

Appendix B: Post Consultation - New Policy Appraisal Matrix

The following table details the full appraisal carried out on those policies requiring further SEA Appraisal following consultation of the Draft LTP3. Appendix A compares the draft LTP3 policies against the final LTP3 policies and highlights where further SEA Appraisal was required.

The appraisal methodology considered whether the impacts, would be: direct, secondary, synergistic, cumulative, short term or long term and whether these impacts will be local, regional or national. There are occasions when not enough information has been provided to score either negative or positive or a number of positive and negative impacts are identified and therefore the overall score is uncertain.

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

LTP3 Policies																					
	Environmental		Social					Environmental						Economic					Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
2 MANAGING AND MAINTAINING THE EXISTING NETWORK MORE EFFICIENTLY																					
D Making better use of Dorset's transport network to maximise its efficiency for all forms of travel																					
LTP-D6 For all decisions affecting Dorset's rural highways, the Dorset Rural Roads Protocol shall apply to ensure the conservation and enhancement of the outstanding quality of its landscape and settlements, while delivering a safe and convenient network for all modes of transport.	↑↑	-	↑↑	↑	↑	-	↑↑↑	-	-	-	↑	↑	-	↑	↑	-	-	-	↑	↑	1 Positive - conservation and enhancement of rural areas 2 No impact 3 Positive – improved access and safety in rural areas 4 Positive – improved access to sustainable transport modes 5 Positive – however further detail required in implementation plan 6 No impact 7 Positive - community involved in consultation process throughout 8, 9, 10 No impact 11, 12 Positive - safe convenient networks will help to reduce car dependency 13 No impact 14 Positive – improved access and safety in rural area 15 Positive - to tourism 16, 17, 18 No impact 19, 20 Positive – more detail required
3 ACTIVE TRAVEL AND “GREENER” TRAVEL CHOICES																					

LTP3 Policies																					
	Environmental		Social					Environmental						Economic					Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
E Widening opportunities for healthy lifestyles through integrating active travel into people’s everyday lives and providing supporting infrastructure																					
LTP E-2 Highway and streetscape design, traffic management and provision of other facilities such as crossings should always take walking and cycling into account and seek to provide more permeable, attractive and safe walking and cycling environments.	-	-	↑↑	↑↑	↑↑	-	↑↑↑	-	-	-	↑↑	↑↑	-	↑↑	↑	-	-	-	↑	↑	1, 2 No impact 3 Positive - improved accessibility to community facilities 4 Positive – improved accessibility to sustainable transport modes 5 Positive – improved health, encouraging daily exercise 6 No impact 7 Positive - community involved in consultation process throughout 8, 9, 10 No impact 11, 12 Positive – reduced emissions, improved air quality long term 13 No impact 14 Positive – improved access to facilities using sustainable transport modes 15 Positive – promotes sustainable transport and tourism locally 16, 17, 18 No impact 19, 20 Positive – improvements to context of historic buildings
G Creating attractive public realms and streetscapes																					

LTP3 Policies																					
	Environmental		Social					Environmental						Economic					Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<p>LTP G-1 Transport improvements promoted through the LTP should seek to protect, enhance and manage the rich diversity of the historic environment and landscape, including sites and features of architectural and archaeological value, and to maintain and strengthen local distinctiveness and sense of place in both urban and rural areas. This will include:</p> <ul style="list-style-type: none"> i. seeking to ensure high standards of responsive design ii. mitigating the cumulative impact of small scale changes to the character and appearance of any designated landscape, historic area, or heritage asset and its setting 	-	-	-	-	-	-	↑↑↑	-	-	-	-	-	-	-	-	-	-	↑↑↑	↑↑↑	1 to 6 No impact 7 Positive - community involved in consultation process throughout 8 to 18 No impact 19, 20 Positive – promoting protection, enhancement and management of cultural heritage and landscape assets, regionally and locally	
4 PUBLIC TRANSPORT ALTERNATIVES TO THE CAR																					
H Building upon current public transport provision to improve the availability, quality, reliability and punctuality of services																					
<p>LPT3 H-5 The authorities will seek to increase the role of rail travel in the sub-region, working closely with the Train Operating Companies, Network Rail and the government, including by:</p> <ul style="list-style-type: none"> i. Improving rail stations to promote Park & Ride journeys by rail at suburban and rural stations with identified demand, and to act as a focus for other changes of transport mode ii. Seeking to improve the integration of rail with other modes of travel for both local and longer distance journeys, including connections to the wider national networks iii. Seeking to secure enhanced frequency, capacity, reliability and connectivity of the railway to meet passenger needs and enhance the role of rail freight iv. Continuing to improve access to, and facilities at, rail stations based on results of access audits, and through working with train operators to deliver Station Travel Plans 	-	-	↑↑	↑	-	↓	↑↑↑	↓	↓	↓	↑	↑	↓	↑↑	↑	↑↑	↑	-	↑	↑	1 No Impact identified by the HRA Screening 2 No impact 3 Positive due to increased access to facilities and reduction in car usage 4 Positive – improved accessibility to public transport, reduced road traffic on Jurassic Coast 5 No impact 6 Uncertain - increase in noise, generation of local traffic at P&R sites – possibly increased crime levels 7 Positive - community involved in consultation process throughout 8 Uncertain – unknown land take at P&R sites

LTP3 Policies																					
	Environmental		Social					Environmental						Economic					Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<p>LTP H-7</p> <p>The authorities will promote and support the development of waterborne passenger transport services along the Jurassic Coast. Potential impacts on the marine and coastal environment will be avoided through mitigation and</p>	↕	↕	↕	↑	-	-	↑↑↑	-	↕	-	-	-	-	↑	↑	-	↕	-	↕	↕	<p>1 Uncertain - possible disturbance of designated / protected sites</p> <p>2 Uncertain – needs to</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic				Environmental			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		20
appropriate management.																					
5 CAR PARKING MEASURES																					
K Implementing balanced and proportionate parking policies which promote economic vitality and support the use of alternatives to the car, particularly for single occupancy commuter trips																					
LTP K-1 Complementary parking policies will support the vitality of the local economy but,	-	-	↕	↑	↑	↓	↑↑	-	-	-	↑↑	↑↑	-	↕	↑	-	↑	-	↑	↑	1, 2 No impact 3 Combination -

LTP3 Policies																					
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<p>through supply and pricing, will not undermine the use of public transport and low carbon forms of travel. Through supply and pricing mechanisms, parking policies in the urban areas and main towns will seek to:</p> <ul style="list-style-type: none"> i. reduce the attractiveness of commuter / long stay parking in the town centres ii. actively encourage the use of park and ride, public transport and other low carbon forms of travel to urban centres iii. support the wider LTP strategy and complement locational policies of development plans iv. reinforce the attractiveness and competitiveness of town centres v. take into account the needs of residents, tourists and those with mobility impairments 																					<p>improved bus services, but increased parking charges maybe not be affordable for all</p> <p>4 Positive – encouraging travel by public transport, reduced traffic flows</p> <p>5 Positive - may lead to an increase in cycling and walking in urban areas</p> <p>6 Negative – may encourage parking in residential areas</p> <p>7 Positive - community involved in consultation process throughout</p> <p>8, 9, 10 No impact</p> <p>11, 12 Positive - reduced traffic congestion in urban centres, however P&R's may lead to congestion in other areas</p> <p>13 No impact</p> <p>14 Uncertain - could reduce severance, but may not improve access to services for everyone</p> <p>15 Positive - promotes sustainable tourism to urban centres</p> <p>16 No impact</p> <p>17 Positive - encourages low carbon forms of travel</p> <p>18 No impact</p>

LTP3 Policies																					
	Environmental		Social					Environmental						Economic				Environmental			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		20
LTP K-2 Parking policies will, including through coordinated approaches where necessary, avoid prejudicing the strategic development aims of adjoining local authorities and have regard to the scale and nature of any competition between out-of-town developments with free parking and town centre policies.	-	-	-	↑	↑	-	↑↑↑	-	-	-	↕	↕	-	↕	↑	-	↕	-	↑	↑	1, 2, 3 No impact 4, 5 Positive – assuming alternative modes of transport are in place, parking charges in town centres will encourage sustainable transport and healthy lifestyles 6 No impact 7 Positive - community involved in consultation process throughout 8, 9, 10 No impact 11, 12 Uncertain – traffic congestion and emissions in towns may be reduced, provided alternative transport options exist 13 No impact 14 Uncertain – parking charges may reduce access to retail and compromise the economy in town centres, unless balanced alternatives are present 15 Positive – reduced traffic flow in town centres 16 No impact 17 Uncertain – need to consider promoting

LTP3 Policies																					
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19		20
LTP K-4 Parking standards for new development, including for cycles, will be applied through Local Development Documents, having regard to accessibility by all transport modes, and the need to promote sustainable transport outcomes and protect highway safety.	-	-	↑	↑↑↑	↑	-	↑↑↑	-	-	-	↑	↑	-	↑	↑	-	↑↑	-	↑	↑	1, 2 No impact 3 Positive – reduced reliance on car, improved health & safety 4 Positive – improved cycle facilities, promotion of sustainable transport 5 Positive – improved standards will encourage healthy lifestyles 6 No impact 7 Positive - community involved in consultation process throughout 8, 9, 10 No impact 11, 12 Positive – encouraging use of cycles and sustainable transport, less reliance on cars, lower emissions 13 No impact 14 Positive – may reduce severance 15 Positive – may encourage sustainable travel by tourists 16 No impact

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7 STRATEGIC INFRASTRUCTURE IMPROVEMENTS																					
N Delivering larger scale targeted improvements to the strategic public transport and road infrastructure which strengthen connectivity and support regeneration and growth																					
LTP N-4 Major improvements to the highway network in Dorset will be progressed only if: <ul style="list-style-type: none"> they are essential to meet the economic objectives of the plan the highway scheme is demonstrated to be cost effective there is no alternative proposal which could solve most of the problems at significantly less cost they do not result in unacceptable impacts to the environment that can not be overcome by appropriate mitigation 																					1 Positive – ensures no harm to Natura 2000 sites and protected species 2 to 6 No impacts 7 Positive - community involved in consultation process throughout 8 Positive – promotes conservation and wise use of land 9, 10 Positive – promotes protection of water resources 11, 12 Uncertain – promotes maintenance of air quality, however new Highways will still increase traffic, 13 Positive – schemes should consider climate change adaptation 14 Positive – promotes economic viability of highway

LTP3 Policies																					
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					<p>schemes</p> <p>15, 16 No impact</p> <p>17, 18 Positive – new schemes should consider sustainable resource use and design</p> <p>19, 20 Positive - ensures no harm to the historic environment, landscape and townscape</p>
<p>LTP N-7</p> <p>The authorities will prioritise delivery of the following major highway improvement schemes during LTP3 and funding will be sought from third parties, including pooled developer contributions (or CIL) and bids to central government:</p> <ul style="list-style-type: none"> • Poole Bridges Regeneration Initiative transport network- PBRI Core Scheme (including Twin Sails Bridge), plus associated network of gyratories and links • B3073 Parley Lane improvements (Bournemouth Airport Access) 	↓↓↓	↓↓	↑	↕	↑↑	↕	↑↑↑	↑	↕	↕	↕	↕	↕	↑↑	-	↑↑	↕	↕	↕	↕	<p>1 Negative – possible disturbance at designated sites</p> <p>2 Negative – schemes must ensure no harm to local biodiversity</p> <p>3 Positive - improvements should improve highway safety and access to facilities, but possible loss of open space for B3073 road widening</p> <p>4 Combination – B3073 improves access to airport, PBRI decreases severance however, both schemes will promote car use</p> <p>5 Positive – PBRI will promote sustainable travel and economic regeneration as part of a large regeneration scheme</p> <p>6 Combination – increased construction and road noise for locals, but beneficial</p>

LTP3 Policies																					
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LTP3 Policies																					
	Environmental		Social					Environmental						Economic				Environmental			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					<p>natural resources, will sustainable design and construction techniques be employed?</p> <p>19, 20 Uncertain – schemes must ensure no harm to historical environment, landscape or townscape at scheme level</p>
GENERAL POLICY – ALL TRANSPORT IMPROVMENTS																					
<p>LTP- GEN3</p> <p>All transport policies and proposals supported through the LTP3 will seek to develop transport improvements in ways that minimise environmental impacts and avoid direct and indirect negative impacts on the conservation objectives of environmental designations, including European (Natura 2000) sites. Any proposal that would be likely to have a significant effect on European sites, either alone or in combination with other plans and projects, will be subject to assessment under Part IV of the Habitats Regulations at project stage</p>																					<p>1 Positive – will ensure no harm to biodiversity at designated sites</p> <p>2 Positive – will limit local loss of habitat</p> <p>3 Positive – will reduce loss of open space</p> <p>4, 5, 6 No impact</p> <p>7 Positive - community involved in consultation process throughout</p> <p>8 to 13 No impact</p> <p>14, 15, 16 Negative – transport development and improvement could be limited, access to facilities would not be improved for local residents, tourists, or major infrastructure</p> <p>17, 18, 19 No impact</p> <p>20 Positive – will protect landscape</p>