# Appendix C: Strategic Options Matrix

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	<u>↑</u> ↑↑
 ¢	Local uncertain or combination of positive and negative impacts			
Ļ	Local net negative impact	↓↓	Regional net negative impact	↓↓↓

Widespread net positive impact

Widespread net negative impact

OPTION A – 'DO MINIMUM'	Sus	stair	nabi	lity	Obje	ctive	es													Comments
This strategy consists of implementing measures that are already approved, then continuing with relatively small scale improvements to improve public transport and reduce congestion with an assumption of limited available resources	Environmental			Social				Environmental						Economic			Environmental	Economic/Environ	Environmental	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19 20	-
Smarter Choices         • Moderate promotion of travel plans         • Some school travel initiatives         • Some cycle lanes and pedestrian improvements         • Expand/Promote the role of car clubs and other cost effective community travel options.         • Facilitate more sustainable access to visitor attractions including access to the Jurassic Coast	\$		Î		Ť	-	$\uparrow\uparrow\uparrow$	-	-	-	Ţ	Ť	€	<b>↑</b>	\$	$\rightarrow$	↑	-		<ol> <li>1, 2. : Will reduce emissions and improve air quality, however potential impact to designated sites from visitors, impacts of coaches /vehicles movement , lack green infrastructure enhancement</li> <li>3. Low positive impacts to local residents, positive impacts need improving</li> <li>4. no real time buses, access not increased to airport and PROW, university accessibility not addressed</li> <li>5 Low positive to human health further improvement required</li> <li>6. No significant impact expected</li> <li>7. Community involved in consultation through-out process</li> <li>8. No significant impact expected</li> <li>9. No significant impact expected</li> <li>10. No significant impact expected</li> <li>11. Long term low positive impact, however unlikely to maintain long term air quality levels</li> <li>12. Low, positive impact, however targeting shorter trips (only 1/5 of emission nationally from shorter trips)</li> <li>13. Uncertain - lack of green infrastructure</li> <li>14. Low positive impact does offer a good initiative however does not improve accessibility.</li> <li>15. Access to Jurassic coast will be improved, however unclear how tourism in other areas of Dorset will be addressed.</li> <li>16. HGV movement not addressed.</li> <li>17. Low positive promoting smarter choices, needs improvement to have continued long term impacts</li> <li>18. No significant impact expected</li> <li>19. Uncertain , impacts of coaches /vehicles movement can impact the historic environment</li> <li>20. Uncertain , long term impacts on townscape and landscape may not be maintained</li> </ol>
<ul> <li>Public Transport Improvements</li> <li>Bus priority measures including bus lanes, bus gates, etc</li> </ul>	\$	\$	<b>↑</b>	ſ	<b>↑</b>	\$	$\uparrow\uparrow\uparrow$	\$	\$	-	1	$\uparrow$	-	$\uparrow$	ſ	-	\$	-	1	<ol> <li>Lack of detail, land take may occur</li> <li>Lack of detail, land take may occur</li> <li>Local accessibility will be improved, however lack of detail</li> </ol>

OPTION A – 'DO MINIMUM'	Sustai	nabi	lity	Obje	ctiv	es														Comments
This strategy consists of implementing measures that are already approved, then continuing with relatively small scale improvements to improve public transport and reduce congestion with an assumption of limited available resources	Environmental		social					Environmental					Economic			Environmental	Economic/Environ	Environmental		
	1 2	2 3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<ul> <li>Improved passenger information</li> <li>Improve public transport frequencies to support areas of new development and encourage public transport usage in those areas at the outset</li> <li>Improved/expanded community transport (in creation of joint Community Transport Service)</li> <li>Extended coverage of demand responsive transport in rural areas</li> <li>Direct Swanage to Weymouth X53 type service (summer only) serving the Jurassic Coast</li> <li>Park &amp; Ride for Weymouth</li> </ul>																				<ul> <li>on location of enhancements is provided and regional accessibility issues not dealt with</li> <li>4. Access to hourly bus routes and passenger information for residents be improved, transport infrastructure should support residents and local employers</li> <li>5. Information on affordability of transport should is unavailable</li> <li>6. Bus stop, increase in services could increase noise and disturbance</li> <li>7. Community involved in consultation through-out process</li> <li>8. Uncertain as P&amp; R being built on an landfill site</li> <li>9. Uncertain as P&amp; R being built on an landfill site</li> <li>10. No significant impact expected</li> <li>11. Promotes sustainable transport initiatives</li> <li>12. Targeting shorter trips (only i/5 of emission nationally from shorter trips)</li> <li>13. No significant impact expected</li> <li>14. Low positive impact does offer a good initiatives'</li> <li>15. Access to Jurassic coast will be improved, however unclear how tourism in other areas of Dorset will be addressed.</li> <li>16. No significant impact expected</li> <li>17. no mention of national engine standards of vehicles, Bio fuel, green vehicles</li> <li>18. No significant impact expected</li> <li>19. Uncertain , impacts of coaches /vehicles movement can impact the historic environment</li> <li>20. Uncertain , long term impacts on townscape and</li> </ul>
<ul> <li>Demand Management</li> <li>Moderate, real-term annual increases in car parking charges</li> </ul>		÷   ‡	-	¢	\$	$\uparrow \uparrow \uparrow$	-	-	_	-	-	-	\$	1	-	-	-	-	-	<ol> <li>landscape may not be maintained</li> <li>Depends on whether the charge will increase for short term or long term parking, depends whether the car parking will increase in rural or urban areas.</li> <li>No significant impact expected</li> <li>Could encourage people to use alternative forms of transport; however charges will not increase above inflation and has not deterred people from using their cars and car parks.</li> </ol>

OPTION A – 'DO MINIMUM'	Sus	tair	nabi	ility	Obj	jectiv	ves														Comments
This strategy consists of implementing measures that are already approved, then continuing with relatively small scale improvements to improve public transport and reduce congestion with an assumption of limited available resources	Environmental		-	Social					Environmental					Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	56	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					7. Community 14. Access to e parking may no 15. Tourist may
<ul> <li>Highways <ul> <li>Twin Sails Bridge and associated schemes</li> <li>No other significant changes in highway capacity – limited congestion control through Intelligent Transport Systems (ITS), traffic signal settings, Urban Traffic Control (UTC) etc</li> <li>Local safety measures, focussing on those routes with highest accident rates through a comprehensive route management approach</li> <li>Dorchester Transport and Environment Plan (DTEP)</li> </ul></li></ul>	ŤŤŤ	Ļ		¢ 1	ţ		111	1	+	Ļ	\$	11	¢	1	¢	<b>↑</b> ↑	-	\$	1	\$	<ol> <li>Possibly dis</li> <li>Possible imp</li> <li>Increase act Scheme</li> <li>Positive point safety crossing negative: no in information about ransport.</li> <li>Twin Sails in is not addressi the urban area</li> <li>Construction noise, dust imp and may impact redirect freight</li> <li>Contaminate works</li> <li>Flood risk at</li> <li>Possibly in decrease air quishould lead to package does</li> <li>Will lead to package does</li> <li>No promoti prevention sch</li> <li>Positive pois safety crossing no increased a about freight. L</li> <li>Not improvi</li> <li>Highways i</li> </ol>

y involved in consultation through-out process o employment may be reduced as affordable not longer available or other choices. hay choose to visit elsewhere

listurbance of designated sites mpacts of local biodiversity accessibility as part of Poole Bridge Regeneration

oints - DTEP & Twins sails bridge will include ings and cycle lanes and increase accessibility, o increased access to Bournemouth, lack of about freight. Lack of linkages to sustainable

s increase access to service however the option ssing health inequalities. Will reduce accidents in eas no linkages to rural areas.

on phase may impact local residents through mpacts – operation phase will generate traffic pact local residents. The Twin Sail Bridge may ht/HGV to use residential areas.

ty involved in consultation through-out process ate land possibly disturbed during highways

and use of SUDS not addressed

k and use of SUDS not addressed

increase in traffic may increase emissions and quality, however the highways improvements to traffic flowing efficiently. Weymouth Transport as include private cars.

to an increase in traffic

otion of SUDS, no green infrastructure, no flood chemes.

points - DTEP & Twins sails bridge will include ngs and cycle lanes and increase accessibility, l access to Bournemouth, lack of information . Lack of linkages to sustainable transport.

oving sustainable transport

s improved

OPTION A – 'DO MINIMUM'	Sus	stain	abili	ty O	bje	ctiv	es														Comments
This strategy consists of implementing measures that are already approved, then continuing with relatively small scale improvements to improve public transport and reduce congestion with an assumption of limited available resources	Environmental		Social					Environmental	Environmental					Economic			Environmental	Economic/Environ	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					18. No significa
																					19. Uncertain , impact the hist
																					19. Any new h environment.
																					20. Twin Sails

# Impacts: Direct, Secondary, Cumulative,

OPTION B - SIGNIFICANT PUBLIC TRANSPORT IMPROVEMENTS AND 'GREENER' CHOICES	Sust	taina	bilit	y Ot	ojec	tive	s														Con
This strategy builds on the current scale of activities set-out in Option A, but these are extended and broadened. It includes expanded Smarter Choices, improved public transport and local highway schemes funded by DfT major scheme funding and some limited demand management by increased parking charges. This strategy is broadly consistent with the vision of the current Local Transport Plan (LTP2). It also seeks to maximise the use of developer funding for transport infrastructure through the use of the Community Infrastructure Levy or other tariff based mechanisms	Environmental		Social					Environmental						Economic			Environmental	Economic	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<ul> <li>Smarter Choices – active roll-out of measures including:</li> <li>Improved cycling and walking infrastructure, in particular linking areas of new developments with employment, education and service centres</li> <li>harnessing existing cycle routes and the Rights of Way network to establish a more comprehensive network of routes</li> <li>Cycling/walking initiatives targeting short trips</li> <li>Improved access to rail stations for cyclists/pedestrians</li> <li>School Travel Initiatives</li> <li>Workplace Travel Plans</li> <li>Residential Travel Plans</li> <li>Personalised Travel Plans</li> <li>Creation of car clubs / expanded car sharing initiatives and other cost effective community travel options</li> </ul>	\$	¢	↑		¢	-	↑↑↑	-	_	-	Î	<b>↑</b>	1	¢	¢	ţţ	Ţ	-	\$	¢	1, 2. qual sites mov enha 3. Lo impa 4. N airpo addu 5 Lo impr 6. no 7. C

icant impact expected n , impacts of coaches /vehicles movement can istoric environment v highways infrastructure may impact the historic

ils may lead to a visual improvement in the area.

# omments , 2. : Will reduce emissions and improve air uality, however potential impact to designated ites from visitors, impacts of coaches /vehicles novement , lack green infrastructure and nhancement Low positive impacts to local residents, positive npacts need improving . No real time buses, access not increased to irport and PROW, university accessibility not . ddressed. Low positive to human health further nprovement required . no significant impact expected . Community involved in consultation through-out rocess . No significant impact expected

OPTION B - SIGNIFICANT PUBLIC TRANSPORT IMPROVEMENTS AND 'GREENER' CHOICES	Sust	taina	abili	ity C	)bje	ctive	es														Con
This strategy builds on the current scale of activities set-out in Option A, but these are extended and broadened. It includes expanded Smarter Choices, improved public transport and local highway schemes funded by DfT major scheme funding and some limited demand management by increased parking charges. This strategy is broadly consistent with the vision of the current Local Transport Plan (LTP2). It also seeks to maximise the use of developer funding for transport infrastructure through the use of the Community Infrastructure Levy or other tariff based mechanisms	Environmental		Cooiol	Social					Environmental					Economic			Environmental	Economic	Environmental		
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																					9. N 10. 11. 12. trips 13. 14. and 15. how Dors 16. 17. 19. mov 20. and
Public Transport Improvements         Bus Showcase Corridors         A35 Poole to Christchurch via Bournemouth and Boscombe         A3049 Wallisdown Road         A341/A3060 Wimborne Road/Whitelegg Way/Castle Lane West         B3063 Charminster Road         Wimborne Road         A348/B3068 Ringwood Road         A354 Dorchester to Weymouth, including links to new development at Poundbury and Chickerell	\$	¢	<u>↑</u> ↑	1	ſ	Ļ	<u>^</u>	-	1	1	ţ	<u>↑</u> ↑	ţ	Ţ	Ţ	\$	\$	\$			1, 2 qua sites infra occu 3. P and area 4.Lin no c 5. Ir 6. N 7. C proc 8. P 9. W with 10. 11. 12.

# omments

No significant impact expected

0. No significant impact expected

1. Long term positive impact

2. Low, positive impact, however targeting shorter ips (only 1/5 of emission nationally from shorter ips)

3. Uncertain - lack of green infrastructure

4. Low positive impact does offer a good initiative nd local accessibility will be improved.

5. Access to Jurassic coast will be improved, owever unclear how tourism in other areas of orset will be addressed.

6. HGV movement not addressed

7. Positive promoting smarter choices.

9. Uncertain , impacts of coaches /vehicles novement can impact the historic environment

0. Uncertain , long term impacts on townscape nd landscape may not be maintained

, 2. : Will reduce emissions and improve air uality, however potential impact to designated tes from coaches /vehicles movement, lack green frastructure enhancement and land take may ccur.

. Positive across the county as public transport nd accessibility is increased, however urban reas may benefit more the rural areas

Links urban areas does not benefit rural areas – o community buses

Increase access but can be improved further

Noise and dust impacts during construction

. Community involved in consultation through-out rocess

Possible encroachment of Greenfield land,

. Water resources/pollution issues associated ith road widening

0. Flood risk not addressed

1. Engine standard not identified,

2. Positive will reduce congestion and C02

OPTION B - SIGNIFICANT PUBLIC TRANSPORT IMPROVEMENTS AND 'GREENER' CHOICES	Sust	taina	abilit	y Ot	oject	tive	s														Co
This strategy builds on the current scale of activities set-out in Option A, but these are extended and broadened. It includes expanded Smarter Choices, improved public transport and local highway schemes funded by DfT major scheme funding and some limited demand management by increased parking charges. This strategy is broadly consistent with the vision of the current Local Transport Plan (LTP2). It also seeks to maximise the use of developer funding for transport infrastructure through the use of the Community Infrastructure Levy or other tariff based mechanisms	Environmental		Social					Environmental						Economic			Environmental	Economic	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					em 13. 14. ber 15. oth pro 16. des 17. 18. use trar 19. mo 20. and
<ul> <li>Park and Ride and public transport bus and rail improvements: <ul> <li>Creekmoor</li> <li>Mannings Heath</li> <li>Riverside Avenue (including link to A338)</li> <li>Weymouth and Dorchester</li> <li>Expanded network of express bus services especially from outlying communities</li> <li>Improve public transport frequencies to support areas of new development and encourage public transport usage in those areas at the outset.</li> <li>Extended coverage of demand responsive transport in rural areas</li> <li>Direct Swanage to Weymouth X53 type service (summer only) serving the Jurassic Coast</li> <li>Creation of single Public Transport Authority</li> <li>Smartcard based through ticketing across modes</li> <li>Improved/expanded community transport (inc creation of joint Community Transport Service)</li> <li>Additional peak hour rail between Wareham and Brockenhurst</li> <li>Additional rail frequency between Dorchester and Weymouth utilising a shuttle diesel unit.</li> </ul> </li> </ul>	111	Ţ	ţ	Î	-	ţ	†††	ţ	Ļ	∣↓	Ţ	Ţ	ţ	¢	<b>↑</b>	\$	\$	Ļ	Î	Ť	1. \ SP, 2. L bio 3. M car 4. M Jur 5. N infra 6, II mo 7. C pro 8. E 9. A be 10. be

# omments

emissions, engine standard needs to be identified I3.Adaptation to climate change not addressed

 Increased access, however urban areas may l benefit more the rural areas

15. Beneficial to sustainable tourism, however other forms of sustainable travel/tourism not promoted

 Not enough information on freight and urban design principles.

17. Depends on bus engine standards

18. During construction phase resources will be used, however during operation phases effective ransport will reduce energy use

19. Uncertain , impacts of coaches /vehicles novement can impact the historic environment

20. Uncertain, long term impacts on townscape and landscape may not be maintained

I. Various P& R are located within/adjacent to SPA'S and SAC'C

2. Loss of open space may impact local piodiversity

B. May have secondary impacts, people using for car park when don't usually, impact local residents.

May reduce traffic flow on roads accessing

Jurassic Coast, Bournemouth P & R will be beneficial to employees as will provide bus service 5. No significant impact expected, no major

nfrastructure

6, Increase in noise, impacts, lighting impacts, nore local traffic generation, crime impacts.

7. Community involved in consultation through-out process

. Development on Greenfield may occur

9. Any development near Riverside floodplain an be negative

 Any development near Riverside floodplain an be negative

1. Urban centres will be improved due to less

<b>OPTION B - SIGNIFICANT PUBLIC TRANSPORT IMPROVEMENTS AND</b>	Sus	taina	abili	ity C	Dbje	ec <u>tiv</u>	ves															Comments
<b>'GREENER' CHOICES</b> This strategy builds on the current scale of activities set-out in Option A, but these are extended and broadened. It includes expanded Smarter Choices, improved public transport and local highway schemes funded by DfT major scheme funding and some limited demand management by increased parking charges. This strategy is broadly consistent with the vision of the current Local Transport Plan (LTP2). It also seeks to maximise the use of developer funding for transport infrastructure through the use of the Community Infrastructure Levy or other tariff based mechanisms	Environmental			Social					Environmental						Economic			Environmental	Economic	Environmental		
	1	2	3	4	. 5	5 6	6	7	8	9 1	0	11	12	13	14	15	5 16	17	18	19	2	0
																						<ul> <li>traffic congestion, however the rural areas will not benefit</li> <li>12. Reducing local congestion and C02 emissions from congestion, however not reducing overall car dependency</li> <li>13. Greenfield development resulting in increased land take</li> <li>14. Could include severance by removing traffic outside the town centre, supporting place making agenda by improving urban design in urban areas.</li> <li>15. Uncertain who the users of the park and rides will be. Bournemouth and Poole will benefit tourism, other may benefit commuters. Not reducing overall car dependency</li> <li>16. P&amp;R may not benefit HGV traffic flow in outlaying areas</li> <li>17. Uncertain if P&amp;R will link to cycle ways, car parks for electric vehicles, bike sharing scheme, car clubs, cycle parking?</li> <li>18. Sustainable design and construction techniques are not promoted</li> <li>19. Reducing transport congestion in the urban areas will benefit the historic environments.</li> <li>20. Reducing transport congestion in the urban areas will benefit the townscape</li> </ul>
<ul> <li>Demand Management <ul> <li>Increased parking charges above inflation in real terms (discounted exemptions for low emission vehicles)</li> <li>Reduced long stay parking capacity in town centres (in proportion to increased Park and Ride capacity)</li> </ul> </li> </ul>	-	-	\$	¢	1	• ↓	1	↑↑↑↑	-	_		<b>↑</b> ↑	-	-	Ţ	-	Ļ	ſ	-	↑↑	Î	<ol> <li>No significant impact expected, no major infrastructure</li> <li>No significant impact expected, no major infrastructure</li> <li>Assuming that this is targeting commuters, secondary impacts will results in parking increasing in residential areas</li> <li>Assuming that this is targeting commuters, secondary impacts will results in parking increasing in residential areas</li> <li>Should lead to an increase in cycling and walking</li> <li>Will encourage parking in residential areas</li> <li>Community involved in consultation through-out</li> </ol>

OPTION B - SIGNIFICANT PUBLIC TRANSPORT IMPROVEMENTS AND	Sust	taina	abili	ty O	bjec	tive	s														Co
<b>'GREENER' CHOICES</b> This strategy builds on the current scale of activities set-out in Option A, but these are extended and broadened. It includes expanded Smarter Choices, improved public transport and local highway schemes funded by DfT major scheme funding and some limited demand management by increased parking charges. This strategy is broadly consistent with the vision of the current Local Transport Plan (LTP2). It also seeks to maximise the use of developer funding for transport infrastructure through the use of the Community Infrastructure Levy or other tariff based mechanisms	Environmental		Cocial	<b>30CIAI</b>					Environmental					Economic			Environmental	Economic	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
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<ul> <li>Highways <ul> <li>A31 – Junction improvements at Canford Bottom with introduction of 'hamburger' scheme</li> <li>A31 – local west bound widening at Ringwood</li> <li>B3073 Parley Cross to A338 Blackwater junction – on line improvements and widening</li> <li>Improvements at key local junctions, especially associated with Bus Showcase Corridors</li> <li>In addition to the bus showcase corridors, adopt comprehensive and holistic route management approaches on other prime transport corridors to surrounding settlements in South East Dorset that will help facilitate</li> </ul> </li> </ul>	↑↑↑	ţ↓	Ŷ	ţ	Ļ	↓	↑↑↑	Ţ	Ţ	Ļ	\$	ţţ	¢	¢	\$	Î	Ļ	Ţ	1	¢	1. F 2. F 3. E imp pro 4. I use 5. V red 6. C leve

# Comments

### process

3. No significant impact expected, no major nfrastructure

 No significant impact expected, no major nfrastructure

 No significant impact expected, no major nfrastructure

1. Reducing traffic congestion in the urban centres

 No significant impact expected, no major nfrastructure

 No significant impact expected, no major nfrastructure

4. reduce severance

15, No significant impact expected, no major nfrastructure

16. Promotes sustainable tourism; however the ncrease in charges and reduction in parking may decrease tourism numbers.

17. Discount for low emission vehicles.

 No significant impact expected, no major nfrastructure

19. Reducing transport congestion in the urban areas will benefit the historic environments. Steam rain compliment the heritage preservation.

20. Reducing transport congestion in the urban areas will townscape

Possibly disturbance of designated sites
 Possible impacts of local biodiversity

B. Beneficial to car users, No information on mproving/enhancing urban design and does not promote social cohesion and healthy lifestyles

Increases severance and promotes private car use

5. Will not promote healthy lifestyles and will not reduce car dependency

6. Construction phase will increase noise and dust evels,

OPTION B - SIGNIFICANT PUBLIC TRANSPORT IMPROVEMENTS AND	Sust	taina	abilit	y Ol	ojecti	ives	S										1				Со
<b>'GREENER' CHOICES</b> This strategy builds on the current scale of activities set-out in Option A, but these are extended and broadened. It includes expanded Smarter Choices, improved public transport and local highway schemes funded by DfT major scheme funding and some limited demand management by increased parking charges. This strategy is broadly consistent with the vision of the current Local Transport Plan (LTP2). It also seeks to maximise the use of developer funding for transport infrastructure through the use of the Community Infrastructure Levy or other tariff based mechanisms	Environmental		Social					Environmental						Economic			Environmental	Economic	Environmental		
•	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<ul> <li>development that will deal with issues of safety, congestion and air quality.</li> <li>Creation of joint traffic control centre</li> </ul>																					7. ( prc 8. I pos 9. I pha 10. 11. new will 12. 13. 14. inc inc inc inc inc to a 17. how tec 18. tec 19. the imp his tow 20. the imp his tow 20.

### omments

. Community involved in consultation through-out rocess

. Possible development on Greenfield land, ossible disturbance of contaminated land

Possible water pollution during the construction hase

10. Flood risk prevent notincluded

1. Encourages the use of cars, therefore possibly negative impact on air quality, however schemes vill reduce congestion

2. Long term, encourages car dependency

3. will not promote alternative modes of transport

14. These highways improvements severance and ncreases access to the airport however may ncrease severance in other areas and the mprovements are only beneficial to car users.

5. Promotes car use

16. May be positive to movement and access as some residents currently use smaller quieter roads o avoid dangerous junctions,

7. Option does promote bus show case corridors, nowever there is a lack of clean transport echnology and No SUDS

8. Sustainable design and construction echniques are not promoted

19. Any new highways infrastructure may impact he historic environment, however junction mprovements may have a positive impact on the historic environment and landscape including ownscape,

20. Any new highways infrastructure may impact he historic environment, however junction mprovements may have a positive impact on the historic environment and landscape including ownscape.

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND		stain	abili	ity C	bje	ctive	es														Com
'GREENER' CHOICES WHILE DISCOURAGING CAR BASED COMMUTING Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges:	onmental		Social					Environmental						Economic			Environmental	Economic	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<ul> <li>Smarter Choices – vigorous introduction of measures including:</li> <li>Creation of a Smarter Travel Branded Package – to include comprehensive marketing and promotion strategy</li> <li>Low carbon travel incentive scheme</li> <li>Improved cycling and walking infrastructure, in particular linking areas of new developments with employment, education and service centres</li> <li>harnessing existing cycle routes and the Rights of Way network to establish a more comprehensive network of routes</li> <li>Cycling/walking initiatives targeting short trips (including cycle hire scheme)</li> <li>More accessible and improved public realm to support walking &amp; cycling environment</li> <li>School transport initiatives</li> <li>Workplace Travel Plans</li> <li>Station Travel Plans</li> <li>Residential Travel Plans</li> <li>Creation of car clubs / expanded car share initiatives</li> <li>Promotion of eco-driving</li> <li>Provision of infrastructure for alternative fuel vehicles and promotion</li> <li>Green infrastructure</li> <li>Travel centres (to serve significant new developments)</li> <li>Development of Community Travel Exchanges in the Rural Area</li> <li>Expand the extent of sustainable access to visitor attractions, especially the Jurassic Coast</li> </ul>	\$	↓ ↓	↑↑						-	-	↑↑.			ſ	<b>↑</b>	Ŷ	↑↑.	-			1, 2. 3 howe visito 3. Sh inform 4. Sh inform 6. No 7. Co proce 8. No infras 9. No 10. N 11. S inform 13. G 14. La emple 15. A howe Dorse 16. P furthe 17. P 18. N infras

# mments 2. : Will reduce emissions and improve air quality, wever potential impact to designated sites from itors, impacts of coaches /vehicles movement Short term, long term positive impacts – need prmation on implementation process Short term, long term positive impacts – need prmation on implementation process, does not mote increased bus routes, no real time buses, cess not increased to airport and OW. Short term, long term positive impacts – need prmation on implementation process No significant impact expected Community involved in consultation through-out cess No significant impact expected, no major astructure No significant impact expected No significant impact expected Short term, long term air quality should be proved and maintained Short term, long term positive impacts – need ormation on implementation process, does not mote increased bus routes Green infrastructure no SUDS Lack of information on linkages to education and ployment Access to Jurassic coast will be improved, wever unclear how tourism in other areas of rset will be addressed. Positive impact: Travel plans, travel centres ther improvement required Positive impacts: eco driving, travel centre etc No significant impact expected, no major astructure Positive to the historic environment as ngestion will be reduced

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND	Sus	stain	abili	ity C	)bje	ctive	es														Com
'GREENER' CHOICES WHILE DISCOURAGING CAR BASED COMMUTING Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges:	onmental		Social					Environmental						Economic			Environmental	Economic	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					20. Po impro
<ul> <li>Public Transport Improvements <ul> <li>New Rapid Transit service (Dorset Area Rapid Transit System) from Wareham to New Milton, running:</li> <li>'Tram ~ Train' running alongside/ utilising existing rail line between Wareham and New Milton with on street connections to Bournemouth Town Centre</li> <li>Operating at 10 vehicles per hour during peak periods/ 12 min frequency off peak</li> </ul> </li> <li>Bus Showcase Corridors <ul> <li>A3049 Wallisdown Road</li> <li>A341/A3060 Wimborne Road/Whitelegg Way/Castle Lane West</li> <li>B3063 Charminster Road</li> <li>Wimborne Road</li> <li>A348/B3068 Ringwood Road</li> <li>A354 Dorchester to Weymouth, including links to new development at Poundbury and Chickerel0.</li> </ul> </li> </ul>	\$		↑↑	ţ	ſ	\$	<b>↑</b> ↑↑	\$	\$	\$	ſ	Î	\$	ſ	Ţ	\$	\$	¢	¢	\$	1, 2. howe coacl infras 3. Po acces bene 4.Lini 5. Inc 6. No 7. Co proce 8. Po 9. Wa 10. F 11. E would 12. P 13.Ao 14. Ir bene 15. B 16. N desig 17. [ 18. d used trans 19. N envire 20. N

# mments

Positive to townscape and landscape due to proved public realm

2. : Will reduce emissions and improve air quality, wever potential impact to designated sites from aches /vehicles movement, lack green astructure enhancement

Positive across the county as public transport and cessibility is increased, however urban areas may nefit more the rural areas

inks urban areas does not benefit rural areas

ncrease access but can be improved further

Noise and dust impacts during construction

Community involved in consultation through-out cess

Possible encroachment of Greenfield land,

Nater resources/pollution issues

Flood risk not addressed

Engine standard not identified, electric tram uld be beneficial

Positive, engine standard needs to be identified Adaptation to climate change not addressed

Increased access, however urban areas may nefit more the rural areas

Beneficial to sustainable transport

Not enough information on freight and urban sign principles.

Depends on bus engine standards

during construction phase resources will be ed, however during operation phases effective nsport will reduce energy use

New infrastructure may impact the historic vironmental

New infrastructure may impact the townscape d landscape

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND		stain	abili	ity O	bjec	ctive	es													Com
'GREENER' CHOICES WHILE DISCOURAGING CAR BASED COMMUTING Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges:	onmental		Social					Environmental					Economic			Environmental	Economic	Environmental		
	1	2	3	4	5	6	7	8 9	) 10	11	12	13	14	15	16	17	18	19	20	
Park and Ride (P&R):         • Creekmoor         • Mannings Heath         • Riverside Avenue (including link to A338)         • Christchurch (rail-based with new Parkway station)         • New Road – off Northbourne roundabout         • Holton Heath (rail-based)         • Bournemouth International Airport         • Weymouth and Dorchester	ţţţţ		¢	Ţ	-	→	\↑	ţ	. ↓	Ţ	<b>↑</b>	Ļ		<b>↑</b>	\$	\$	Ļ	Î ↑	Ţ	<ol> <li>Va SPA' 2. Lo</li> <li>Xa car p</li> <li>Ma car p</li> <li>Ma Juras</li> <li>bene</li> <li>also</li> <li>No infras</li> <li>for</li> <li>for</li> <li>for</li> <li>from</li> <li>depe</li> <li>An</li> <li>nega</li> <li>10. A</li> <li>be ne</li> <li>10. A</li> <li>be ne</li> <li>11. U</li> <li>congu</li> <li>congu</li> <li>12. R</li> <li>from</li> <li>depe</li> <li>13. G</li> <li>land f</li> <li>14. C</li> <li>outsid</li> <li>areas</li> <li>15. U</li> <li>will b</li> <li>other</li> <li>car d</li> <li>16. F</li> <li>areas</li> <li>17. U</li> </ol>

# mments

Various P& R are located within/adjacent to A'S and SAC'C

Loss of open space may impact local biodiversity

- May have secondary impacts, people using for park when don't usually, impact local residents.
- May reduce traffic flow on roads accessing rassic Coast, Bournemouth P & R will be neficial to employees as will provide bus service o
- No significant impact expected, no major astructure
- Increase in noise, impacts, lighting impacts, more al traffic generation, crime impacts.
- Community involved in consultation through-out ocess
- Development on Greenfield may occur
- Any development near Riverside floodplain an be gative
- Any development near Riverside floodplain an negative
- Urban centres will be improved due to less traffic ngestion, however the rural Areas will not benefit
- Reducing local congestion and C02 emissions m congestion, however not reducing overall car bendency
- Greenfield development resulting in increased d take
- Could increase severance by removing traffic tside the town centre, however may support place king agenda by improving urban design in urban eas.
- Uncertain who the users of the park and rides be. Bournemouth and Poole will benefit tourism, er may benefit commuters. Not reducing overall dependency
- P&R may impact HGV traffic flow in outlaying eas

Uncertain if P&R will link to cycle ways, car

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND	Sus	tain	abili	ity O	bjec	ctive	es														Com
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																					parks clubs 18. S are no 19. R areas 20. R areas
Expanded network of express bus services especially from outlying communities and Bournemouth International Airport																					1, 2. : howe
Direct Swanage to Weymouth X53 type service (summer only) serving the Jurassic Coast																					visitor lack g
Extended coverage of demand responsive transport in rural areas																					3. En
<ul> <li>Improved frequency on coastal bus service from Bournemouth to Swanage.</li> </ul>																					4. Bei 5. Enl
<ul> <li>Expand inter urban bus services where there is no rail alternative, in particular Yeovil – Sherborne – Sturminster Newton – Blandford – Poole. Ensure good connections with train services at Poole and Yeovil Junction. Provide bus/rail integrated timetable.</li> <li>Development of town hopper services in coastal and market towns</li> <li>Enhanced Community Transport (inc creation of Joint Community Transport Service)</li> </ul>	1	¢	<b>↑</b> ↑	↑↑	Ţ	-	$\uparrow\uparrow\uparrow$	-	¢	-	¢	Ţ	_	<b>↑</b> ↑	<b>↑</b> ↑	Ť	¢	-	Ţ	Ţ	6, No infras 7. Co proce 8. No infras 9. Wa
Creation of single Public Transport Authority																					10. N infras
<ul> <li>Creation of single Public Transport Authority</li> <li>Smartcard based through ticketing across public transport modes (inc cycle hire)</li> </ul>											100 C										
Smartcard based through ticketing across public transport modes																					11. In reduc 12. In reduc
<ul> <li>Smartcard based through ticketing across public transport modes (inc cycle hire)</li> <li>Expand the role of Waterborne Transport, in particular water taxis within Christchurch Harbour and improved boat links between</li> </ul>																					reduc 12. In

# mments ks for electric vehicles, bike sharing scheme, car bs, cycle parking? Sustainable design and construction techniques not promoted Reducing transport congestion in the urban as will benefit the historic environments. Reducing transport congestion in the urban as will benefit the townscape 2. : Will reduce emissions and improve air quality, wever potential impact to designated sites from itors, impacts of coaches /vehicles movement, green infrastructure enhancement Enhanced accessibility Beneficial to the rural areas Enhanced accessibility No significant impact expected, no major astructure Community involved in consultation through-out cess No significant impact expected, no major astructure Naterborne transport may impact local /ironment No significant impact expected, no major astructure Improvement in air quality if car dependency is luced. Improvement in air quality if car dependency is luced. No significant impact expected, no major astructure Will increase accessibility

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND 'GREENER' CHOICES WHILE DISCOURAGING CAR BASED	Sus	stain	abil	ity C	)bjed	ctive	es		_												Com
COMMUTING Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges:	onmental		Social					Environmental						Economic	-		Environmental	Economic	Environmental		
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																					15. W 16. R conge move 17. U efficie 18. N infras 19. R areas 20. R areas
<ul> <li>Rail improvements <ul> <li>Reconnection of Swanage rail to Wareham</li> <li>New Boscombe station for DART system</li> <li>Measures to encourage greater proportion of freight carried by rail</li> <li>Additional rail frequency between Dorchester and Weymouth utilising a shuttle diesel unit.</li> <li>New rail service (4 per day?) between Weymouth, Dorchester, Yeovil, Axminster and Exeter (with reversal at Yeovil Pen Mill.)</li> <li>Increased frequency of services in the Weymouth – Yeovil – Bristol corridor.</li> </ul> </li> </ul>	\$	\$	Ť	↑↑	Ŷ	-	<b>↑</b> ↑↑	-	-	-	Ť	1	\$	ſ	↑↑	Ť	\$	-		↑↑	1. No infras 2. No infras 3. Be acces 4. Be empli 5. Inc 6. No infras 7. Co proce 8. No infras 9. No infras 10. N infras 11. V 12. V 13. F 14. Ir 15. V

# mments Will increase accessibility Reduction of car dependency will reduce ngestion which will be beneficial to HGV vement Uncertain if buses will use electric fuel or cient engine standards No significant impact expected, no major astructure Reducing transport congestion in the urban as will benefit the historic environments. Reducing transport congestion in the urban as will townscape No significant impact expected, no major astructure No significant impact expected, no major astructure Beneficial to local communities, increased cessibility Beneficial to local communities, tourists and ployers, increased accessibility ncreased access to recreation facilities No significant impact expected, no major astructure Community involved in consultation through-out cess No significant impact expected, no major astructure No significant impact expected, no major astructure No significant impact expected, no major astructure Will reduce congestion, thus improve air quality Will reduce congestion C02 emissions Flood risk prevention not included Increased accessibility

Will be positive towards sustainable tourism by

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND	Sus	stain	abili	ity O	bjec	tive	es														Com
'GREENER' CHOICES WHILE DISCOURAGING CAR BASED COMMUTING																					
Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges:	onmental		Social					Environmental						Economic			Environmental	Economic	Environmental		
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# reasing frequency and accessibility across the unty Reduction in car dependency will benefit HGV vement Diesel unit, unsure of efficient use of resources. No significant impact expected, no major rastructure Reducing transport congestion in the urban eas will benefit the historic environments. Steam in compliment the heritage preservation. Reducing transport congestion in the urban

as will townscape

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND	Sus	stain	abili	ity O	bjed	ctive	es														Com
'GREENER' CHOICES WHILE DISCOURAGING CAR BASED COMMUTING Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges:	onmental		Social					Environmental						Economic			Environmental	Economic	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<ul> <li>Demand Management</li> <li>Introduction of Workplace Parking Levy (discounted exemptions for low emission vehicles)</li> <li>Doubling of parking charges for long stay/all day parking</li> <li>Reduced availability of on-street parking with creation of further controlled parking zones</li> </ul>			\$	¢	Ť	Ţ		-	-	-	$\uparrow\uparrow$	_	-	1		$\downarrow$	 ↑	-	$\uparrow \uparrow$	$\uparrow\uparrow$	3. As have impro- charg the c 4. Wi efficie 5. Sh 6. Wi 7. Co proce 8. No infras 10. N infras 11. F 12. F 13. N infras 14. C 15, N infras 14. C 15, N infras 16. F incre 17. C 18. N infras 19. F areas train 20. F areas

# mments

Assuming that this is targeting commuters and will ve a secondary impact and provide resources to prove bus service, however increased parking arges maybe not be affordable for all members of e community

Will have a secondary impact and lead to a more cient bus service, short this may deter employers

Should lead to an increase in cycling and walking

Will encourage parking in residential areas

Community involved in consultation through-out ocess

No significant impact expected, no major rastructure

No significant impact expected, no major rastructure

No significant impact expected, no major astructure

Reducing traffic congestion in the urban centres

Reducing traffic congestion in the urban centres No significant impact expected, no major

astructure

Could reduce severance

No significant impact expected, no major astructure

Promotes sustainable tourism; however the

rease in charges may decrease tourism numbers.

Discount for low emission vehicles.

No significant impact expected, no major astructure

. Reducing transport congestion in the urban eas will benefit the historic environments. Steam in compliment the heritage preservation.

Reducing transport congestion in the urban as will townscape

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND	Sus	stain	abili	ity C	Dbje	ctiv	es							-							Com
'GREENER' CHOICES WHILE DISCOURAGING CAR BASED COMMUTING Large scale, ambitious improvements to all public transport modes including a Light Rail rapid transit system, supplemented with a high level of investment in 'Smarter Choices' and improvements to cycling and walking facilities. This strategy option includes funding from an area wide Workplace Parking levy and significant increases in public long stay parking charges:	onmental		Social					Fnvironmental						Economic			Environmental	Economic	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<ul> <li>Highways</li> <li>A31 – Junction improvements at Canford Bottom with introduction of 'hamburger' scheme</li> <li>A31 – local widening at Ringwood</li> <li>B3073 Parley Cross to A338 Blackwater junction – on line improvements and widening</li> <li>Improvements at key local junctions</li> <li>In addition to the bus showcase corridors, adopt comprehensive and holistic route management approaches on other prime transport corridors to surrounding settlements in South East Dorset that will help facilitate development that will deal with issues of safety, congestion and air quality.</li> <li>Creation of joint traffic control centre</li> </ul>		ŢŢ	1	↓	Ļ	Ţ	<b>↑</b> ↑↑	→	Ţ	Ļ	\$	Ţ	¢	Ť	¢	Ţ	Ļ	Ļ	¢	¢	<ol> <li>Po</li> <li>P</li></ol>

# mments

Possibly disturbance of designated sites Possible impacts of local biodiversity

Beneficial to car users, No information on proving/enhancing urban design and does not prote social cohesion and healthy lifestyles

ncreases severance and promotes private car

Will not promote healthy lifestyles and will not luce car dependency

Construction phase will increase noise and dust els,

Community involved in consultation through-out ocess

Possible development on Greenfield land, ssible disturbance of contaminated land

Possible water pollution during the construction ase

Flood risk prevent not included

Encourages the use of cars, therefore possibly gative impact on air quality, however schemes will luce congestion

Long term, encourages car dependency

will not promote alternative modes of transport

Access will be increased, however these hways improvements may increase severance in her areas;. Access to the airport will be improved. e improvements are only beneficial to car users.

Promotes car use and do not promote stainable tourism. Traffic flow will be improved.

May be positive as junctions are improved, some idents currently use smaller quieter roads to bid dangerous junctions,

Option does promote bus show case corridors, wever there is a lack of clean transport hnology and No SUDS

Sustainable design and construction techniques not promoted

OPTION C - MORE AMBITIOUS PUBLIC TRANSPORT AND	Sus	stain	abili	ity O	bjec	tive	es														Com
GREENER' CHOICES WHILE DISCOURAGING CAR BASED																					
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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					19. A the his improv histori towns
																					20. Ar histori impro histori towns

OPTION D - MORE ROADS WITH SOME PUBLIC TRANSPORT	Sus	tainal	oility	Obj	ectiv	'es															Comment
IMPROVEMENTS, AND CONTROLLING DEMAND FOR TRAVEL BY CAR The strategy includes extensive improvements across all modes but with a greater emphasis on increasing highway capacity. However in order to fund the measures it is necessary to introduce congestion charging to both control the volume of traffic (and to limit the amount of generated traffic from new highway infrastructure) and also create a source of potential finance to fund the measures.	Environmental		Social					Environmontal						Economic			Environmental	Economic	Environmental		
•	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<ul> <li>Smarter Choices – active roll-out of measures including:</li> <li>Improved cycling and walking infrastructure, in particular linking areas of new developments with employment, education and service centres</li> <li>harnessing existing cycle routes and the Rights of Way network to establish a more comprehensive network of routes</li> <li>Improved access</li> <li>School transport initiatives</li> <li>Workplace Travel Plans</li> <li>Residential Travel Plans</li> </ul>	¢	¢	Ţ	Ţ	<b>↑</b>	-	ttt	-	_	-	Î	1	\$	Î	ſ	<b>↓</b> ↓	Ţ	-	↑	Ŷ	<ol> <li>2. Will however p visitors, im green infra</li> <li>3. Low pos impacts ne</li> <li>4. No real and PROV</li> <li>5 Low pos required</li> <li>6. No sign</li> <li>7. Commut</li> </ol>

# Any new highways infrastructure may impact historic environment, however junction provements may have a positive impact on the toric environment and landscape including rnscape, Any new highways infrastructure may impact the toric environment, however junction provements may have a positive impact on the toric environment, however junction provements may have a positive impact on the toric environment and landscape including rnscape.



OPTION D - MORE ROADS WITH SOME PUBLIC TRANSPORT IMPROVEMENTS, AND CONTROLLING DEMAND FOR TRAVEL BY	Sust	taina	bilit	y Obj	ectiv	ves											1		T		Comment
CAR The strategy includes extensive improvements across all modes but with a greater emphasis on increasing highway capacity. However in order to fund the measures it is necessary to introduce congestion charging to both control the volume of traffic (and to limit the amount of generated traffic from new highway infrastructure) and also create a source of potential finance to fund the measures.	Environmental			Social					Environmental					Economic			Environmental	Economic		Environmental	
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Personalised Travel Plans     Creation of car clubs / expanded car share initiatives																					process 8. No sign 9. No sign 10. No sign 11. Long t maintain le 12. Low, p (only 1/5 of 13. Uncert 14. Low pe however of 15. Access unclear ho addressed 16. HGV r 17. Low pe improvem 18. No sig 19. Uncert can impace 20. Uncert landscape

- gnificant impact expected gnificant impact expected
- significant impact expected
- g term low positive impact, however unlikely to I long term air quality levels
- , positive impact, however targeting shorter trips 5 of emission nationally from shorter trips)
- ertain lack of green infrastructure
- positive impact does offer a good initiative r does not improve accessibility.
- ess to Jurassic coast will be improved, however how tourism in other areas of Dorset will be ed.
- / movement not addressed
- positive promoting smarter choices, needs ment to have continued long term impacts
- significant impact expected
- ertain, impacts of coaches /vehicles movement act the historic environment
- ertain , long term impacts on townscape and pe may not be maintained

OPTION D - MORE ROADS WITH SOME PUBLIC TRANSPORT	Sus	tainal	bility	Obj	ectiv	es															Comment
IMPROVEMENTS, AND CONTROLLING DEMAND FOR TRAVEL BY CAR The strategy includes extensive improvements across all modes but with a greater emphasis on increasing highway capacity. However in order to fund the measures it is necessary to introduce congestion charging to both control the volume of traffic (and to limit the amount of generated traffic from new highway infrastructure) and also create a source of potential finance to fund the measures.	Environmental		Social					Environmentel	Environmental					Economic			Environmental	Economic	Environmental		
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
Public Transport Improvements         Bus Showcase Corridors         A35 Poole to Christchurch via Bournemouth and Boscombe         A3049 Wallisdown Road         A341/A3060 Wimborne Road/Whitelegg Way/Castle Lane West         B3063 Charminster Road         Wimborne Road         A348/B3068 Ringwood Road         A354 Dorchester to Weymouth, including links to new development at Poundbury and Chickerell         A351 Poole – Wareham - Swanage	\$	¢	<b>↑</b> ↑	Ŷ		¢	$\uparrow \uparrow \uparrow$	¢	↓	1	\$	<b>↑</b> ↑	\$	<b>\</b> ↑	Ţ	\$	\$	¢	¢	¢	<ol> <li>1, 2. : Will however p coaches /v enhancem</li> <li>Positive accessibilition</li> <li>Positive accessibilition</li> <li>Links urk</li> <li>Increase</li> <li>Noise at 7. Commu process</li> <li>Possible</li> <li>Water ref</li> <li>Flood ref</li> <li>Flood ref</li> <li>Flood ref</li> <li>Positive</li> <li>Adapta</li> <li>Increase</li> <li>more the r</li> <li>Seneficial</li> <li>Positive</li> <li>Adapta</li> <li>Increase</li> <li>more the r</li> <li>Beneficial</li> <li>Not en principles.</li> <li>Deper</li> <li>during however d reduce ener</li> <li>New in environme</li> <li>New in landscape</li> </ol>
<ul> <li>Park and Ride and public transport bus and rail improvements:</li> <li>Creekmoor</li> <li>Mannings Heath</li> <li>Riverside Avenue (including link to A338)</li> </ul>	$\downarrow\downarrow\downarrow\downarrow$	↓	¢	ſ	-	↓	$\uparrow\uparrow\uparrow$	↓	$\rightarrow$	↓	Î	Î	$\downarrow\downarrow$	Î	Î	¢	¢	Ļ	<b>↑</b>	ſ	<ol> <li>Various SAC'C</li> <li>Loss of 3. May hav park when</li> </ol>

Vill reduce emissions and improve air quality, r potential impact to designated sites from s /vehicles movement , lack green infrastructure ement ve across the county as public transport and bility is increased, however urban areas may more the rural areas urban areas does not benefit rural areas ase access but can be improved further e and dust impacts during construction munity involved in consultation through-out bile encroachment of Greenfield land, r resources/pollution issues

d risk not addressed

ine standard not identified, electric tram would be al

itive, engine standard needs to be identified

tation to climate change not addressed

eased access, however urban areas may benefit e rural areas

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enough information on freight and urban design es.

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ng construction phase resources will be used,

during operation phases effective transport will energy use

*i* infrastructure may impact the historic mental

r infrastructure may impact the townscape and pe

us P& R are located within/adjacent to SPA'S and

of open space may impact local biodiversity nave secondary impacts, people using for car en don't usually, impact local residents.

OPTION D - MORE ROADS WITH SOME PUBLIC TRANSPORT	Sus	tainal	bility	Obje	ectiv	es		I									Γ	T	T		Comment
IMPROVEMENTS, AND CONTROLLING DEMAND FOR TRAVEL BY CAR The strategy includes extensive improvements across all modes but with a greater emphasis on increasing highway capacity. However in order to fund the measures it is necessary to introduce congestion charging to both control the volume of traffic (and to limit the amount of generated traffic from new highway infrastructure) and also create a source of potential finance to fund the measures.	Environmental		Social						Environmental					Economic			Environmental	Economic	Environmental		
•	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<ul> <li>Weymouth and Dorchester</li> <li>Expanded network of express bus services especially from outlying communities</li> <li>Enhanced Community Transport (inc creation of Joint Community Transport Service)</li> <li>Extended coverage of demand responsive transport in rural areas</li> <li>Direct Swanage to Weymouth X53 type service (summer only) serving the Jurassic Coast</li> <li>Creation of single Public Transport Authority</li> <li>Smartcard based through ticketing across modes</li> <li>Additional peak hour rail between Wareham and Brockenhurst</li> </ul>																					<ol> <li>May re Coast, Bo employees</li> <li>No sign</li> <li>Increase traffic gen</li> <li>Commupocess</li> <li>Develop</li> <li>Any develop</li> <li>Could the town of by improvid</li> <li>Green take</li> <li>Could the town of by improvid</li> <li>Uncert Bournemo benefit could</li> <li>P&amp;R r areas</li> <li>Uncert electric ve parking?</li> <li>Sustai not promo</li> <li>Reduct benefit the</li> <li>Reduct benefit the</li> </ol>

- reduce traffic flow on roads accessing Jurassic Bournemouth P & R will be beneficial to tes as will provide bus service also
- gnificant impact expected, no major infrastructure ase in noise, impacts, lighting impacts, more local eneration, crime impacts.
- nunity involved in consultation through-out
- lopment on Greenfield may occur
- levelopment near Riverside floodplain an be
- development near Riverside floodplain an be
- an centres will be improved due to less traffic ion, however the rural Areas will not benefit
- ucing local congestion and C02 emissions from ion, however not reducing overall car ency
- enfield development resulting in increased land
- Id include severance by removing traffic outside n centre, however supports place making agenda oving urban design in urban areas.
- ertain who the users of the park and rides will be. nouth and Poole will benefit tourism, other may commuters. Not reducing overall car dependency
- R may not benefit HGV traffic flow in outlaying
- ertain if P&R will link to cycle ways, car parks for vehicles, bike sharing scheme, car clubs, cycle
- tainable design and construction techniques are noted
- ucing transport congestion in the urban areas will he historic environments.
- ucing transport congestion in the urban areas will he townscape

OPTION D - MORE ROADS WITH SOME PUBLIC TRANSPORT IMPROVEMENTS, AND CONTROLLING DEMAND FOR TRAVEL BY	Sustainability Objectives														Comments						
CAR The strategy includes extensive improvements across all modes but with a greater emphasis on increasing highway capacity. However in order to fund the measures it is necessary to introduce congestion charging to both control the volume of traffic (and to limit the amount of generated traffic from new highway infrastructure) and also create a source of potential finance to fund the measures.			Environmental		Social			Environmonto	Environmental				Economic				Environmental	Economic	Environmental		
•	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<ul> <li>Highway Improvements <ul> <li>A31 Ameysford to Merley – dual along the existing alignment with grade-separated junction at Canford Bottom</li> <li>A31 to Poole Link Road between Canford Bottom and Mannings Heath</li> <li>Castle Lane Relief Road between A338 and A341/A347 (Northbourne roundabout)</li> <li>A338 to A3060 Link serving Riverside Avenue Park and Ride site and then extended along Riverside Avenue to A3060 with widened Castle Lane East to Iford Bridge</li> <li>B3073 East Parley to A338 widening with improvements to Blackwater Junction</li> <li>Link from East Parley to A31 to Poole Link Road</li> <li>A338 widening between Blackwater (B3073) and Cooper Dean (A3060) junctions</li> <li>Junction improvements at A338 junctions – St Paul's roundabout (A35) and Cambridge Road(B3066)</li> <li>Junction improvements at Fountain roundabout (A35/B3073) and Stony Lane (A35/B3347)</li> <li>A350 Corridor improvements</li> <li>A31/A35 improvements – Wimborne to Dorchester</li> <li>Joint traffic control centre</li> </ul></li></ul>		ŤŤŤ	¢	↓↓		↓,	$\uparrow \uparrow \uparrow$	Ţ		↑	Ļ		$\rightarrow$	\$	Ţ	<b>I</b> ↑	Ţ	¢		Ļ	<ol> <li>Various I within/adjace</li> <li>Loss of control</li> <li>Promote</li> <li>Promote</li> <li>Promote</li> <li>Promote</li> <li>Promote</li> <li>Increase</li> <li>and does not</li> <li>Does not</li> <li>Ifestyles</li> <li>Possibly</li> <li>Possible</li> <li>Possible</li> <li>Possible</li> <li>Possible</li> <li>Possible</li> <li>Flood ri</li> <li>Encourse</li> <li>Possible</li> <li>Flood ri</li> <li>Flood ri</li> <li>Sort ter</li> <li>Restricted a</li> <li>highways ir</li> <li>movements</li> <li>promote ca</li> <li>congested.</li> <li>T. Does no</li> </ol>

- highways improvements are located acent to SPA'S and SAC' s
- open space may impact local biodiversity es car use and only increases accessibility if car owner, does not promote sustainable
- ses severance and promotes private car use not promote sustainable transport
- ot promote conditions to encourage healthy
- y large scale developments may impact during construction and operational phases unity involved in consultation through-out
- increase noise and dust levels,
- le development on Greenfield land, possible ce of contaminated land
- le water pollution during the construction phase risk prevent not included
- rages the use of cars, therefore possibly mpact on air quality, however schemes will ngestion
- term negative impacts, encourages car ιсу
- ot promote/ encourage alternative modes of
- ss will be increased, however these highways ents may increase severance in other areas;. the airport will be improved. The improvements eneficial to car users.
- otes car use
- erm negative impacts may occur due to access during construction phase, long term improvements should be beneficial to HGV ts, however this could be short lived as will ar use and roads are likely to become
- not promote clean transport technology or

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
																					SUDS 18. Sustain not promote 19. Any ne historic env may have a and landsc 20. Any ne historic env may have a and landsc

# tainable design and construction techniques are

- new highways infrastructure may impact the environment, however junction improvements we a positive impact on the historic environment discape including townscape,
- new highways infrastructure may impact the environment, however junction improvements ve a positive impact on the historic environment dscape including townscape.

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	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	
<ul> <li>Demand Management</li> <li>Congestion charge of 10p/mile for travel within the built up area of South East Dorset conurbation (discounted exemptions for low emission vehicles)</li> <li>Seasonal road user charging for non-residents in sensitive areas</li> <li>Introduction of Workplace Parking Levy (discounted exemptions for low emission vehicles)</li> <li>Doubling of parking charges for long stay/all day parking</li> <li>Reduced availability of all day parking in town centres</li> </ul>	-	-	¢	¢	Ţ	$\rightarrow$		-		-	1	<b>↑</b>	-	Ţ	-	$\downarrow$		-	<b>↑</b> ↑		<ol> <li>No signif</li> <li>No signif</li> <li>seconda residential</li> <li>Uncertai impacts wil areas</li> <li>Should le walking</li> <li>Will ence</li> <li>Commun process</li> <li>No signif</li> <li>Reduci</li> <li>To signif</li> <li>No signif</li> <li>In charges</li> <li>tourism nun</li> <li>Promotin charges</li> <li>tourism nun</li> <li>Reduci</li> <li>benefit the</li> <li>the heritage</li> <li>Reduci</li> <li>townscape</li> </ol>

nificant impact expected, no major infrastructure gnificant impact expected, no major infrastructure ndary impacts will results in parking increasing in al areas

rtain as 'sensitive areas' not defined, secondary will results in parking increasing in residential

d lead to an increase in localised cycling and

ncourage parking in residential areas nunity involved in consultation through-out

- gnificant impact expected, no major infrastructure gnificant impact expected, no major infrastructure
- ignificant impact expected, no major cture
- ucing traffic congestion in the urban centres will air quality
- ucing traffic congestion in the urban centres, will C02 emission form congestion
- ignificant impact expected, no major cture
- assist with reducing severance
- ignificant impact expected, no major cture
- notes sustainable tourism; however the increase es and reduction in parking may decrease
- numbers resulting in a negative economic impact ount for low emission vehicles.
- ignificant impact expected, no major cture
- ucing transport congestion in the urban areas will he historic environments. Steam train compliment age preservation.
- ucing transport congestion in the urban areas will pe