues that are evident in the plan area.

A set of SEA Objectives has been developed, taking into account the relationship between the LTP3 and the objectives of other plans and programmes, along with the findings of the baseline information review. These objectives will form the basis of the SEA Framework within which the evaluation of LTP3 options/alternatives will be carried out.

The Scoping Report is being published to seek the views of statutory and other consultees. In reading the report, consultees are asked to address the following questions.

- Question 1. Have the relevant plans and programmes been included?
- Question 2. Does the baseline information reflect the current situation in the LTP3 area or are there additional social, environmental or economic factors that should be considered?
- Question 3. Do the issues identified in this report cover all the significant environmental and sustainability issues relevant to Dorset?
- Question 4. Do the SEA Objectives reflect the right aspirations for development of more sustainable approaches to transportation?

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

2.1 Current situation project

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

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

LTPs define the area's plans and strategies for maintaining and improving the local transport network within economic, environmental and social constraints and will set out programmes of expenditure on transport improvements in line with national and regional transport policy. This covers all forms of transport (including freight). Public participation is a key part of developing LTPs to involve the wider community. LTPs have regard to objectives set out in Sustainable Community Strategies and other local documents.

LTP's are developed in the context of, and with close links to a number of wider policy documents (identified in [Appendix A](#)), including the Regional Spatial Strategy (RSS) and Local Development Frameworks (LDFs). Partnership working with wider policy areas such as health and education is key to delivering LTP and wider policy objectives.

In July 2000 a first LTP (LTP1) was published for Bournemouth, Poole and Christchurch, and a separate LTP was published for rural Dorset. Both covered the five year period 2001/02 - 2005/06. In March 2006 a second and current LTP (LTP2), was published covering the South East Dorset travel to work area, with a separate LTP covering rural Dorset. These LTP's cover the five year period 2006/07 - 2010/11. In addition, a number of LTP progress reports have been produced – 2008 LTP Progress Reports for both South East Dorset and rural Dorset were published in December 2008 and were well received by the Government Office for the South West (GOSW).

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

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

March 2011. Under the terms of a Multi Area Agreement (MAA, identified and explained further in **Appendix A**) the three Local Transport Authorities of Bournemouth, Poole and Dorset will produce a single plan for the whole of Dorset for LTP3. This will strengthen the joint working between the authorities and focus our efforts and resources towards joint goals that will benefit the wider area. LTP3 will therefore cover the whole of the County of Dorset. (See Figure 2-1)

The county consists of the following Districts and Boroughs':

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

And the following Unitary Authorities:

- Poole Borough Council, Bournemouth Borough Council

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

As part of the process of developing the Local Transport Plan, a full multi modal transport study is currently underway that seeks to identify the improvements that are required to the transport system in the South East Dorset conurbation over the next 20 years or so (SEDMMS – see section 7.6.1). Consultation is being carried out as part of the strategy development as alternative strategies and options are developed and tested. The strategy will ultimately form a key part of the overall LTP strategy, providing the overriding approach to transport improvements in the South East Dorset area. SEDMMS itself is not required to be subject to SEA, although alternative strategies will be appraised against the Department for Transport's NATA appraisal framework, which includes full consideration of environmental, social and economical impacts. There will be close links between the SEA for the LTP3 and the development of SEDMMS, with key inputs at the strategy appraisal stage.

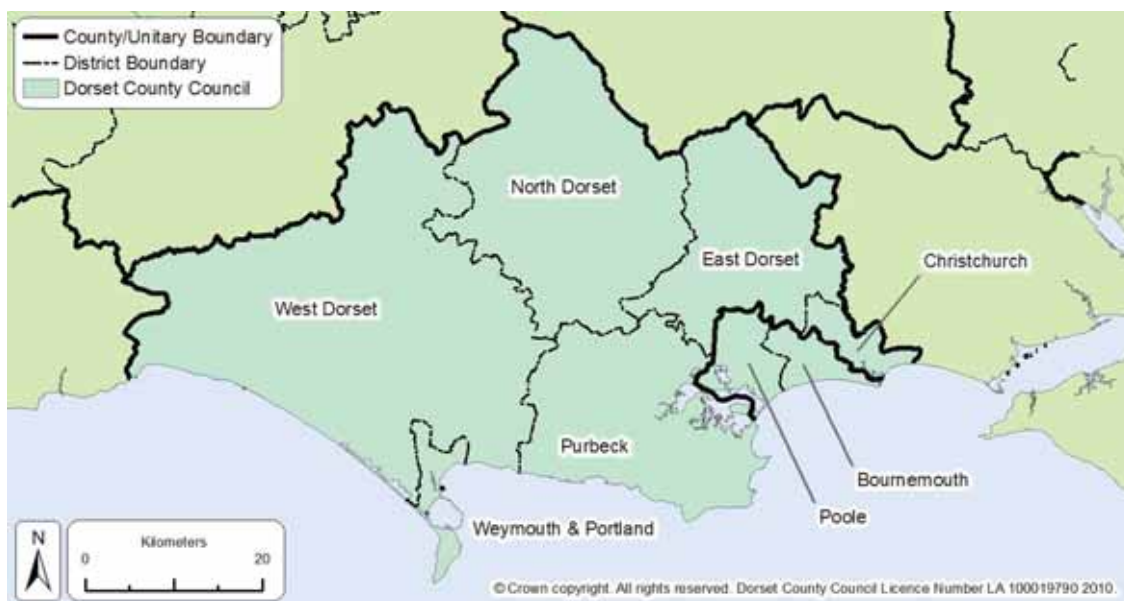


Figure 2-1 Dorset County: District and Borough Boundaries

2.2 Timescale

Whereas previous LTP's have been based on a 5 year strategy, LTP3 is to consist of a longer term, 15 year transport Strategy Document, supplemented by shorter term 3 year Implementation Plans. The LTP3 strategy will therefore cover the period 2011 - 2026. Implementation Plans will be revised every 3 years.

The Implementation Plan timescale aligns with the 3 year Local Area Agreement (LAA). The LAA will be the main performance framework for the LTP and the LTP will contribute to transport specific targets contained within the LAA, in addition to those targets which are not directly related to transport but which the LTP may influence.

The Highway Authorities are required to have the LTP3 in place from April 2011 in order to provide the policies and programmes in relation to the provision of Local Transport within Dorset over the period 2011 to 2026. Prior to this, the draft LTP3 will be subject to public consultation during autumn 2010.

3 Legislative Requirements

3.1 Strategic Environmental Assessment

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

- a. Which are prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use and which set the framework for future development consent for projects listed in Annexes I and II to the Environmental Impact Assessment (EIA) Directive (85/337/EEC); or
- b. Which in view of the likely effect on sites, have been determined to require an assessment pursuant to Article 6 or 7 of the Habitats Directive (92/43/EEC)

3.2 Local Transport Plans

Local Transport Plans apply to Local Transport Authorities (LTA) outside of London. These LTA's are required to produce LTP's in accordance with the Transport Act (2000), as amended by the Local Transport Act (2008). The proposed LTP3 is based on the guidance as set out by the Department for Transport (DfT) in line with "Delivering a Sustainable Transport System" (DaSTS) published by DfT in November 2008. This is built on the influential Stern and Eddington reports and sets out the future policy direction for transport in England.

DaSTS sets out five goals for Transport:

- Supporting economic growth
- Tackling climate change
- Better safety, security and health
- Equality of opportunity
- Quality of life

DaSTS also builds on the requirement of the Regional Development Strategy (RDS) and the Regional Transportation Strategy (RTS).

The Transport Act 2000 as amended requires local transport authorities to have regard to Government guidance and policies on the environment when formulating Local Transport Plans and policies. The Act makes particular reference to climate change mitigation and adaptation, but authorities should consider how their

strategies and implementation plans relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity.

'Strategic Environmental Assessment for Transport Plans and Programmes TAG Unit 2.11 "In draft" Guidance April 2009 Department for Transport - Transport Analysis Guidance (TAG)' ⁱⁱ:

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

NB: SEA requires that effects on 'Population' and 'Human Health' are considered and therefore EqIA and HIA should help to inform these areas of the SEA.

Another assessment activity that local authorities should expect to undertake for their LTP, but which was not undertaken on the LTP2, is Habitat Regulations Assessment (HRA)."

3.2.1 *Habitats Regulations Assessment*

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

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

3.2.2 *Equalities Impact Assessment*

Local authorities have a duty under race, disability and gender legislation to carry out an Equality Impact Assessment of their LTP. The production of an EqIA can help determine how an LTP may affect different groups of people. The DfT advises that an EqIA is carried out alongside a SEA and encompass race, gender, disability, age, religion/belief and sexual orientation.

4 Methodology

4.1.1 SEA Process

Table 4-1 SEA Stages describes the stages of SEA as set out in the Practical Guide to Strategic Environmental Assessment Directive (DCLG – Department of Communities and Local Government, previously ODPM, 2005). This guidance, has been used in conjunction with other best practice guidelines e.g. Strategic Environmental Assessment for Transport Plans and Programmes and WebTAG Guidance (Department for Transport “In draft Guidance 2009). Table 4-2 explains how the SEA process links to the LTP3 process.

The SEA should:

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

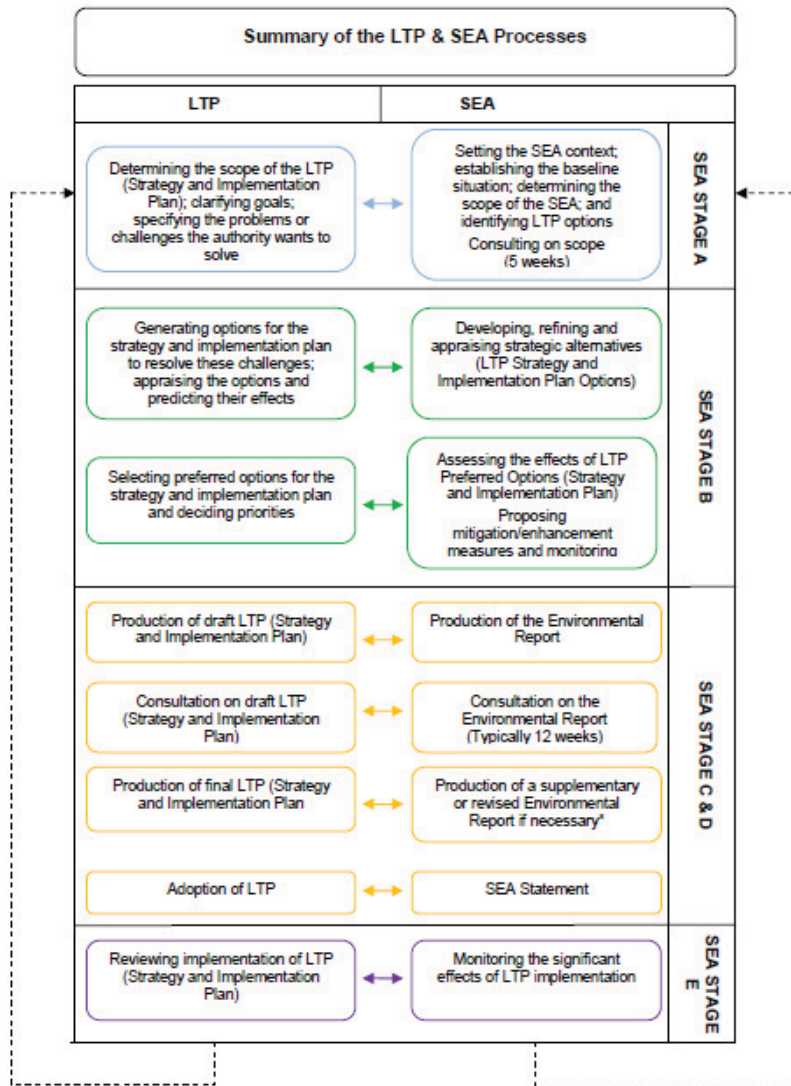
Table 4-1 SEA Stages

SEA Stage	What is involved
STAGE A	<p>Setting the context and objectives, establishing the baseline and deciding on the scope.</p> <p>Tasks</p> <ul style="list-style-type: none"> • A1: Identifying other relevant policies, plans and programmes, and SEA objectives. • A2: Collecting baseline information. • A3: Identifying environmental problems. • A4: Developing the SEA objectives. • A5: Consulting on the scope of the SEA.
STAGE B	<p>Developing and refining options and assessing effects</p> <p>Tasks</p> <ul style="list-style-type: none"> • B1: Testing the plan or programme objectives against the SEA objectives. • B2: Developing the Strategic alternatives. • B3: Predicting the effects of the Draft plan or programme including alternatives. • B4: Evaluating the effects of the Draft plan or programme including alternatives.

SEA Stage	What is involved
	<ul style="list-style-type: none"> • B5: Considering ways of mitigating adverse effects. • B6: Proposing measures to monitor the environmental effects of implementing the plan or programme.
STAGE C	<p>Preparing the Environmental Report Tasks</p> <ul style="list-style-type: none"> • C1: Preparing the Environmental Report.
STAGE D	<p>Consulting</p> <ul style="list-style-type: none"> • D1: Consulting on the draft plan and the Environmental Report. • D2(i): Assessing significant changes. • D2(ii): Appraising significant changes resulting from representations. • D3: Making decisions and providing information.
STAGE E	<p>Monitoring the significant effects of implementing the plan on the environment</p> <ul style="list-style-type: none"> • E1: Finalising aims and methods for monitoring. • E2: Responding to adverse effects.

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Table 4-2 LTP3 and SEA Processes and Links



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

5 Task A1: Identifying Relevant Policies, Plans and Programmes

The LTP3 will be set in the context of a wide range of other relevant plans and programmes and environment objectives both within and outside the authority's jurisdiction. Appendix A documents all the relevant plans and programmes including International, European, National, Regional (South West), County (Dorset), Borough (Bournemouth & Poole) & Districts (West Dorset, East Dorset, North Dorset, Purbeck, Weymouth and Portland, Christchurch) relevant to the Dorset LTP3.

This Scoping Report has taken into account the wide range of plans and programmes in Appendix A and information collected in Task 2 and Task 3 to produce a robust list of SEA objectives (Task 4 Section 8). Appendix A also highlights which SEA objectives are linked to the relevant plans and programmes.

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6 Task A2: Collecting Baseline Information

Baseline information is set out to establish the current state of the area covered by the LTP3, and to identify trends in economic, environmental and social parameters. This information is then used to assess current environmental and sustainability issues that are evident in the area. The baseline information is intended to provide a basis for predicting and monitoring the effects of implementation of the plan. It also helps to identify the environmental and sustainability issues and alternative ways of dealing with them.

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

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

For each set of information collected the DCLG guidance recommends that the data enable the following questions to be answered.

- How good or bad is the current situation?
- Do trends show that the situation is getting better or worse?
- How far is the current situation from any established thresholds or targets?
- Are particularly sensitive or important elements of the economy, physical environment or community affected?
- Are the problems reversible or irreversible, permanent or temporary?
- How difficult would it be to offset or remedy any damage?
- Have there been significant cumulative or synergistic effects over time?

- Are there expected to be such effects in the future?

6.1 Limitations of Data

6.1.1 Place Surveys

The National Indicator Set launched by the government in April 2008 contains 25 indicators which are informed by citizens' views and perspectives; these replace the previous Quality of Life Indicators. 18 of these indicators are collected through a single Place Survey administered by, or on behalf of, each local authority. The Survey takes place every two years, Poole and Bournemouth Borough Councils were responsible for preparing their own Place Survey and Dorset County Council prepared one for the remaining Districts and Boroughs'. Although the indicators used are the same the way the data is recorded and formatted varies within each report and therefore this may lead to slight discrepancies within overall baseline results.

6.1.2 Dorset Data book

The data and statistics recorded within the Dorset Data Book contains information based on the previous Census in 2001 and data provided by authorities such as the police, hospitals, doctors, schools etc within the area to give estimated data for 2008 and future estimates. Therefore population, human health and equalities statistics will not be 100% accurate.

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

The data has been collected where possibly for each District and each Borough and compared to the South West Region statistics and National Statistics. Due to the fact that data had to be collected from various different sources slight discrepancies are noted, however these discrepancies were not considered to be of high significance.

6.1.3 Environment Agency Data

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

The General Quality Assessment (GQA) reporting for river water quality has changed, because of the changes to the Environment Agency monitoring programme as they move towards Water Framework Directive (WFD) reporting and the GQA are currently in a transitional period. The GQA will continue to be used by the Government as a national headline indicator for another three years and will

overlap with WFD reporting. When there is enough new data collected for the WFD the old water quality indicators will be replaced with ones that use this new data. As a result fewer sites will be monitored in the coming years, of which Poole is one.

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7 Task A3: Identifying Environmental Issues and Problems

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

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

The SEA is based on a list of SEA objectives against which the options for the LTP will be assessed (See Section 8). These objectives have been drawn up taking account of the principal environmental issues relevant to Dorset. The following sections summarise those key issues that the Dorset area currently faces in social, economic and environmental and sustainability terms. They are largely based on information contained in Appendix B and also take into account those concerns raised by the Dorset SEA Steering Group.

7.1 SEA Topics

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

- Climate
- Air
- Biodiversity, Flora and Fauna
- Soil
- Water
- Population & Human Health (includes transport, economics, tourism)
- Material Assets (include housing and waste)
- Cultural Heritage

- Landscape

7.2 Biodiversity and Flora and Fauna

7.2.1 European Conservation Sites

European Habitats Directives provide conservation of Natura 2000 sites habitats and the protection of species through the designation Special Protected Areas (SPA's), Special Areas of Conservation (SAC's), and RAMSAR Sites (internationally important wetlands).

Within the LTP3 area there are currently 14 SAC's, 4 RAMSAR Sites and the following SPAs: Figure 7-1

- Slop Bog
- Parley Common
- Pine Clump
- Turnerspuddle Heath
- Stephens Castle
- Dewlands Common
- Parley Common

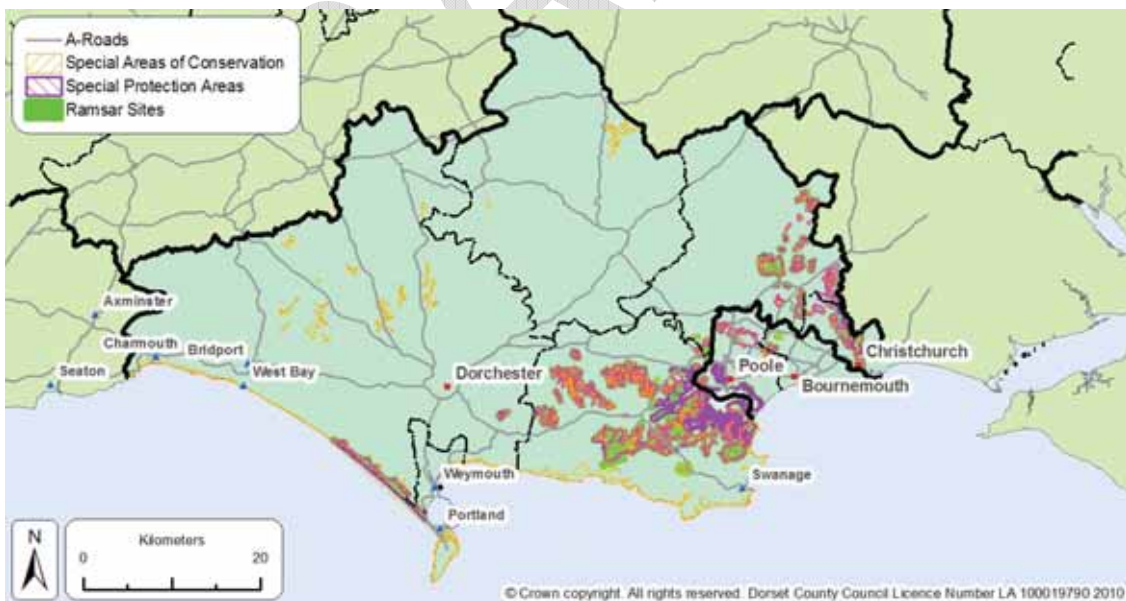


Figure 7-1 SAC's, SPA's & RAMSAR sites

7.2.2 *Sites of Special Scientific Interest*

Sites of Special Scientific Interest (SSSI) are sites of geomorphological and ecological importance that are of national significance they are designated by Natural England under the Wildlife and Country side Act 1981. Dorset has a number of international, national, and local features of biodiversity interest including 11% of the UK's rare lowland heathland with over 96 % of Dorset's heathlands are now protected as SSSI's. See Figure 7-2 The Importance of Dorset's heathlands is recognised in European law, with many heaths being designated as Natura 2000 sites. There are a total of 141 SSSI's which cover 19,994.38 ha; this is equal to 8% of the land in Dorset. The percentage of the area of land designated as SSSI within the local authority area in favourable condition is 47.11% compared to the National Government target 95%.

These heathlands experience urban pressures such as fires, trampling and disturbance as a result of being used for recreation the remaining heaths are fragmented with many small, isolated areas. Over 30% of Dorset's heathlands are situated in and around the urban areas of south east Dorset with nearly half a million people living nearby. How the LTP3 interacts with these areas in terms of either direct land take, disturbance from human activity or increased deposits of Nitrous Oxides from vehicular traffic will be a focus for the SEA framework to ascertain as the sites have the highest possible International conservation designation.

Heathland is not a natural habitat but an ancient 'man-made' landscape, created by previous agricultural practices and continually maintained by people for over 4,000 years. Previously woodland was cleared for farming and grazing by domestic livestock, this prevented the re-growth of trees. The heathland have a unique character notably heathers and gorse which can tolerate the nutrient poor, acidic sandy soils. This open landscape which supports a wide variety of wildlife including rare birds, reptiles, insects and plants requires continued conservation management to ensure the Internationally important heathland landscape and the rare and endangered wildlife are conserved.

As part of the SEA process, a screening assessment must be undertaken to determine whether or not there is a need to undertake an Appropriate Assessment (AA) or as it shall be referred to in this report, a Habitat Regulations Assessment (HRA). This is in accordance with Article 6(3) and (4) of the European Communities (1992) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora ('Habitats Directive'). The EU Habitats Directive and Birds Directive are implemented in the UK through the Conservation (Natural Habitats & C) Regulations 1994 (as amended).

The screening assessment identifies whether the plan or project is likely to have a significant effect on European designated conservation sites, either alone or cumulatively. Such designated sites include Special Protection Areas (SPAs), Special Areas for Conservation (SACs) and RAMSAR sites. If it is unlikely that the plan or project will have a significant effect upon these sites, then there is no need to proceed to an HRA.

If however it is considered likely that there will be significant effects on the designated sites, an HRA must be undertaken. The HRA will then determine whether or not the plan or project (either alone or cumulatively) will lead to an adverse impact on the site's integrity. Mitigation and alternative measures may be adopted if it is determined that the plan or project is likely to significantly impact upon the site.

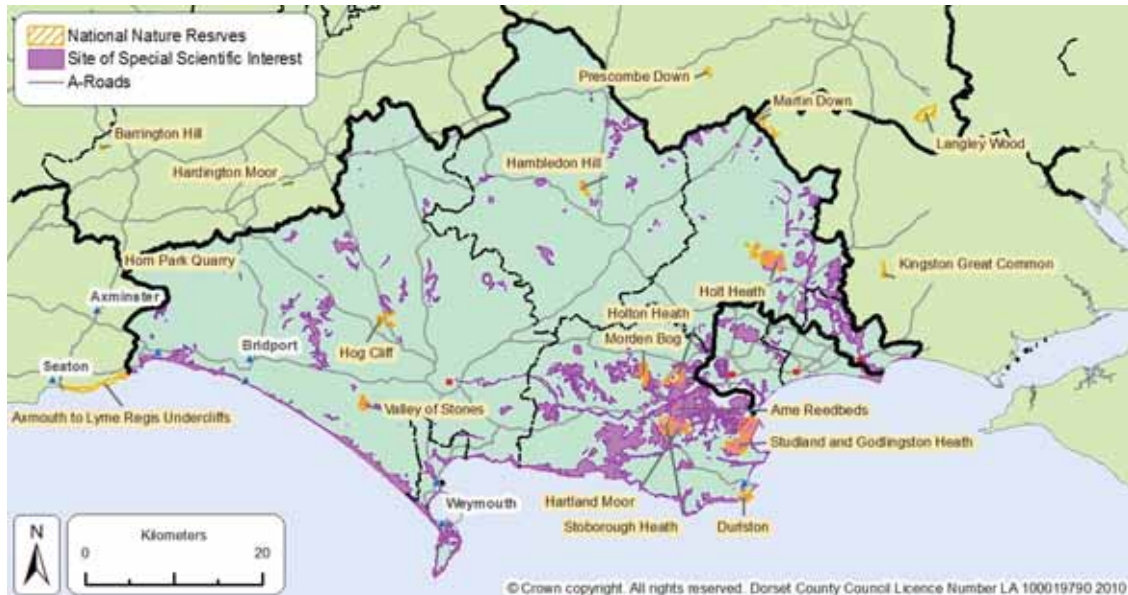


Figure 7-2 National Nature Reserves & Sites of Special Scientific Interest

7.3 Landscape

7.3.1 AONB

The Dorset AONB was designated in 1959 and is the fifth largest AONB in the UK; it covers 53% of Dorset and stretches from Lyme Regis in West Dorset to Poole Harbour in West Dorset. Due to the high numbers of tourists that visit Dorset each year it is essential that the Joint LTP3 ensures that there will be no detrimental impacts on the AONB. The SEA process provides opportunity to ensure greater protection of the Dorset AONB by including objectives relevant to the AONB that can be used to appraise the Joint LTP3 options/alternatives. See Figure 7-3

Cranborne Chase and West Wiltshire Downs Area of Outstanding Natural Beauty covers a total of 380 square miles and crosses the boundary of Wiltshire, Dorset, Hampshire and Somerset, the area is the sixth largest of the UK's 47 Areas of Outstanding Natural Beauty.

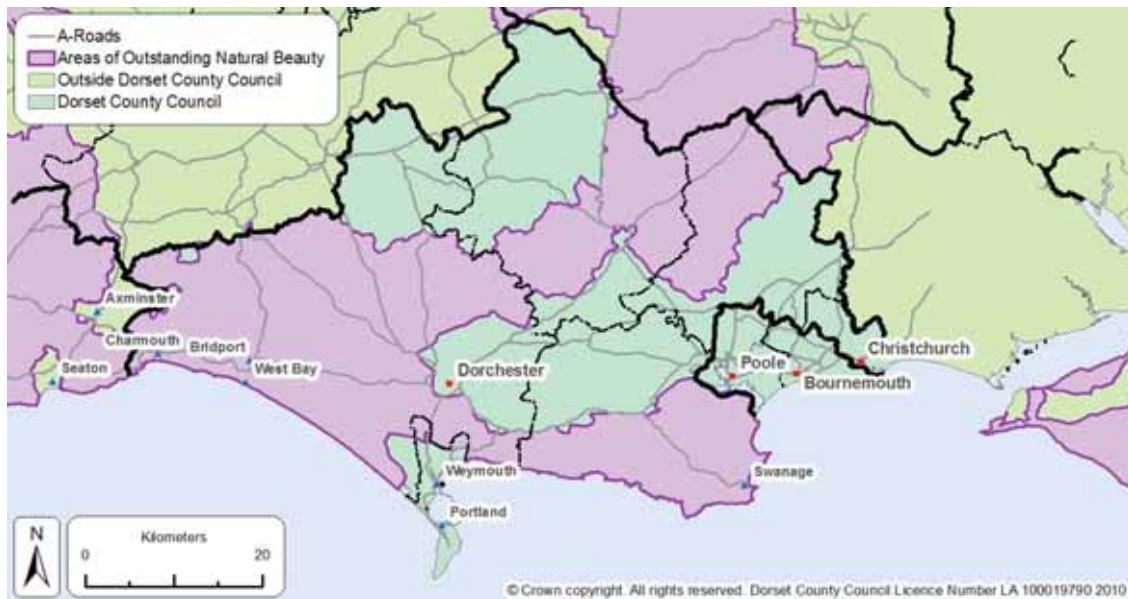


Figure 7-3 AONB's

7.4 Population and Human Health

7.4.1 Population Statistics and Structure

Population density and structure varies across Dorset. The area consists of both rural and urban areas. Dorset's population has grown by 6.2% in the last decade; this is higher than the national average of 4.5%. The highest rate of growth has taken place in North Dorset District where population has increased by 15.7% between 1996 and 2006. The towns of Blandford, Gillingham and Shaftesbury have experienced the most growth and 40% of the population North Dorset District live in these towns. The latest population statistics show that 27.5% of Dorset's population are aged 60-65yrs and above, higher than the national average of 18.8%.ⁱⁱⁱ Current estimated figures are for 2009 are 710,000 and these are expected to reach 778,100 (Dorset Including Bournemouth and Poole) by 2029.

The population structure for Bournemouth is quite different to the population structure of the national average and all the other boroughs and districts within the county. The proportion of elderly has fallen in line in Bournemouth in line with national percentages, however there is a lower than average number of under 19 year olds. It also has a larger proportion of 20 to 24 year olds than the England and Wales figure which is probably due to those residents who have moved or remained in the area to study at Arts University College Bournemouth. Overall the population increases in all the age groups with the exception of the 60-84 year olds where the population actually has declined since 1991.^{iv}

The population of Poole has increased by 4% since the 2001 census and future forecasts for the period 2029 show an overall increase in the size of population and also an ageing of the population, this is similar to the UK structure. Whilst the

number of adults aged 20-44 is set to decline slightly, a substantial increase in the number of people aged 45 or over is forecast.

Christchurch has the highest proportion of older people of all LA's in the Country, 36% aged 60+ years compared to Dorset population at 27.5% and nationally at 18.8%. Death rates are much higher than birth rates in Christchurch; reflecting the higher proportion of older people. The total population of the district is now estimated at 45,600 (2009) with a 9% population growth since 1991. The number of people aged 20-29 years has fallen by over 23%. During this same period the number of people aged 50-59 years has increased by 37%.

The total population of East Dorset is estimated at 87,700 (2009), there has been an 8% population growth since 1991. Two thirds of the population live in the suburbs that surround the Bournemouth & Poole conurbation. East Dorset has a high proportion of older people. The age structure in the district has changed significantly in recent years. Since 1991 the number of people aged 20-29 years has fallen by 29%. The number of people aged 50-59 years has increased by 49% from 8,740 in 1991 to 13,010 in 2003. 32% of the population are aged 60+, the second highest area after Christchurch. Population density in North Dorset is the second lowest in the County with just over 1 person per hectare. This is significantly lower than the national average of 3.5 people per ha. North Dorset has the largest percentage of population of people aged 0-15 years at 20%, 2% higher than the County average and equal to the national average.

The total population of Purbeck is now estimated at 45,000 (2009) this is a 4% population growth since the 1991 Census. Purbeck also has a higher proportion of older people than the national average - over 28% are aged 60+ compared to 18.5% nationally and compared to Dorset's total population at 27.5%.

The estimated total population of the West Dorset is now 98,700 there has been a 9% population growth since 1991. 31% of the population are aged 60+ years. Over the last 10 years the number of births in West Dorset has fallen by over 19%. During this same period the number of deaths has increased by almost 6%. Since 1991 the number of 20-29 year olds has fallen by 31% from 9,379 in 1991 to 6,477 by 2003. The number of people aged 50-59 years has increased significantly during this period. In 1991 there were 9,630 people in their 50's; this increased some 46% to 13,972 by 2003.

The total estimated population of Weymouth & Portland is 66,400 (2009) this is a 4% population growth since 1991. Weymouth & Portland Borough has the highest population density in the County but still significantly lower than the towns of Poole (21 per ha) and Bournemouth (35 per ha). The age structure in Weymouth & Portland has the lowest proportion of older people in the County, but still significantly higher than the national average.

The population increase within Dorset County along with the age structure has implications for the LTP3, with a large ageing population in the rural areas; the LTP3

will need to consider how sustainable transport initiatives can be promoted to ensure that they are effectively used through-out the County with specific focus on rural areas in order to reduce car dependency.

7.5 Health

Dorset enjoys relatively good health compared with other parts of the country; however accessibility to health care and amenities is of high importance within Dorset due to the rural local of several conurbations combined with the continuing increase of population across the Boroughs and Districts of people ages over 60yrs resulting in a high ageing population.

Basic health indicators such as life expectancy at birth are among the highest for any County in England. However there are variations in life expectancy at birth between different district and borough council areas in the County. Life expectancy for males in both Bournemouth and Weymouth & Portland is 77.9 compared to 80.03 in Christchurch. There are a higher number of females compared to males within Dorset which is similar to the national average; due to woman having a longer life expectancy than men.

7.5.1 Obesity

There is a trend for an increase in obesity levels within the UK due to lifestyle choices. People are less active and do not eat as healthily as we used to, meaning that rates of obesity in adults and children are higher than ever before. Being overweight or obese can have a severe impact on an individual's physical health – both are associated with an increased risk of type 2 diabetes, cancer, and heart and liver disease, among other illnesses. ^v

Bournemouth and Poole have higher rates of both overweight and obesity levels than the national average for both 4-6yrs at 24% and 10-11yrs at 28.1%, national average for 4-6yrs is 22.8% and 10-11 yrs is 27%. These results were higher for age group 4-6yrs than previous years and exceeded National trends.

The percentage of pupils found to be either overweight or obese in Dorset (excluding Bournemouth and Poole) was similar to the national average in the 4-6 year age group at 22.6% and lower than the national average in the 10-11 year age group at 27%.

In addition, the survey found that the prevalence of obesity was much higher amongst 10-11 year olds than amongst 4-5 year olds. These differences between age groups are consistent with the findings of the two previous NCMP surveys and are in line with national trends in the 4-5 age groups.

Throughout the Districts the proportion of overweight pupils was highest in Weymouth and Portland and lowest in North Dorset the proportion of obese pupils was highest in Christchurch and lowest in North Dorset. In the 10-11 age group the proportion of overweight pupils was highest in Weymouth and Portland and lowest in East Dorset.

The LTP3 presents opportunities to promote physical activity by providing and improving sustainable transport and active travel initiatives such as walking and cycling.

7.5.2 Ethnic Diversity

Dorset is less ethnically diverse than England. In 2001 3.2% of Dorset’s population classed themselves as not being “White British” (i.e. from a black and minority ethnic (BME) group), lower than the proportion for England (13.0%). Figures for Dorset’s districts ranged from 2.8% in East Dorset to 3.4% in North Dorset. Ethnic diversity is greater within Bournemouth as is now estimated to be 10.5% of the total population Figure 7-4, however this is significantly lower than England as a whole.

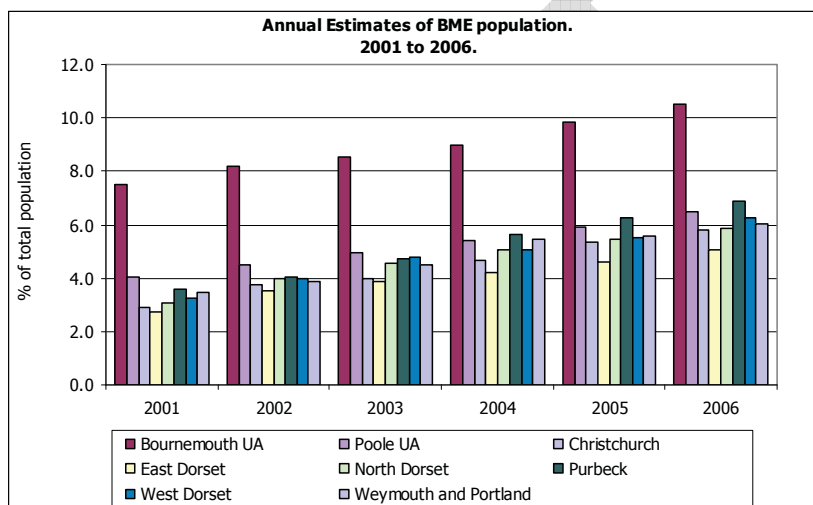


Figure 7-4 Ethnic Diversity

Development must be non-discriminatory; an Equality Impact Assessment (EqIA) will be undertaken for the LTP3 to ensure that the plan does not have disproportionate impacts on different groups of society based on ethnicity, gender, sexual orientation, age, disability and religion. Any negative impacts identified from the EqIA process will be integrated into the SEA and will include suggested mitigation and monitoring.

7.5.3 Indices of deprivation

There are ten areas in Dorset that are within the top 20% most deprived nationally for multiple deprivation, eight are within the urban areas of Weymouth and Portland and two in Christchurch. In East Dorset the majority of areas fall into the least deprived nationally on the Indices of Multiple Deprivation (IMD). Of the fifty nine areas in Dorset that fall into this category thirty five (61%) are in East Dorset. ¹

¹ Dorset County Council 2007

There are 107 LSOAs in the Bournemouth Unitary Authority area. According to the IMD, 17 of these 107 areas are among the most deprived 20% nationally, 2 fewer than in 2004. They are home to about 25,000 people. 8 of Bournemouth's 18 wards contain at least one of these areas.

Two Bournemouth Local Super Output Areas LSOAs are within the most deprived 5% nationally. (Figure 7-7) These are both in Boscombe West ward. One of them is among the most deprived 1% of LSOAs in England. ²

There are 91 LSOAs in the Poole Unitary Authority area. (Figure 7-7) According to the IMD, 4 of these 91 areas are among the most deprived 20% nationally, one more than in 2004. They are home to about 6,000 people. Two are within Alderney ward, with one each in Poole Town and Hamworthy West. The most deprived LSOA is among the most deprived 11% in England. It is part of Poole Town ward. ²

The indices of deprivation are based on income; employment; health and disability; education, skills and training; barriers to housing and services; living environment and crime. Deprivation therefore is a result of environmental factors, socio-economic factors and health factors. The SEA process provides an opportunity to guide the LTP3 towards policies preventing the transportation-related elements of deprivation levels rising but more importantly, to contribute to reducing deprivation levels, this is also clearly linked to access to services which are a significant area of deprivation within Dorset (see section 7.5.4)

² Audit Commission deprived Index of Multiple Deprivation (IDACI) 2007

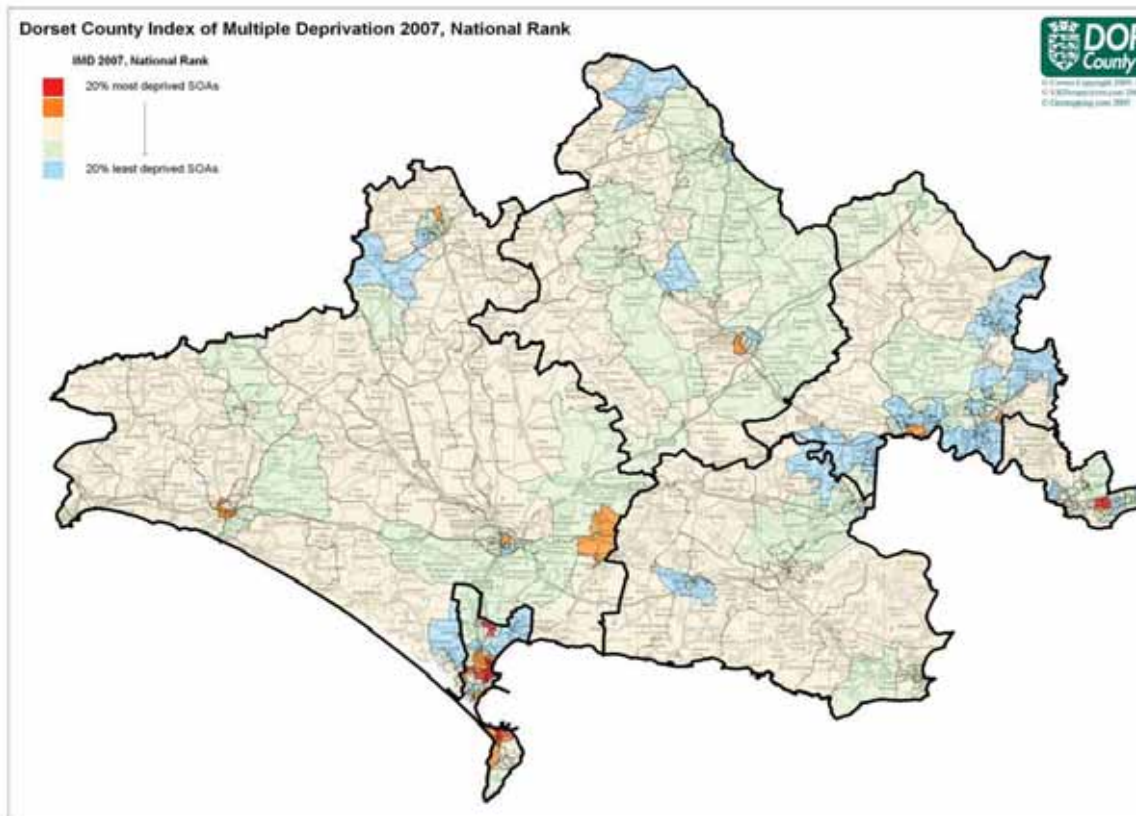


Figure 7-5 Index of Multiple Deprivation Dorset ³

³ Dorset County Council 2007

Indices of Deprivation 2007
Index of Multiple Deprivation in Bournemouth

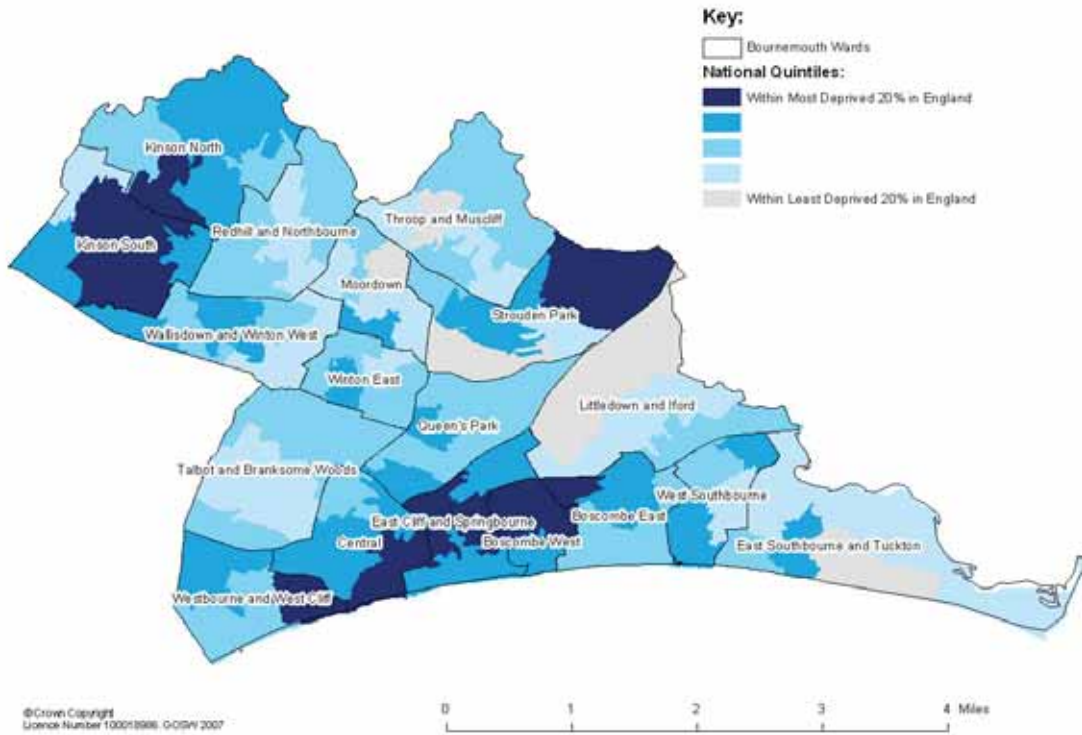


Figure 7-6 Indices of Multiple Deprivation Bournemouth 2007

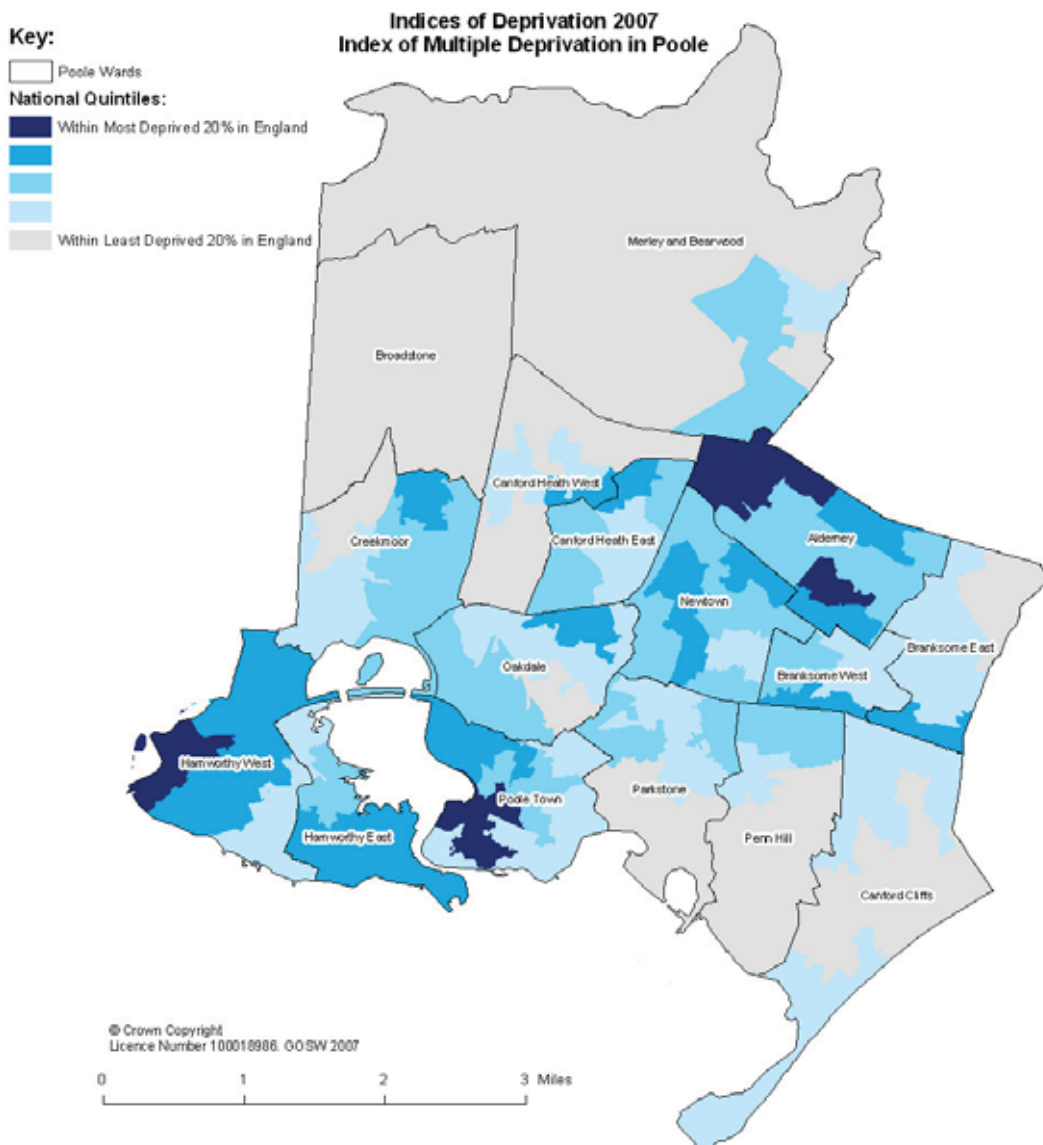


Figure 7-7 Indices of Multiple Deprivation Poole 2007

7.5.4 Access to Services

There are large rural areas within Dorset resulting in access to services being a significant area of deprivation. Dorset has many hospitals within its boundary; however some areas of North and West Dorset are a considerable distance from them. (See Figure 7-8), Seventy four areas are within the top 20% most deprived nationally for this indicator. West Dorset has twenty seven areas in the top 20% most deprived and North Dorset has nineteen. The most deprived area in the County is Halstock in West Dorset which is the 49th most deprived area nationally out of

32,482 followed by Frome Valley in West Dorset and Lydden Vale in North Dorset. Nine areas fall into the top 1% most deprived nationally.



Figure 7-8 Hospitals within Dorset

Figure 7-9 shows how lack of access measured by road distance affects people in Dorset on four fronts, including lack of access to:

- supermarket or convenience store
- GP surgeries
- primary schools
- post offices.

This shows that access to services and affordable housing is a significant challenge in Dorset, and is a priority for the health service and local authority partners, as reflected in the Local Area Agreements for each authority.

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

There are estimated to be:

- 10,000 16-24 year olds living in areas of severe access deprivation identified by IMD 2004

- 23,000 older people (65+ years old)
- 18,000 people with a limiting long term illness
- 4,420 households without a car,
- 5,500 families claiming benefits and nearly 10,000 individual benefit claimants living in areas of severe access deprivation ^{vi}

The LTP must ensure equality in access to services is considered within the LTP area. The SEA process provides an opportunity to contribute to reducing deprivation levels.

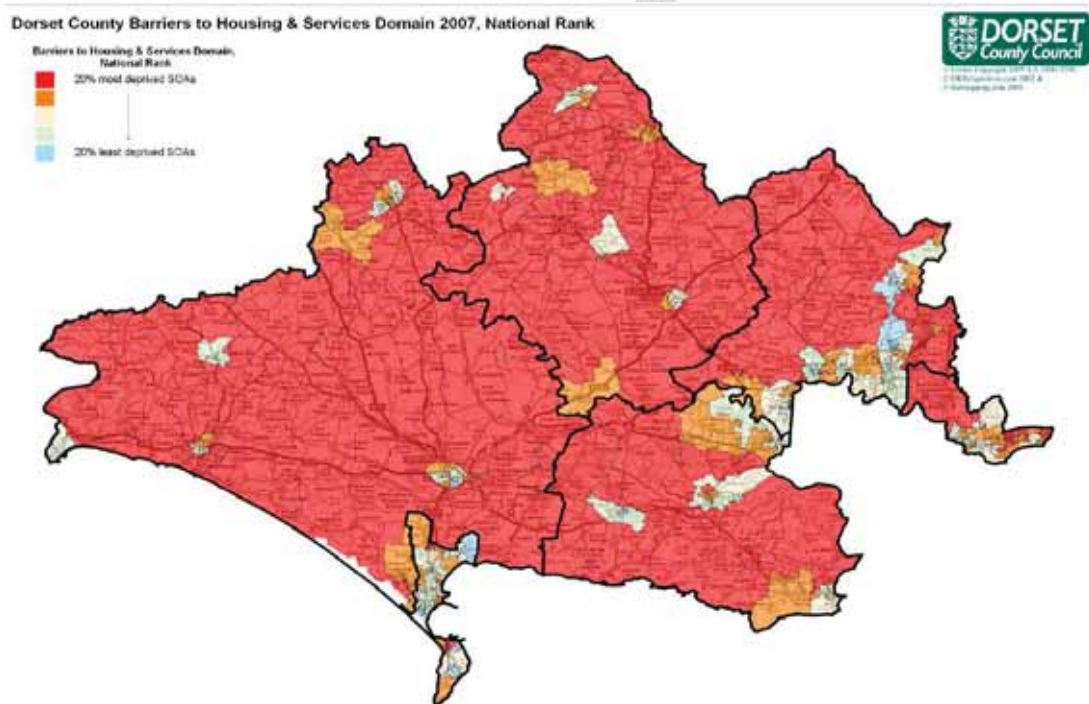


Figure 7-9 Barriers to access to services 3

7.5.5 Crime Statistics

Crime in the Dorset County Council (DCC) Dorset area overall remains low compared to many parts of the country, and significantly lower than national average figures. In 2007/08, the rate of total recorded crime (per 1,000 head of population) in DCC Dorset was over one-third lower than the figure for England and Wales and well below the rate for the South West Region overall. Across the local authority areas within DCC Dorset there are significant variations in crime levels, however East Dorset, with approximately 40 crimes per 1,000 populations in 2007/08, has one of the lowest rates of crime of any local authority area in England and Wales. Conversely, the rate of crime in Weymouth and Portland, a more heavily urbanised

area with a busy commercial core and buoyant night-time economy, is slightly higher than the national average figure. However, even though crime rate is considerably lower than many areas within the UK, residents in many areas have a serious concern about crime.

7.5.6 Noise

In accordance with the Environmental Noise (England) Regulations 2006, strategic noise maps for England have been produced on behalf of the Secretary of State estimating noise levels from the following sources:

- Major Roads - roads with more than 6 million vehicle passages annually;
- Major Railways - railways with more than 60,000 train passages annually;
- Major Airports - airports with more than 50,000 aircraft movements annually (except for training on light aircraft): and
- First Round Agglomerations - urban areas (with populations greater than 250,000 and a certain population density), taking into account the above sources and additionally other roads, railways, aircraft movements and industrial premises.⁴

Within Dorset, noise is mapped for the area surrounding Bournemouth airport and the results show that 32,400 people are impacted by noise levels of 55-59Db, 13,200 people 60-64dB and 2300 people 65.-69dB during the day time. Night time results show that 17,500 people are impacted by 55-59Db, 3700 people 60-64Db and 100 people 65-69dB.

Currently noise is not mapped for any roads or railways within Dorset; however it is likely that residents are impacted by noise from the major roads as these pass by several small towns and villages. (Figure 7-10) By introducing sustainable transport initiatives and reducing car dependency traffic noise could be reduced on all major roads throughout Dorset.

7.6 Transport

7.6.1 South East Dorset Multi Modal Transport Study (SEDMMS)

The purpose of the study is to develop the long term transport strategy for the SE Dorset area. This will include identifying major road/ transport infrastructure improvements that would be required to facilitate the future growth agenda emanating out of the Regional Spatial Strategy (RSS). An up-to-date, multi-modal, transport model is required to undertake the technical work necessary to assess the impacts of major transport projects such as the A31 to Poole link, Airport and Port access improvements and improvements on Bus Showcase Corridors and “Smarter

⁴ Defra 2009

Choices” measures aimed at reducing car use and making more efficient use of the existing transport network. SEDMMTS will meet the DfT requirements for Government funding of transport schemes. It is estimated that the transport improvements required in SE Dorset may cost in the region of £400M. The results are not available at the time of writing this Scoping Report however the study results will be used to inform the SEA through the option/alternative appraisal process.

7.6.2 *Roads*

Although Dorset does not have any motorways within the County boundaries there are two trunk road corridors running east-west through the County. In the north, the A303 London to Exeter and Cornwall road briefly enters the County, though for most of its route it is north of the borders within Somerset and Wiltshire. Further south, the A31, a continuation of the M27 motorway from Hampshire, serves as a northern bypass for the South East Dorset conurbation, merging into the A35 to continue west through the County, serving Dorchester and Bridport via bypasses.

There are also several primary routes/roads that run through the County. (See Figure 7-10) These are:

- A338, Bournemouth spur road, and through route to Salisbury.
- A35, from its split from the A31 trunk road, east through Poole, Bournemouth and Christchurch.
- A350, Poole spur road, and through route to the A303 through Poole, via Blandford Forum and Shaftesbury.
- A354, from Weymouth and Portland to Salisbury, via Dorchester and Blandford Forum.
- A37, from Dorchester to Yeovil and Bristol.

These roads within Dorset carry heavy flows of traffic, including substantial numbers of daily commuters, and heavy additional flows in holiday periods. The location of the roads which run through or beside some of the main towns and villages, results in environmental problems, severance and congestion.

There are 2 Local Air Quality Management Areas (LAQMA) within Dorset County at Dorchester and Chideock See section 7.10 for further details.

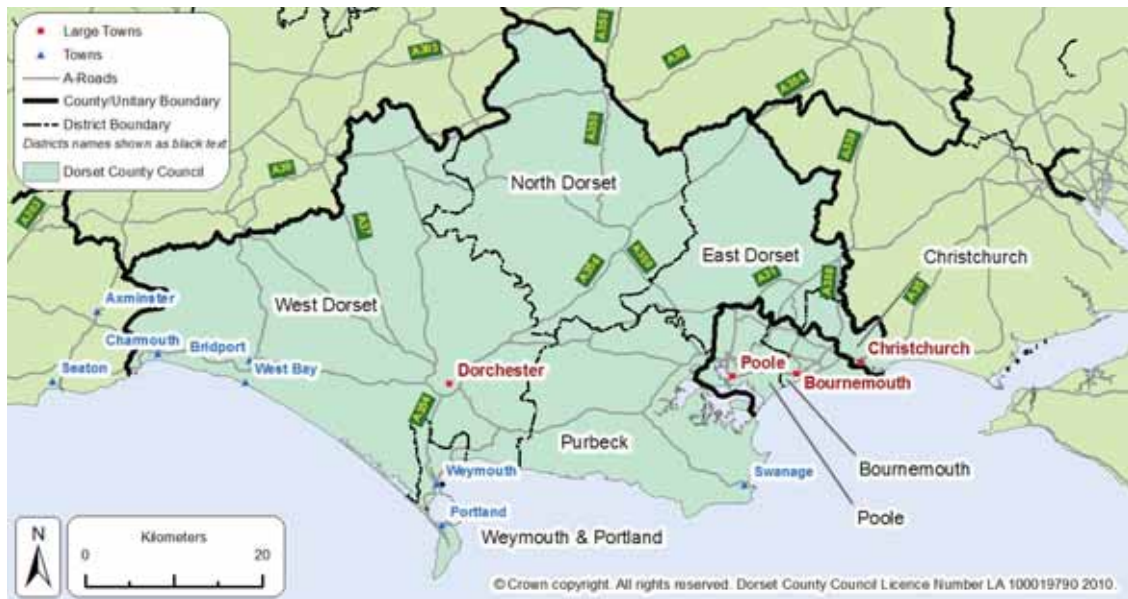


Figure 7-10 A roads

7.6.3 Traffic Accidents

Traffic accidents are decreasing in line with government targets throughout Dorset, Killed or Seriously Injured (KSI) were 219 in 2006 this has reduced to 110 in 2008. Accidents are higher among people aged between 19yrs and 25 yrs and people over the age of 60yrs.

Bournemouth KSI Casualties were high at 417 in 2008, of these Child (0-15) casualty numbers were 358. 14% of all accidents involved pedestrians and 15% involved cyclists

Poole was the best performing local highway authority in the SW region in 2007/08. The number of casualties in Poole totalled 563 in 2008, of which 500 were slight injuries and 63 were KSI's. A total of 48 injuries (8.5%) were child injuries (0-15 age group).

7.6.4 Travel to Work Areas

Travel to Work Areas are defined by the Office for National Statistics using census data for commuting between wards, based on the different locations of individuals' home and work addresses. A Travel to Work Area is a collection of wards for which "of the resident economically active population, at least 75% actually work in the area, and also, that of everyone working in the area, at least 75% actually live in the area" (See Figure 7-11) shows where most people are likely to commute to work and the number of bus stops along the routes.

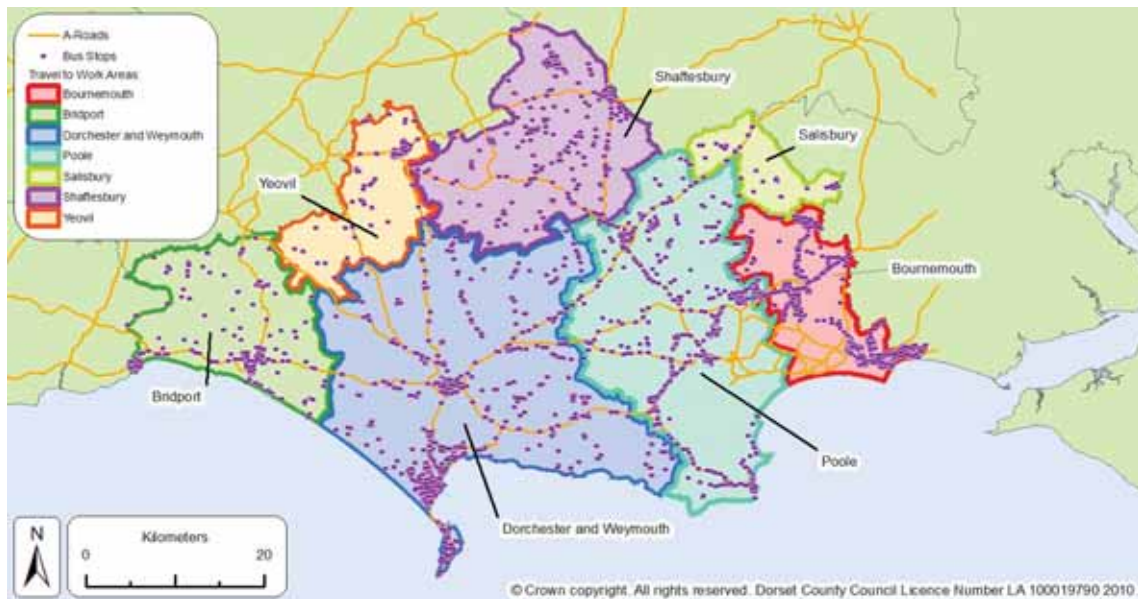


Figure 7-11 Travel to Work Areas & Bus Stops

The Travel to Work Map identifies the towns within Dorset that offer more employment opportunities and the catchment area that people are most likely to commute from. Dorchester and Weymouth within West Dorset have the largest catchment area for employees attracting people from Purbeck and North Dorset. The map also highlights the lack of bus stops within this catchment. Poole and Bournemouth have a large catchment area (equivalent to the defined South East Dorset conurbation area). The public transport network is more comprehensive and defined in this area, particularly along principal routes. However, some of the more peripheral parts of the conurbation do not have direct services.

The Travel to Work map does not show the bus stops within Bournemouth and Poole themselves but does show the bus stops in the surrounding areas, so it is still possible to identify the areas lacking in bus stops. North Dorset, East Dorset and parts of West Dorset are poorly served by public transport. Due to the location of bus stops in East Dorset only 41% of residents are able to walk to a bus stop which is served hourly or more frequently, in North Dorset the amount is 66%.

There are no railways in East Dorset (Figure 7-12) and bus services are sporadic, with many suburban and rural areas having no service at all. The Districts have a low population density, however due to the lack of transport alternatives there is consequently a high level of car ownership in the UK and a high percentage of people use their cars to travel to work, even though very few people commute distances over 20km.

Car ownership rose by 26% between 1991 and 2001 and traffic growth has risen by between 40% – 67% in all areas within Dorset in the last 16yrs.

7.6.5 Trains

Dorset has three main train lines serving the County; (Figure 7-12) the routes are as follows:

London - Weymouth South West Trains - London Waterloo - Southampton - Christchurch - Pokesdown - Bournemouth - Branksome - Parkstone - Poole - Hamworthy - Holton Heath - Wareham - Wool - Moreton - Dorchester - Upwey - Weymouth Monday - Saturday 2 trains per hour, Sundays hourly service.

London - Exeter South West Trains - London Waterloo - Salisbury - Gillingham - Templecombe - Sherborne - Yeovil Junction - Crewkerne - Axminster - Exeter 1 hourly service (London-Yeovil section) Daily

Bristol - Weymouth First Great Western - Bristol - Bath - Yeovil Pen Mill - Thornford - Yetminster - Chetnole - Maiden Newton - Dorchester West - Upwey - Weymouth 8-9 journeys Mon - Sat / 4-6 journey Sun (reduced in Winter)⁵

There are good train routes through from Christchurch though to Bournemouth, Poole and Weymouth, and from Weymouth through to Dorchester to North West Dorset and across the top of Dorset from Salisbury to Yeovil (although this line has few stations). The middle of the County has no train lines at all and this combined with a weak bus route creates problems of accessibility for those without access to a car.

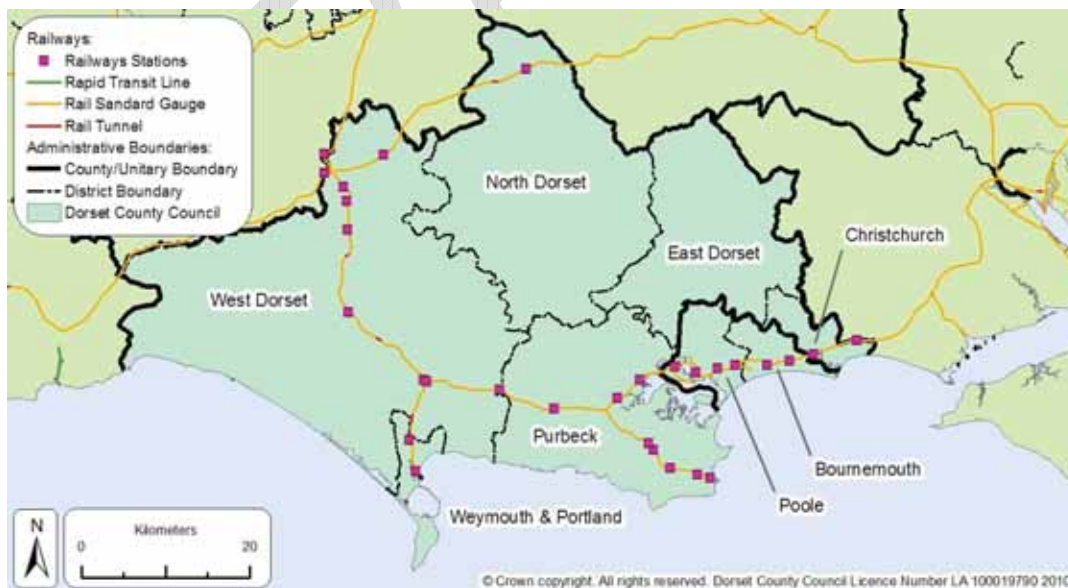


Figure 7-12 Railway Lines and Stations in Dorset

⁵ Dorset County Council 2009

7.6.6 **Cycling**

Cycling and walking to work data are not available within North and East Dorset districts. Cycling and walking is higher than the average of 15% in the Southwest region. Within the remaining areas in Dorset walking and cycling is high due to the fact that many people work locally, with the exception of Christchurch (12%), this maybe due to the fact that a lot of people commute to Bournemouth.

Comment [Ahw1]: Cycling data to be inserted
Comment [n2]: Should probably include walking aswell

The Bournemouth Cycling and Walking Study was carried out in 2008. This document contains a detailed account of responses to questions regarding cycling and walking in Bournemouth. The data collection largely focuses on employees, as the survey aimed to identify the deterrents to walking and cycling. The findings of this study will be used to inform any future appraisal of options/alternatives within the Bournemouth and should be used to inform the development of the Joint LTP3.

There is currently no cycle map that covers the whole of the Dorset County; there are various tourist related cycling routes available for each District and Borough. Although these are very informative they are more focused towards recreational cycling and not for daily commuting. Poole and Bournemouth Borough Councils have cycling maps available for the town centres and the surrounding areas; these include cycle ways, and cycle paths. There are over 500 stands for cycle parking in the Borough of Poole as well as 44 free Bykebins in the town centre.

Due to the landscape AONB Dorset is an attractive location for recreational cycling and many tourists who visit the area could be encouraged to arrive by train with their bikes or hire them when they arrive. The lack of train connectivity throughout Dorset may limit many cyclists to arriving in more urban areas and exclude central Dorset to the more adventurous cyclist only. This could be over come if bus transportation was improved to the more remote areas and if cycling hire was available on arrival. This may be out of the remit of the LTP3, however improved accessibility could lead to a greater need for cycle hire.

7.6.7 *Park and Rides*

Information of P&R to be added

7.6.8 *Water Transport*

The Dorset and East Devon Waterborne Transport Study was completed in September 2009. This scoping study underlines the need to explore transportation opportunities and seeks to identify how, where and when waterborne passenger transportation could replace car journeys and improve accessibility for coastal communities. At its core, this study provides a high level review of the potential for waterborne passenger transport in terms of the market for it, and supply side issues related to providing it. ^{vii}

The focus is the “Jurassic Coast” - defined as Studland to Exmouth (excluding the Exe Estuary). However, this sits firmly in the context of the wider coastal region from Torbay to Christchurch Bay (the “Study Coast”), and it was determined at an early stage to widen the scope to consider the influence of this where sensible.

‘The Study concluded that there are a number of barriers associated with implementing wider use of waterborne transport, however overall an immediate and significant change in attitude by stakeholders, is needed. A very rough hypothesis is that water based passenger services might remove at least 1,000 car journeys per day from Jurassic Coast coastal roads in summer in the short-term (say 5 to 10 years) ⁶. This would be about a 2.5% reduction in overall flows (total c.40,000 annual average daily traffic). There is potential, however, for much more significant penetration of water passenger transport in the medium and longer term. If water transport accommodated 10% of existing overall flows (i.e. replacing about 4,000 car journeys per day), this would be equivalent to perhaps 10 to 15 years growth in road use.’ **Error! Bookmark not defined.**

Comment [n3]: To be fixed

The findings of the study will be used as evidence for developing the part of the LTP strategy that focuses on visitor management and sustainable tourism.

7.6.9 *Bournemouth Airport*

Bournemouth Airport is located in Christchurch Borough, about 10 minutes drive from the town centre about 10 minutes drive from the town centre. It is one of the fastest growing regional airports in the country with passenger numbers exceeding one million in 2006. (Manchester Airport Group) In 2004, it handled 11,300 tons of freight and mail, an increase of 10% from the previous year. Total aircraft movements were 81,000 in 2004 (Dorset Data Book 2007). Scheduled and charter flights are available primarily to European destinations and operators include: Airtours, Jet2, Palmair, Ryanair, Thomson, Thomsonfly and Unijet. Bournemouth Airport is predicted to expand in terms of the numbers of flights. Additionally, land adjacent to the Airport is identified as a strategic employment site, to meet the needs of the wider conurbation. Access to the site is currently congested and whilst there is a bus service between Bournemouth and the airport for passenger flights, the industrial estate is almost wholly reliant upon private transport. The delivery of these schemes therefore has widespread transport implications and the LTP3 needs to ensure that this is addressed.

7.7 Major Schemes

Major Schemes include all schemes over £5 million. They must be included in the Regional Funding Allocation and must gain approval through the DfT's Major Scheme Business Case process.

⁶ Based on the illustrations of 300 to 400 commuting, plus 500 to 1,000 visiting

The RFA2 Transport Programme includes:

Committed schemes (2009/10 – 2013/14):

- A354 Weymouth Relief Road
- Poole Bridge Regeneration Initiative, PBRI, Core Scheme

Under consideration:

- Weymouth Olympic Transport Package
- A338 Bournemouth Spur Road – major maintenance

Longer term suggested priority list:

- PBRI Town Network and Poole Bridge approaches;
- The SE Dorset ITS (Showcase Corridors) due for 2018 – 2019; this includes:
 - the A3060 Castle Lane Corridor, A3049 Wallisdown Road Corridor and Wimborne Road/Charminster Road Corridor and associated Park and Ride sites at Riverside Avenue, Mannings Heath and New Road.
- A338/B3073 Bournemouth Airport Access and Parley- Cooper Dean

Special Integrated and Structural Maintenance schemes (between £750,000 and £5,000,000) include:

- Tuckton Bridge,
- Pigshoot Bridge and,
- Structural Maintenance works

7.7.1 *Poole Bridge Regeneration Initiative (Twin Sails)*

The Twin Sails: Poole Bridge Initiative (PBRI) Core scheme - the proposed Twin Sails lifting bridge completed all its statutory procedures in 2006, and detailed design was completed in October 2007. Approximately £11m of funding was required from developers in Poole's regeneration area. However with the recession, it was unlikely that the developer funding required would occur in the short term. Therefore, the Council sought other funding and procurement routes and has secured a South West Regional Development Agency (SWRDA) loan of £10m through the Regional Infrastructure Fund (RIF).

7.7.2 *The Weymouth Relief Road*

The Weymouth Relief Road is a single carriageway road linking the A354 Manor Roundabout to the A354 at the top of the Ridgeway Hill. The scheme also includes improvements to Littlemoor Road, between Preston and Littlemoor, the provision of a park and ride facility, new footpaths, cycleways and bridleways and the removal of the existing A354 from the hairpin bend to the top of the Ridgeway Hill. The road will improve access to Weymouth and Portland and improve the reliability of journey times on the A354 between Weymouth and Dorchester.

7.7.3 *2012 Olympic Games*

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

The LA wants to boost the number of people using public transport when travelling to future major sporting and cultural events. For those travelling by road to the Games viewing areas in Weymouth, there will be some special park-and-ride schemes that will allow spectators to park their car and finish their journey by bus or train.

The Olympic Delivery Authority is currently working with Dorset County Council and Weymouth and Portland Borough Council, together with other stakeholders, on developing a transport package which will include short term measures that will keep vehicle and pedestrian movement flowing in the town and ensure it's 'business as usual' (including recycling collection) plans may include:

- Out of town park and ride sites with shuttle buses taking visitors to the designated spectator viewing areas
- Increased train services to Weymouth from Bristol and London Waterloo
- Increased local bus services, including between Dorchester and Weymouth
- Restricted vehicle access to Portland and Weymouth town centre
- Designated delivery times for shops and other businesses

7.7.4 *South East Dorset Bus Showcase Corridors*

The South East Dorset Bus Showcase Corridors scheme is in the very early stages of development for a potential major scheme bid submission for funding from the Department for Transport. The scheme is intended to achieve the step change in public transport provision in South East Dorset necessary to provide a sustainable future for transport in the conurbation. The major scheme bid is expected to be submitted in 2011, following completion of the South East Dorset Multi Modal model which will be used as the analytical base.

7.8 Soil

7.8.1 Contaminated Land

Comment [Ahw4]: Data to be provided.

Comment [n5]: Atkins would be interested in this analysis when available

7.8.2 Agricultural Classification

Agricultural land classification in Dorset is predominantly Grade 3, there are pockets of Grade 5 these are mainly designated sites such as SSSI, RAMSAR, AONB, NNR, SPA's and SAC's. These sites are protected by European Legislation. (See section 7.2)

7.9 Water

7.9.1 Bathing Water Quality

The Environmental Agency (EA) is responsible for monitoring bathing water quality across England and Wales. Within Dorset County the coastline stretches from Lyme Regis (West Dorset) to Christchurch. The EA's bathing water grading system excellent means the bathing water meets the strict guideline standards and good means the bathing water meets the mandatory standards. In 2009 the bathing water quality remained excellent with the exception of Church Beach Lyme Regis (West Dorset) and Kimmeridge Bay (Purbeck) where throughout 2009 the quality fluctuated from good to excellent. The fluctuating results are due to bacteria, which are likely to have come from sewage works or farming activities.

The high standard of bathing water quality contributes to high levels of tourism in many areas within Dorset. The LTP3 needs to ensure that sustainable transport opportunities are accessible to prevent high levels of congestion tourism hotspots.

7.9.2 River Quality

River quality in Dorset has overall good biological and chemical quality compared to regional river quality. Most areas have above 95% good quality with the exception of Christchurch and West Dorset where good biological quality is lower at 86.8% and 83%. North Dorset has lower than National good chemical quality at 64%. Transport has the potential to impact upon the water quality and drainage of an area through direct and indirect impacts, road pollutants entering watercourses lead to the changes in local hydrology, this can occur through surface water runoff. The LTP3 needs to consider how transport may impact on the river quality.

7.9.3 Flooding

A Strategic Flood Risk Assessment has been carried out for the following Local Authorities: Bournemouth BC, Christchurch BC, East Dorset DC, North Dorset DC and Salisbury BC (see Figure 7-13)

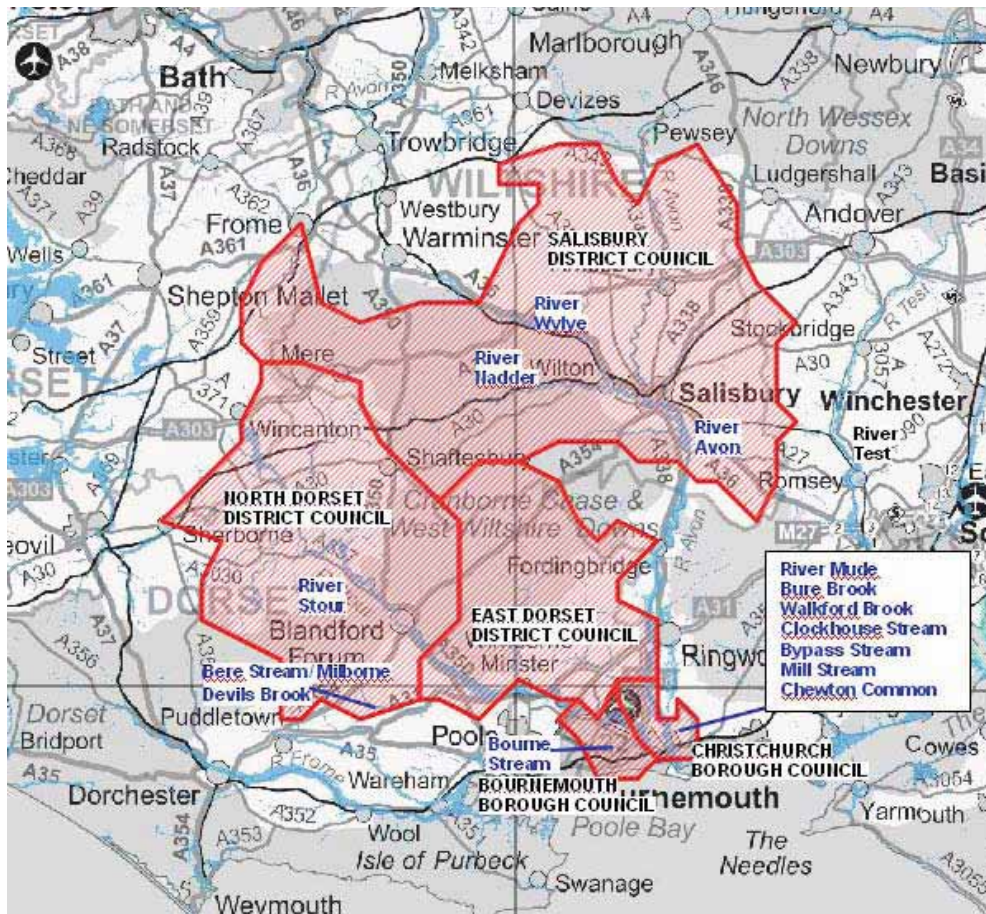


Figure 7-13 SFRA Area Covered⁷

The SFRA assesses all forms of flood risk and has been prepared to provide information and advice in relation to land allocations and development control.

The purpose of the SFRA is to:

- Inform SA/SEA so that flood risk is taken into account when considering options in the preparation of strategic land use policies
- Propose appropriate policy recommendations for the management of flood risk within Local Development Documents
- Determine the acceptability of flood risk in relation to emergency planning capability

⁷ Bournemouth, Christchurch, East Dorset, North Dorset and Salisbury SFRA Strategic Flood Risk Assessment - Level 1 Executive Halcrow Group Limited 2008

- Identify the level of detail required for future site-specific Flood Risk Assessments (FRAs) that support planning applications

Government's Planning Policy Statement PPS25 recommends that Local Planning Authorities conduct SFRA to contribute to sustainable development within their plans. The joint SFRA covers the catchments of the Avon and Stour rivers, plus a number of smaller streams and other watercourses, and considers flooding from all sources defined by PPS25.

The risk of flooding within the study area arises from river, surface water, groundwater, sewer and coastal flooding. There are 3 major rivers running through Dorset County; the River Frome, the River Stour and the River Avon. The map below Figure 7-14 shows the areas most at risk of flooding within the area, several major roads are likely to be impacted, and these include the A 338 through Christchurch, A350 through Blandford, the A352 through Wareham and the A35 near Dorchester.

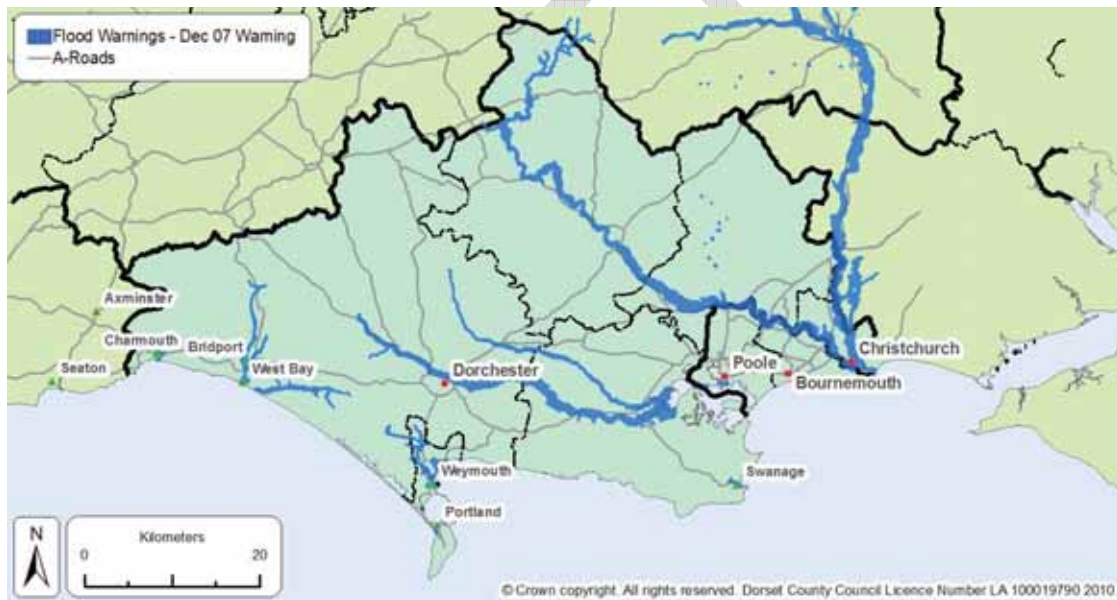


Figure 7-14 Flood Warnings

The SEA will use the information provided within the SRFA when appraising the options/alternatives within the LTP3 to ensure that impact of flood risk is mitigated against.

A SFRA has not been undertaken for West Dorset or Weymouth and Portland, both are at risk of coastal flooding, Charmouth (West Dorset) and Portland have only one access road, the Joint LTP3 access to and from these towns in the case of severe storms.

A Poole and Christchurch Bays Shoreline Management Plan - Hurst Spit to Durlston head^{viii} has been developed on behalf of Bournemouth Borough Council, the

purpose of The Shoreline Management Plan (SMP2) is to provide a large-scale assessment of the risks associated with coastal evolution and presents a policy framework to address these risks. The plan provides both a broad scale assessment of these risks but also quite specific advice to operating authorities in their management of defences. The LTP3 will need to address any issues raised by the SMP2

7.10 Air

7.10.1 Air Quality Management

Local authorities have statutory duties for local air quality management (LAQM) under the Environment Act 1995. They are required to carry out regular reviews and assessments of air quality in their area against standards and objectives prescribed in regulations for the purpose of local air quality management. If there are areas where these objectives are not being achieved, authorities must designate air quality management areas (AQMA), this involves preparing and implementing remedial action plans to tackle the problem.

Comment [n6]: Think a map of the AQMA's is needed

West Dorset District Council (WDDC) has undertaken a further assessment of air quality in Chideock as part of its duty under the Environmental Act 1995. This report follows on from the detailed assessment for nitrogen dioxide completed in 2006 that led to the designation of the air quality management area in Chideock in May 2007. The high level of HGV traffic passing through Chideock combined with the local topography is responsible for the high levels of nitrogen oxide. The LTP3 will need to consider how the plan can address these issues.

Following monitoring West Dorset District Council is to declare High East Street in Dorchester an Air Quality Management Area (AQMA). The district council has been monitoring the air quality in the district and has found that the air pollution levels in the area are too high due to nitrogen dioxide from traffic. The designation means that pollution levels will be monitored in more detail and an action plan to improve air quality in the area will be drawn up.

The most recent assessment of air quality in Bournemouth was submitted to DEFRA in December 2005. This report looked at areas where there was concern that the nitrogen dioxide objective would not be met. The report highlighted three separate areas of concern, these being Wimborne Road, Winton, Castle Lane West and the Junction of Columbia Road/Kinson Road. Modelling of pollutant levels was carried out and it was found that only one area was likely to exceed the AQ Objective, this being Wimborne Road. DEFRA considered the report and an AQMA Order has been made covering the stretch of Wimborne Road between the Bryanstone Road and the Calvin Road junctions.^{ix}

Comment [n7]: CHECK – this has been revoked I think

The LTP3 needs to address the pollution related transport issues identified within Dorset and consideration needs to be given to providing alternative routes for HGV's. Improvements to alternative sustainable modes of transport should also be considered within the South East Dorset area to reduce road traffic during peak

periods. Furthermore, the LTP may consider the promotion of newer, less polluting vehicle technologies.

7.11 Material Assets

7.11.1 Waste

The table below show the amount of municipal waste arisings in Bournemouth and Poole and Dorset CC (excluding Bournemouth and Poole), this data is based on 2004/2005 data. Waste needs to be transported in the County, either to recycling facilities or to landfill, regular collections are required and the transport infrastructure needs to exist to ensure that an efficient service is provided.

Comment [Ahw8]: 2008/09 data required. sand , aggregates, stone

Dorset

	Composted	Recycled	Landfilled	Total Arisings
2004/05	26,453 (11.7%)	58,407 (25.9%)	140,535 (62.4%)	225,395
2005/06	31,005 (13.8%)	59,551 (26.6%)	133,378 (59.6%)	223,934

Bournemouth

	Composted	Recycled	Landfilled	Total Arisings
2004/05	5,759 (5.3%)	18,260 (16.9%)	84,030 (77.8%)	108,049
2005/05	4,254 (4.2%)	20,731 (20.3%)	77,301 (75.5%)	102,286

Poole

	Composted	Recycled	Landfilled	Total Arisings
2004/05	5,295 (5.7%)	13,461 (14.5%)	74,065 (79.8%)	92,821
2005/05	5,273 (5.5%)	17,121 (17.8%)	73,959 (76.7%)	96,353

7.11.2 Housing and Homes

The issues of affordable housing will be addressed by the Local Planning Authorities, Local Development Framework Core Strategies and Site Allocations Development Plan Documents (DPD). Within these DPD's new housing locations will be identified as will new employment sites, it is essential that the LTP3 is integrated with the LDFs to ensure that development is located in locations accessible by sustainable modes of travel.

The LTP3 must ensure access to services is a high priority for new housing development within Dorset, the SEA process provides an opportunity to ensure that these issues are fully addressed at the option/alternatives appraisal stage.

7.12 Economic

7.12.1 Employment

The population structure of the Dorset sub region (including Bournemouth and Poole) (section 7.4) show that Dorset has a higher than the national average of persons of retirement age, therefore the percentage of persons of working age in Dorset is only 57% of the total population. The economic activity rate of those of working age is 80.3 % which is higher than the national average of 78.5%.

7.12.2 Benefit Claimants

The percentage of those people of working age who claim unemployment benefits for the Dorset sub region is 2.6% was lower than the national average at 4.2% in 2008. The highest unemployment claimants in the County were in Bournemouth at 3.9% of the working age population in 2008.

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

This equates to an increase of 10.4%. The number and percentage of households claiming benefit is now the highest it has been since recording in Dorset first began. The Benefit population in Dorset now stands at 55,138 (13.58%). The percentage of older people receiving benefit however has remained virtually unchanged with a rise of just 0.01% in the last 2 yrs.

The majority of the increase has come from working age households a rise of almost 2,500 households. This could well be a consequence of rising contraction in the economy over the past year. There has also been a rise (2.45%) in the number of under 20s living in households dependent on benefits. The characteristic of households claiming benefit has therefore altered somewhat since last year with pensioners as a whole accounting for 4% less than in 2008 and working age households 4% more.

When comparing the benefit claimants, lack of access to services and the Indices of multiple deprivation super output areas statistics in the LTP area, Bournemouth, Weymouth and Portland score higher and therefore worse than all other Boroughs' and Districts, the LTP3 needs to ensure that access to employment and education opportunities is improved and affordable.

7.12.3 Employment Types

Employment in Dorset is largely based in the service sector at 27% Weymouth and Portland and Bournemouth have the largest reliance. 6% of employment for Dorset sub region is leisure and tourism which is higher than the national average of 4%.

12% of employment contributes to the manufacturing industry of which the highest percentages are for Christchurch, North Dorset, Purbeck and East Dorset. Bournemouth has the highest rate of knowledge based employment in the County at 27% higher than the national average of 24%.

Agricultural employment in Dorset sub region is 2% which is higher than the national average of 0.7%. West Dorset has the highest agricultural workforce at 43.2%, followed by North Dorset at 27.6% and Purbeck at 12%, this has shown a slight decrease since 2007.

7.12.4 *Earnings*

In Dorset, residence based earnings (earnings of people who live in the area but don't work in the area) are higher than work based earnings (people who live and work in the area) this is due to people living in Dorset and commuting for work outside the area. Within Dorset (excluding Bournemouth and Poole) the GVA per resident is below the national average as results of the population structure and the commuting patterns. Bournemouth and Poole GVA per resident is higher than the South West but lower than the national average. Any sustainable transport initiatives should aim to be affordable to everyone.

7.12.5 *Tourism*

An estimated 45, 509 people are directly and indirectly employed in tourism in Dorset. ^x This includes employees in: restaurants, snack bars, cafes, public houses, bars, licensed clubs, hotel trade, other short stay accommodation, libraries, museums, art galleries, sport / recreational services, travel agencies and tour operators, this also directly links with education needs. The Dorset sub region receives 16.3 million night visitors per yr and 13.7 Million day visitors per yr. Bournemouth receives the most visitors at 4.6m per yr and tourism spend is estimated at £1,420.1m / yr. ^{xi}

- "Dorset's key domestic markets are London and the Southeast, the East and West Midlands.
- Dorset's principal overseas markets are Australia and New Zealand, America and Canada, Switzerland, Germany, France and the Netherlands.
- Most day visitors to the County come from within Dorset itself, Hampshire, Wiltshire, Somerset, Bristol and Avon.
- Visitors stay an average of 7 nights in Dorset.
- 78% of visitors used their car to travel to Dorset during the main season.
- Dorset's visitor age profile has greater proportions in the 35-54 age groups and noticeably fewer visitors aged between 16 and 24.
- Family groups with children account for 29% of visitors. Adult couples (i.e. two adults, no children) account for 51% of visitors
- 39% of tourist's main reasons for visiting Dorset was given "visited the area before and liked it".

- Visitors to Dorset tend to mainly be "Professional" and "Craft and Related" occupational groupings or are retired.”⁸

7.12.6 Jurassic Coast

The Jurassic Coast is a major leisure destination, (See Figure 7-15) spending related to this supports about 48,000 jobs across the areas identified, and this has a significant economic impact. Based on 2007 data, 5 million trips are made by staying visitors, generating 21 million bed nights. In terms of spend, the total value was estimated at £1.8 billion in 2007, of which some £450 million (25%) was spent on “travel” and “attractions / entertainment”.

An Economic, Social and Cultural Impact Study of the Jurassic Coast, 2008, concluded “that 5 million leisure visits were made to the Jurassic Coast to include Purbeck, West Dorset, Weymouth and East Devon, (about 50% of the total for the four areas neighbouring the Jurassic Coast.) The combined spending on travel and attractions / entertainment for the Jurassic Coast can thus be estimated at over £100 million.”^{xii}

Whilst the visitors themselves bring economic benefits, their reliance on road-based access (mainly by car), has a significant impact on landscape, communities, air quality, and damage to the historic environment in villages. This huge seasonal influx of visitors must have a dramatic impact on the existing road network the table below shows the average daily traffic on roads accessing the Jurassic Coast.

Table 7-1 Annual Average Daily Traffic on roads accessing the Jurassic Coast - August Flows (Source Dorset County Council 2007)

SITE No.	ROAD No.	LOCATION	AADF (Annual Average Daily Traffic)							Percentage Growth Since							
			1983	1990	94-98 Average	2000	2003	2006	2007	2003	2000	1996	1990	1983			
<small>Sites in italics indicate sites not monitored every year, but on a three year cycle. Unobserved flows estimated from similar or adjacent counts.</small>													4	7	11	17	24
<small>GROUP 23 - SUMMARY OF FLOWS ON ROADS ACCESSING JURASSIC COAST - AUGUST FLOWS</small>													Years	Years	Years	Years	Years
17	A3052	WEST OF LYME REGIS	1,600	3,100	3,380	3,600	3,490	3,400	3,300	-3%	-8%	1%	10%	113%			
18	A3052	EAST OF LYME REGIS	3,400	3,700	4,460	4,600	4,890	4,900	4,800	0%	4%	10%	32%	44%			
308	B3157	EAST OF BRIDPORT	2,800	5,800	5,800	6,200	7,000	7,300	7,100	4%	15%	25%	26%	161%			
310	B3157	CHICKERELL	2,900	5,100	4,960	5,000	5,900	6,100	6,500	3%	30%	23%	20%	110%			
353	B3351	REMPSTONE	1,000	1,600	1,860	2,100	2,200	2,500	2,500	14%	19%	34%	56%	150%			
359	A351	EAST OF CORFE CASTLE	4,500	6,400	7,260	7,400	7,500	8,000	8,100	7%	9%	10%	25%	78%			
846	B3070	WEST LULWORTH	n/a	n/a	n/a	1,200	2,000	1,800	1,900	-10%	58%	N/A	N/A	N/A			
1933		STUDLAND FERRY ROAD	n/a	n/a	n/a	n/a	2,500	2,900	3,200	16%	N/A	N/A	N/A	N/A			
OVERALL FLOWS/GROWTH AT SELECTED SITES since 1983			11,200	18,900	19,940	20,700	22,600	23,900	24,200	6%	17%	21%	28%	116%			
OVERALL FLOWS/GROWTH AT ALL SITES since 2003							35,480	36,900	37,400	4%	N/A	N/A	N/A	N/A			

7.13 Climate

Carbon dioxide (CO₂) is the main greenhouse gas, accounting for about 85% of the total UK greenhouse gas emissions in 2007, the latest year for which final results are

⁸ Dorset Visitor Survey 1999-2000.

available. In 2008, UK net emissions of CO₂ were provisionally estimated to be 531.8 million tonnes. This was 2% lower than the 2007 figure of 542.6 million tonnes - resulting from fuel switching from coal to natural gas for electricity generation, combined with lower fossil fuel consumption by industry and in road transport (Defra, 2009).

Some of the potential impacts of climate change may be:

- hotter and drier summers
- longer growing season for plants
- wetter winters
- more extreme weather events like prolonged drought, intense storms and flooding.

“4,783 kt of end user CO₂ emissions were released in Dorset in 2006, a 0.9% (42 kt) increase on the 4,741 kt released in 2005.

Emissions by sector:

- 39% (1,878 kt) came from domestic sources
- 36% (1,710 kt) came from industrial and commercial sources
- **24% (1,167 kt) came from road transport**
- 1% (28 kt) came from land use, land use change and forestry “⁹

In 2006, total emissions were highest in Poole, which accounted for 20% (959 kt) of the County total, and the lowest emissions were in East Dorset with 6% (290 kt).

Most local authorities in Dorset showed little change in their total emissions between 2005 and 2006, with the exception of East Dorset which almost halved and Christchurch which almost doubled:

- East Dorset - decrease by 50% (295 kt)
- Purbeck - no change
- Christchurch - increase by 101% (291 kt)
- Weymouth & Portland - increase by 0.3% (1 kt)

⁹ South West Observatory 2009

- North Dorset - increase by 2% (10 kt)
- West Dorset - increase by 1% (9 kt)
- Bournemouth - increase by 0.8% (7 kt)
- Poole - increase by 2% (17 kt)

A total of 6.82 tonnes of CO₂ were released per capita in Dorset in 2006, 1% higher than the 6.75 tonnes for 2005. However, this was still 18% (1.45 tonnes) lower than the South West average.

With 9.53 tonnes per capita, emissions were highest in Purbeck - 40% (2.71 tonnes) higher than the Dorset average and 15% (1.26 tonnes) higher than the South West average. The lowest per capita emissions were found in Weymouth and Portland with 4.72 tonnes - 31% (2.1 tonnes) lower than the Dorset average and 43% (3.55 tonnes) lower than the South West average.

All local authorities showed little change in their per capita emissions between 2005 and 2006, the most significant increase being in Christchurch and the largest decrease in East Dorset:

- East Dorset - decrease 6% (0.42 tonnes)
- Purbeck - decrease 0.2% (0.02 tonnes)
- Weymouth & Portland - no change
- Bournemouth - increase 2% (0.13 tonnes)
- Christchurch - increase 7% (0.42 tonnes)
- North Dorset - increase 0.4% (0.03 tonnes)
- Poole - increase 2% (0.13 tonnes)
- West Dorset - increase 0.7% (0.06 tonnes)

The change in CO₂ emissions can be due to many reasons for example change in population density, change in population structure.

Road transport is responsible for 24% of the total of all CO₂ emissions in Dorset, therefore the LTP3 strategy will need to aim to ensure that opportunities are taken to reduce the CO₂ emissions from transport use. All elements of the strategy will need to be carefully considered in terms of their likely impact on CO₂ emissions. Tackling climate change through reducing carbon emissions is one of the DaSTS goals and therefore the LTP will need to demonstrate how it will contribute to achieving this

goal. The SEA process provides an opportunity not only to prevent CO₂ emissions levels rising but more importantly, to contribute to reducing CO₂ emissions. .

7.14 *Climate Change Implications for Dorset*

Climate change will have unavoidable direct effects on Dorset's wildlife as conditions could significantly and have a direct affect their range, preferred habitats and behaviour. Habitats which are dependent on the Dorset coasts and wetlands are particularly at risk, with the prospects of sea level rise and longer summer droughts. Extreme weather of all types affects all habitats, for example increased storminess could damage coastal and marine habitats as well as the more obvious trees and woodlands. The projected changes suggest that many species will need to disperse to survive and many of these will find dispersal difficult unless action is taken at multiple scales to address habitat fragmentation.¹⁰ Dorset has a number of protected habitats and species see section 7.2

Two well-known species that are predicted to be affected detrimentally by climate change in Dorset are the Song Thrush and the Stag Beetle. "For the Song Thrush, the projected hotter, drier summers will reduce the numbers of slugs and snails that it feeds on and reduce survival rates. Significant loss of suitable climatic conditions is expected in Dorset and this now ubiquitous species may become scarce in the County in the future."¹⁰

Dorset has a 'hot spot' for Stag Beetles in the south east of the County particularly in and around Bournemouth, with few records found elsewhere. Adult beetles, although able to fly, do not disperse long distances, if a southern European climate develops in Dorset, as projected by some forecasts, then the Stag Beetle's presence in the County may be lost.¹⁰

7.14.1 *Climate Change & Health*

While the UK national assessment acknowledged the uncertainties surrounding predictions of likely effects of climate change, it identified a number of potential health impacts by the 2050s, these include:

Extremes of temperature, most at risk groups are the elderly, Dorset has a higher than average number of inhabitants over the age of 60yrs and this is expected to increase. Flooding – it is predicted that there will be an increased frequency of severe coastal and river floods, both of which can have severe impacts on health. Analysis of more recent river flooding in the UK shows that mental health problems are the most important health impact among flood victims due to experience of personal and economic loss and stress^{xiii}; UV exposure and Vector-borne diseases.

Climate change and its impact on health may put additional strain on the UK health care system, it is also widely acknowledged that the health impacts of climate

¹⁰ Dorset Wildlife Trust 2009

change can be minimised by building climate change considerations into the UK's health and social care infrastructure. Targeting improvements in health and social services at the most at risk groups – for example by improving social services for elderly people homes – may also help to reduce the potential health impacts of climate change. Such initiatives could form part of a more holistic risk management approach to climate change issues, it is important that the LTP3 considers how access to these services may be improved.

7.14.2 *Transport and Infrastructure*

There are no coastal roads in Dorset, however all built structures such as bridges, promenades, pylons, roads and railway lines will become more vulnerable to higher winds, flooding, storm events and soil moistures changes. Damage to rural roads and overloading of sewers may also become more commonplace.

“The coastal villages and towns are easily cut off during storm conditions because most have only one access route in and out of the settlement e.g. Swanage, Ringstead, Charmouth and Portland.

Also;

- the higher winter temperatures should mean less icy roads in winter with the concomitant reduction in ice related road accidents and the need for gritting or salting,
- the Highways Agency and Highways Authorities have considered the issue of increased frequency of intense rainfall events and the need to develop the capability of the carriageway to cope with excess water,
- the rail network within the county is limited anyway and not considered to be at particular risk other than perhaps from an increased risk from land slips,
- air transport (based at Bournemouth Airport) is unlikely to be affected directly.”^{xiv}

7.15 **Cultural Heritage**

There are more than 13,000 listed buildings in Dorset and over 160 conservation areas of varying size and character. Dorchester, Bridport, Sherborne, Lyme Regis, Wareham, Poole, Blandford Forum and Shaftsbury have the highest number of listed buildings, within the County. There are 219 Conservation areas, 1,043 Scheduled Ancient Monuments and 36 Historic Parks and Gardens.

Comment [n9]: Atkins have already done some mapping for SE Dorset

Comment [Ahw10]: Atkins to provide

7.16 *UNESCO World Heritage Sites*

The Dorset and East Devon Coast World Heritage Site is England's first natural World Heritage Site - it is known as The Jurassic Coast. It covers 95 miles of truly stunning coastline from East Devon to Dorset, with rocks recording 185 million years of the Earth's history. As previously noted (see section 7.12.6) the Jurassic coast has a huge seasonal influx of visitors that have a dramatic impact on the existing road

network and access to the Jurassic coast is limited, this must be addressed within the Joint LTP3.



Figure 7-15 Jurassic Coast

8 Task A4: Developing the Strategic Environmental Assessment Framework

The SEA framework provides a method for describing, analysing and comparing the environmental and sustainability effects of plans and policies. A series of SEA objectives has been developed, taking into account the relationship between the LTP3 and the objectives of other plans and programmes, along with the findings of the baseline information review. These objectives will form the basis for the SEA framework within which the evaluation of different LTP3 options/alternatives will be carried out.

These SEA objectives will be sent out for consultation with the statutory bodies and relevant stakeholders to ensure that all relevant plans and programmes have been considered and incorporated into the SEA objectives.

Following consultation, the SEA objectives will be updated and will undergo compatibility testing. Compatibility testing of the proposed SEA Objectives will indicate if the objectives are compatible with each other; the outcome of the compatibility testing does not invalidate the objectives, but identifies areas which may require particular attention when developing policy options in the future.

Proposed indicators for each SEA objective are set out in Table 8-1. These indicators relate to transport related impacts only and it is anticipated that these will be reviewed and revised during the SEA process taking into account comments received during consultation on this scoping report.

Table 8-1 SEA Objectives & Indicators

SEA Objectives	Indicators
SEA Topic Biodiversity, Flora and Fauna	
1. To ensure no harm to biodiversity at designated sites and European protected species	Total area of sites of Special Scientific Interest (SSSI) land
	% area of land designated as SSSI within the local authority area in favourable condition; 2008
	Change in areas designated for their intrinsic environmental value, including sites of international, national, regional, sub-regional or local significance: a) Loss, b) Addition
	Area of land designated as a Local Nature Reserve (LNC)
	Area of land designated as Special Area of Conservation (SAC)
	Area of land designated as Special Protected Area (SPA)
	Area of land designated as Ramsar
	Area of land designated as Site of Nature Conservation

SEA Objectives	Indicators	
	Interest (SNCI)	
2. Enhance general biodiversity and species across Dorset.	% area of land designated as SNCI within the local authority area in favourable condition	
	Number of biodiversity enhancement schemes implemented through transport related activities for example wild-flower planting on roadside verges and street trees	
	Number of biodiversity enhancement schemes implemented through transport related activities to promotes priority species/habitats in Biodiversity Action Plans	
SEA Topic Population & Human Health (includes transport)		
3. Help support communities to maintain facilities for social cohesion and enabling equal access to basic services, amenities, & open space; easily, safely and affordably	% of residents who think that the following aspects of their area are most in need of improving: a) activities for teenagers; b) levels of traffic congestion c) road and pavement repairs d) public transport e) Levels of crime f) sport and leisure facilities; g) level of pollution h) access to nature i) parks and open spaces. J) cultural facilities (for example, cinemas, museums)	
	Area of open space permitted to be converted to other uses specifically transport related	
	Major additional open space land provided in association with other development	
	% of new residential development within 30 minutes public transport time of a: GP, Hospital, Primary School Secondary School	
	% of the resident population travelling 20 km < 30Km work	
	Total road accidents – KS1 Total road accidents – Children Total road accidents – slight injury % of total pedestrian road accident casualties % of total cyclist road accident casualties	
	4. Increase accessibility to sustainable transport for both local residents, tourists and employers	The percentage of the resident population who travel to work: a) by private motor vehicle b) by public transport

SEA Objectives	Indicators
	<p>c) On foot or cycle</p> <p>Total km of new cycle routes during monitoring period</p> <p>Total km of public Rights of Way (RoW) network</p> <p>% of households within walking distance of hourly daytime bus service</p> <p>Total annual average daily traffic on roads accessing the Jurassic Coast august flow 2007</p> <p>Estimated traffic flows for all vehicle types (million vehicle km)</p> <p>Percentage of new holiday accommodation and attractions within 800m of a public transport route</p> <p>Number of additional bus services for all rural areas</p> <p>Number of visitor numbers to tourist attractions</p> <p>Number of real time bus stops</p> <p>Number of workplace, school and visitor travel plans submitted as part of planning applications</p> <p>Number of visitors attending Weymouth for the Olympic games events</p> <p>% using public transport, buses and trains</p> <p>Improved access to Bournemouth airport</p> <p>% of freight being transported by sustainable transport modes such as train rail and water</p> <p>Number of park and rides</p> <p>Number of park and rides leading to adverse impacts i.e. congestion in areas previously unaffected</p>
<p>5. Create conditions to improve health, promoting healthy lifestyles, especially routine daily exercise and reduce health inequalities</p>	<p>% of overweight/obese children</p> <p>a) age 4-5yrs</p> <p>b) age 10- 11 yrs</p> <p>Asthma rates in children</p> <p>The percentage of the resident population who travel to work:</p> <p>a) by private motor vehicle</p> <p>b) by public transport</p> <p>c) On foot or cycle</p> <p>Total km of new cycle routes during monitoring period</p> <p>Total km of new footpaths created.</p> <p>% of people satisfied with local sports provision (all adults)</p> <p>% of respondents who claim to undertake 30 minutes of moderate physical activity at least 3 days per week</p>

SEA Objectives	Indicators
	Age standardised mortality rates for a) all cancers 2006 (yrs) b) circulatory diseases 2006 (yrs) c) respiratory diseases 2006 (yrs)
	Self-reported measure of <i>people's</i> overall <i>health & wellbeing</i>
6. Ensure that transport developments/schemes do not have a disproportionate effect on local residents	Number of complaints related to noise from Roads Construction Maintenance
	Number of roads schemes/developments registered with considerate constructors scheme
7. Ensure active voluntary and community engagement in decision making in transport planning	Attendees at stakeholder workshops
	Number of consultation responses
SEA Topic Soil	
8. Promote the conservation and wise use of land reduce contamination, and safeguard soil quality and quantity	Permitted loss of Grade 1 and 2 land (ha) Agricultural Land
	% of transport related development on brownfield sites
	% of Contaminated land
	Number of transport related pollution incidents
SEA Topic Water	
9. Prevent pollution to water courses	The percentage of river length assessed as a) good biological quality b) good chemical quality
	Bathing Water Quality
10. Reduce vulnerability to flooding	Number of planning permissions granted contrary to Environment Agency advice on flooding and water quality grounds
	Km of roads at risk from flooding: river, tidal and surface water
	Number of flood prevention schemes carried out on major roads
SEA Topic Air	
11. Maintain and where possibly Improve air quality	Number of Local Air Quality Management Areas (LAQMA)
	NO ₂
	PM ₁₀ levels

SEA Objectives	Indicators
SEA Topic Climate	
12. Mitigate climate change	Carbon dioxide emissions by sector and per capita emissions. a) transport b) industrial and commercial sources c) domestic sources
13. Adapt to the impact of climate change	Number of transport applications granted with sustainable urban drainage system (SUDS)
	Km of roads at risk from flooding: river, tidal and surface water
	Number of flood prevention schemes carried out on major roads
	Length of green infrastructure network , including greenways
SEA Topic Material Assets	
14. Improve access to education facilities and employment opportunities	% of new residential development within 30 minutes public transport time of a: GP, Hospital, Primary School Secondary School, Employment Centre and retail centres
	% of the resident population travelling 20 km < 30Km work
	Areas suffering from severance
15. Encourage sustainable tourism	Amount of tourism revenue from the Jurassic Coast (including Purbeck, West Dorset, Weymouth and East Devon) 2005
	Amount of tourists arriving by train
	Visitor numbers
	Traffic flow in July and August
	Number of water taxi trips made per annum?
16. Ensure accessibility is maintained for major infrastructure	Number of travel plans & Transport Assessments (TA) received for all major infrastructure projects i.e. waste, housing, employment, schools, hospitals, mineral extraction, crude oil extraction
	Traffic flow of HGV vehicles through residential areas
17. To ensure that transport related activities use natural resources more efficiently and sustainably, in particular land, mineral aggregates, water and fuel.	Number of new development promoting clean transport technology for example: car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking
	Number of SWMP submitted with transport related planning applications
18. To promote sustainable design and construction	Number of transport developments accredited to CEEQUAL

SEA Objectives	Indicators
techniques for both new and existing transport schemes	Number of Site Waste Management Plans (SWMP) submitted with transport related planning applications
SEA Topic Cultural Heritage & Landscape	
19. Protect and enhance heritage sites (including architectural and archaeological heritage)	Grade 1 and 2* Listed Buildings at risk
	Length of World Heritage Coast sections
	Length of coastline and coastline designations
	Environmentally Sensitive Areas
	Number of archaeological sites at risk
	Number of transport related applications refused in conservation areas because of their adverse effects
20. To protect and enhance attractive landscapes in terms of both their visual quality and their character	% of landscape areas designated Areas of Outstanding Natural Beauty
	Number of transport related applications refused because of adverse effects on the designated landscape areas
	Number of planning applications in buffer zones of Scheduled Ancient Monuments, Heritage Sites, World Heritage Sites, etc
	Number of visual impact assessments undertaken as part of any transport related planning applications
	Number of transport related planning applications incorporating good urban design principles

9 Next Steps

9.1 Consultation

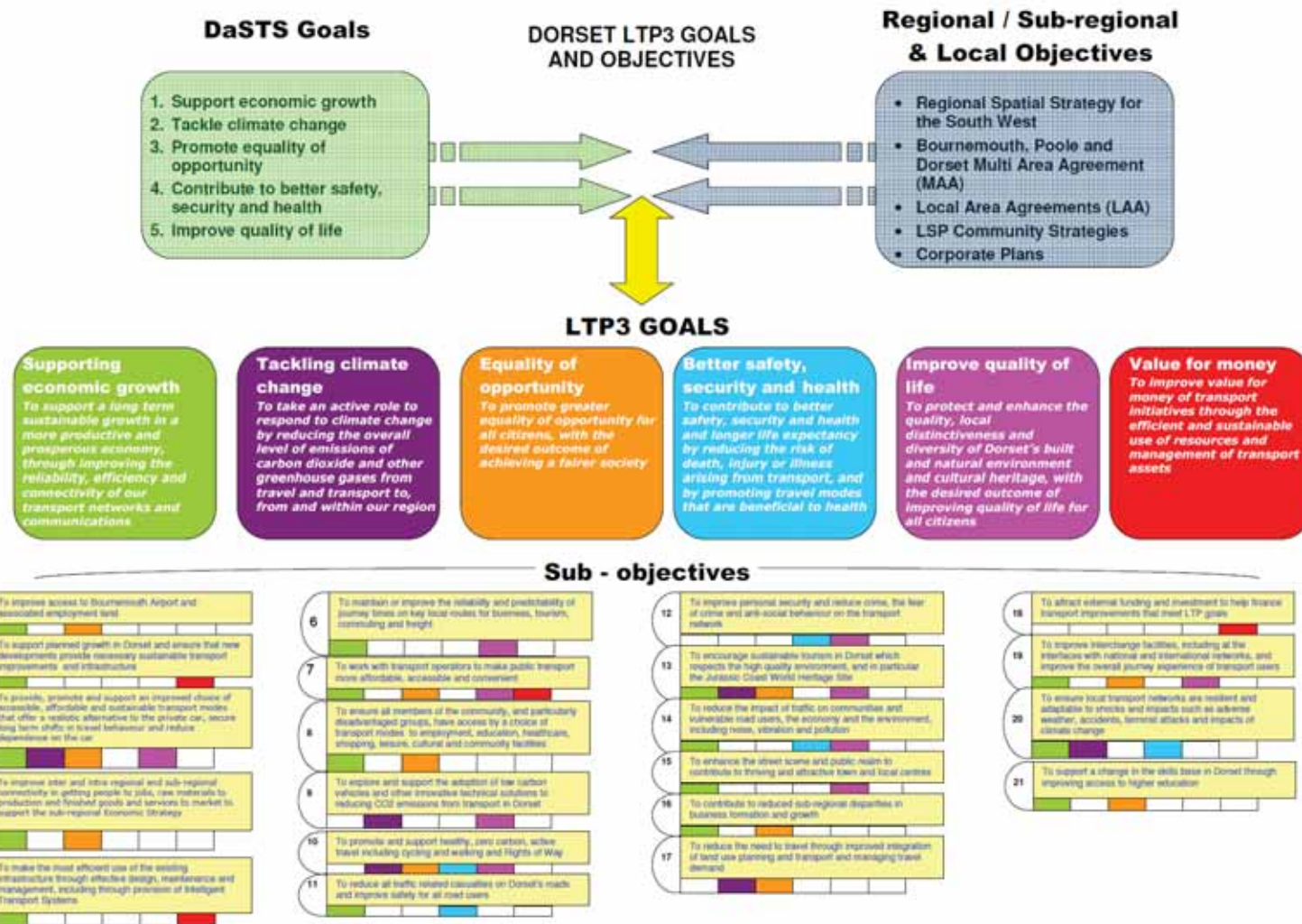
The SEA Regulations require that the following three environmental statutory consultation bodies must be consulted with, in regards to the scope and level of detail of the environmental information contained within the SEA scoping report. The consultation bodies are;

- Environment Agency
- Natural England¹¹
- English Heritage

It is also considered appropriate for other “bodies” to be consulted upon. These bodies should reflect a balance of social, economic and environmental interests. The following organisations have been consulted during preparation of this scoping report.

The Scoping will also be sent to the following ‘bodies’ for a 5 week consultation period on **add date** all consultation received will be used to inform the SEA Report.

¹¹ Represents a combination of English Nature and the Countryside Agency.



10 References

- ⁱ European SEA Directive (2001/42/EC) Environmental Assessment of Plans and Programmes Regulations 2004
- ⁱⁱ Strategic Environmental Assessment for Transport Plans and Programmes and WebTAG Guidance Department for Transport "draft 2009
- ⁱⁱⁱ The Dorset Data Book 2008, Dorset County Council
- ^{iv} <http://www.bournemouth.gov.uk>
- ^v HEALTHY WEIGHT, HEALTHY LIVES: national child measurement programme Guidance for Primary care trusts 2009/10
- ^{vi} Dorset County Council 2007
- ^{vii} Dorset and East Devon Waterborne Transport Study Sept 2009
- ^{viii} A Poole & Christchurch Bays Shoreline Management Plan - Hurst Spit to Durlston head, Bournemouth Borough Council, November 2009, Consultation draft
- ^{ix} <http://www.dorsetforyou.com/index.jsp?articleid=391750>
- ^x Dorset Tourism Data project using the Cambridge Economic Impact Model 2006 Geoff Broom Associates
- ^{xi} South West Tourism Board 2005
- ^{xii} Economic, Social and Cultural Impact Study of the Jurassic Coast, 2008 - Dorset and East Devon World Heritage Site Steering
- ^{xiii} Tapsell S et al Vulnerability to flooding: health and social dimensions, Phil Trans R Soc Lond, 360, 1511-25, 2002
- ^{xiv} South West Region Climate Impacts Partnership 'Warming to the Idea' January 2003, www.dorsetwildlifetrust.org.uk