



**Local
Transport 3
Plan**

*Habitat Regulations Assessment -
Screening Report*

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1 Introduction

1.0.1 Durham County Council is in the process of preparing its Local Transport Plan 3. In accordance with the Conservation (Natural Habitats, etc.) (Amendment) Regulations 2010 and European Communities (1992) Council Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora, County Durham is required to undertake Screening for Appropriate Assessment of the draft Local Transport Plan.

1.1 Appropriate Assessment Process

1.1.1 Under the Habitat Regulations, Appropriate Assessment is an assessment of the potential effects of a proposed project or plan on one or more sites of international nature conservation importance. Projects and plans can only be permitted where the competent authority (in this case, Durham County Council) is satisfied that there will be no adverse effect on the integrity of the relevant sites.

1.1.2 The approach is based on the EU document 'Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provision of Article 6(3) and (4) of the Habitats Directive 92/43/EEC' (Oxford Brookes University, for European Commission Environment DG. 2001). It is also informed by the guidance document 'Appropriate Assessment of Plans' by Levett-Therivell et al, 2006.

1.1.3 Stage 1 of the Habitats regulations Assessment (HRA) process is the screening of proposed plans or projects for significant effects. Assessment of the significance of effects is undertaken in relation to the designated interest features and conservation objectives of the European site. Any effect that would compromise the functioning and viability of a site and prevent it from sustaining those features in a favourable condition is judged to create a significant effect. Where no significant effects are identified, then no further steps need to be taken. Where significant effects seem likely, a more detailed Appropriate Assessment of the proposed plan or project is necessary. If insufficient information is available to make a clear judgement, the precautionary principle should be adopted. This process will often establish mitigation measures or alternatives, which can offset all significant adverse effects and enable the plan or project to go forward. Where this is not the case, other more stringent measures need to be considered.

1.2 Natura 2000 Sites

1.2.1 Natura 2000 sites are of exceptional importance in respect of rare, endangered or vulnerable natural habitats and species within the European Community. Natura 2000 sites include Special Protection Areas (SPAs) designated under the EU 'Wild Birds' Directive, Special Areas of Conservation (SACs) designated under the EU 'Habitats Directive' and European Marine Sites (EMS).

1.2.2 Planning Policy Statement 9 (PPS9) 'Biodiversity and Geological Conservation' states that Ramsar sites should be taken to be part of the Natura 2000 network and treated accordingly (para 6, PPS9, ODPM 2005). Ramsar sites are wetlands of international importance, designated under the International Wetlands Convention, which took place at Ramsar in Iran.

1.2.3 In this report, the term 'Natura 2000 sites' refers to Special Protection Areas (SPAs), Special Areas of Conservation (SACs) and Ramsar Sites

2 Identification and Description of Natura 2000 Sites

2.0.1 County Durham contains within its borders a number of sites (or parts of sites) which are designated for their European importance for biodiversity. In simple terms, they are of European importance because they incorporate habitats and / or species of high significance due to their rarity, or because they are instrumental in sustaining a significant proportion of the European resource of a particular priority habitat or species.

2.0.2 The following European designated sites occur within County Durham

Site 1

Natura 2000 Sites in County Durham

Castle Eden Dene Special Area of Conservation

Durham Coast Special Area of Conservation

Moorhouse and Upper Teesdale Special Area of Conservation

Thrislington Special Area of Conservation

North Pennine Moors Special Area of Conservation

North Pennine Dales Meadows Special Area of Conservation

North Pennine Moors Special Protection Area

Northumbria Coast Special Protection Area, European Marine Site and Ramsar Site

Teesmouth and Cleveland Coast Special Protection Area, European Marine Site and Ramsar Site

N.B Northumbria Coast SPA and Teesmouth and Cleveland Coast SPA are also included as European Marine Sites which have their own conservation objectives and which are taken into account in this screening exercise

2.0.3 In addition, the following sites occur within 15km of County Durham's borders and need to be included in the HRA screening exercise.

Site 2

Natura 2000 Sites within 15km of County Durham

Helbeck and Swindale Woods Special Area of Conservation

River Eden Special Area of Conservation

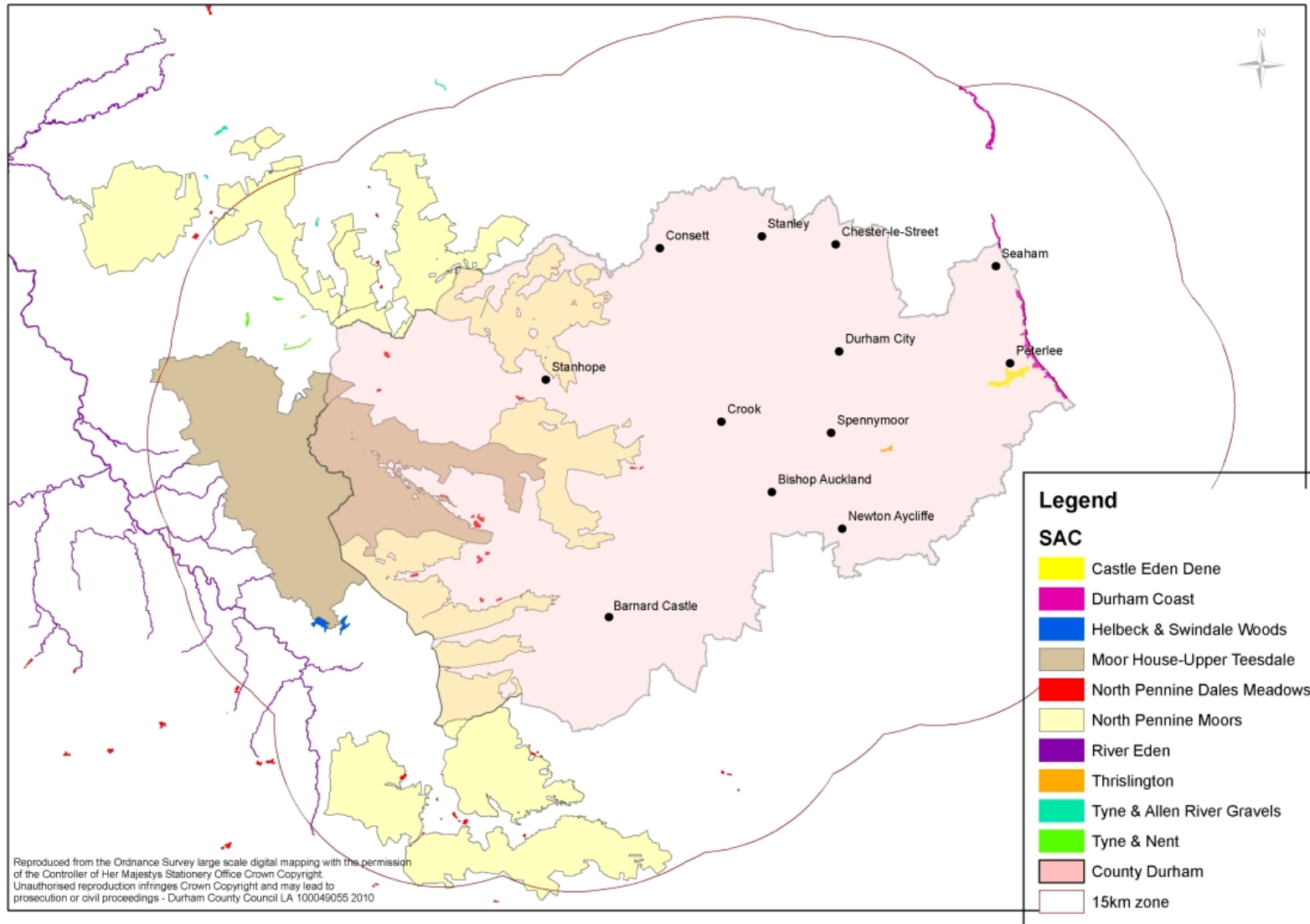
Tyne and Nent Special Area of Conservation

Tyne and Allen River Gravels Special Area of Conservation

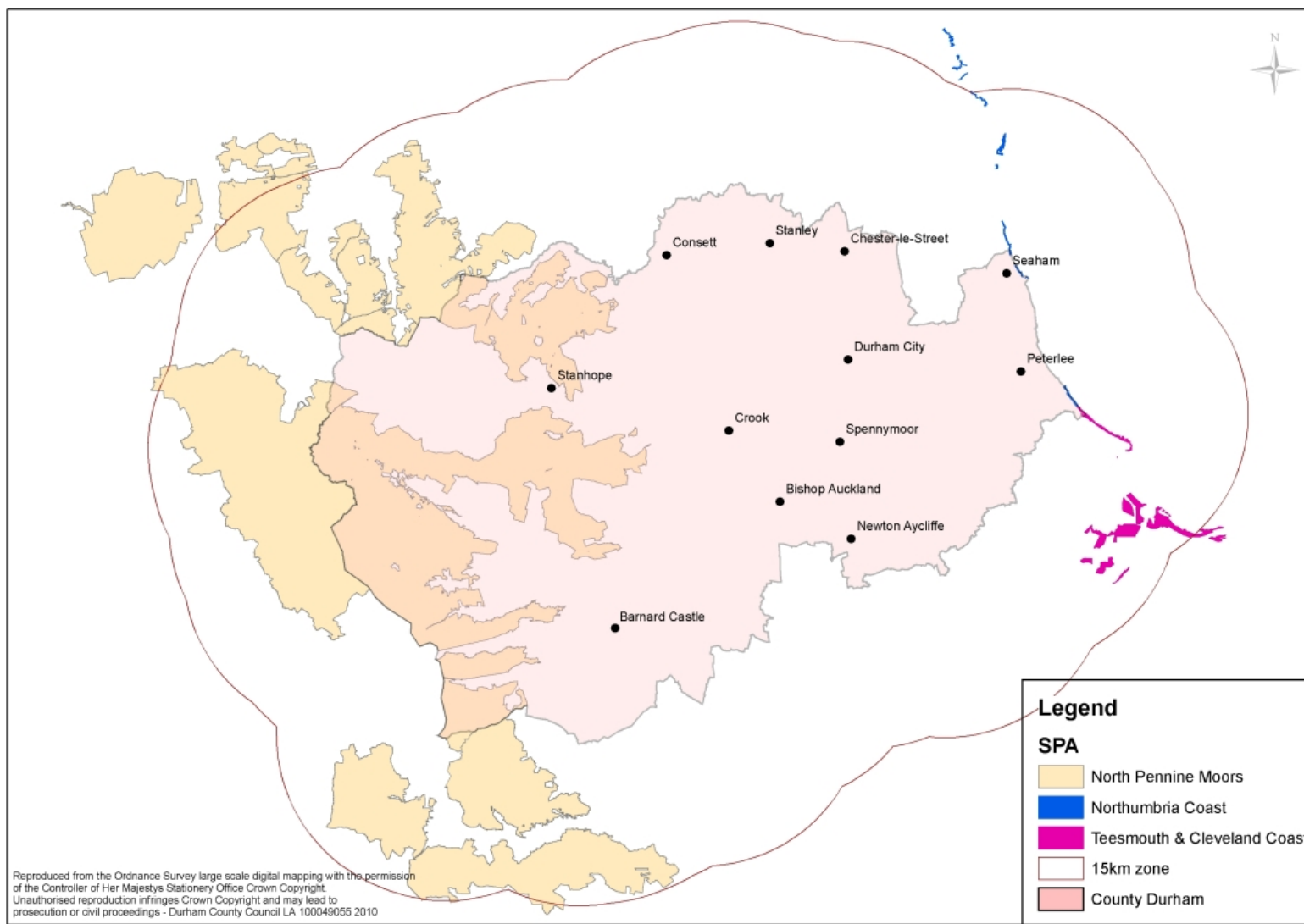
N.B. Parts of the Northumbria Coast SPA, Cleveland and Teesmouth Coast Spa, North Pennine Moors SAC / SPA and North Pennine Dales Meadows SAC occur in neighbouring authority areas within 15km of the County's border, and this needs to be taken into account.

2.0.4 The location of all the above sites are shown on Pictures 2.1 and 2.2 below. (Picture 2.2 lists the sites as SPAs, but it needs to be remembered that Teesmouth and Cleveland Coast SPA and Northumbria Coast SPA are also Ramsar Sites and European Marine Sites.)

SACs within 15 km of County Durham



SPAs within 15 km of County Durham



2.0.5 The Natura 2000 sites are listed below, along with the species and habitats which are the qualifying features of their European designation, and for which conservation objectives have been set and favourable conditions need to be maintained if the overall integrity of the European network of sites is to be sustained.

Natura 2000 Sites in County Durham and within 15km of its Borders, and their Qualifying Features of Designation

Site Name and Status	Location	Qualifying features of European designation (Annex 1 habitats / Annex 2 species)
Castle Eden Dene SAC	East Durham	Extensive occurrence of <i>Taxus Baccata</i> (Yew) woodland
DurhamCoast SAC	East Durham	Vegetated sea cliffs on magnesian limestone exposures
Helbeck & Swindale Woods SAC	Cumbria	<i>Tilio-Acerion</i> forests of slopes, screes and ravines
Moor House - Upper Teesdale SAC	West Durham	Hard oligo-mesotrophic waters with benthic vegetation of <i>Chara</i> spp. Alpine and Boreal heaths <i>Juniperus communis</i> formations on heaths or calcareous grasslands Calaminarian grasslands of the <i>Violetalia calaminariae</i> Siliceous alpine and boreal grasslands Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>) Molinia meadows on calcareous, peaty or clayey-silt-laden soils (<i>Molinion caeruleae</i>) Hydrophilous tall herb fringe communities of plains and of the montane to alpine levels Mountain hay meadows

Site Name and Status	Location	Qualifying features of European designation (Annex 1 habitats / Annex 2 species)
		<p>Blanket bogs * Priority feature</p> <p>Petrifying springs with tufa formation (<i>Cratoneurion</i>) * Priority feature</p> <p>Alkaline fens</p> <p>Alpine pioneer formations of the <i>Caricion bicoloris-atrofuscae</i> * Priority feature</p> <p>Siliceous scree of the montane to snow levels (<i>Androsacetalia alpinae</i> and <i>Galeopsietalia ladani</i>)</p> <p>Calcareous and calcshist screes of the montane to alpine levels (<i>Thlaspietea rotundifolii</i>)</p> <p>Calcareous rocky slopes with chasmophytic vegetation</p> <p>Siliceous rocky slopes with chasmophytic vegetation</p> <p>European dry heaths</p> <p>Limestone pavements * Priority feature</p> <p>Round-mouthed whorl snail (<i>Vertigo genesii</i>)</p> <p>Marsh saxifrage (<i>Saxifraga hirculus</i>)</p>
North Pennines Dales Meadows SAC	West Durham, Cumbria, North Yorkshire, Lancashire, Northumberland	<p>Mountain hay meadows</p> <p><i>(the only Annex 1 habitat in the area of the SAC in or within 15km of County)</i></p>

Site Name and Status	Location	Qualifying features of European designation (Annex 1 habitats / Annex 2 species)
North Pennine Moors SAC	West Durham, Cumbria, North Yorkshire, Northumberland	European dry heaths <i>Juniperus communis</i> formations on heaths or calcareous grasslands Blanket bogs * Priority feature Petrifying springs with tufa formation (<i>Cratoneurion</i>) * Priority feature Siliceous rocky slopes with chasmophytic vegetation Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles Northern Atlantic wet heaths with <i>Erica tetralix</i> Calaminarian grasslands of the <i>Violetalia calaminariae</i> Siliceous alpine and boreal grasslands Semi-natural dry grasslands and scrubland facies: on calcareous substrates (<i>Festuco-Brometalia</i>) Alkaline fens Siliceous scree of the montane to snow levels (<i>Androsacetalia alpinae</i> and <i>Galeopsietalia ladani</i>) Calcareous rocky slopes with chasmophytic vegetation Marsh saxifrage <i>Saxifraga hirculus</i>
River Eden SAC	Cumbria	Floating formations of water crowfoot (<i>Ranunculus</i>) of plain and sub-mountainous rivers

Site Name and Status	Location	Qualifying features of European designation (Annex 1 habitats / Annex 2 species)
		<p>Oligotrophic to mesotrophic standing waters with vegetation of the <i>Littorellera uniflora</i> and/or of the <i>Isoeto-Nanojuncetea</i></p> <p>Residual alluvial forests with <i>Alnion glutinoso-incanae</i></p> <p>Atlantic salmon (<i>Salmo salar</i>)</p> <p>Bullhead (<i>Cottus gobio</i>)</p> <p>Brook lamprey (<i>Lampetra planeri</i>)</p> <p>River lamprey (<i>Lampetra fluviatilis</i>)</p> <p>Sea lamprey (<i>Petromyzon marinus</i>)</p> <p>White-clawed crayfish (<i>Austropotamobius pallipes</i>)</p> <p>Otter (<i>Lutra lutra</i>)</p>
Thrislington SAC	South Durham	Semi natural dry grasslands and scrubland facies: Calcareous grasslands
Tyne & Nent SAC	Northumberland	Calaminarian grasslands of the <i>Violetalia Calaminariae</i>
Tyne & Allen River Gravels SAC	Northumberland	Calaminarian grasslands of the <i>Violetalia Calaminariae</i>
North Pennine Moors SPA	West Durham, Cumbria, North Yorkshire, Northumberland	<p>Hen Harrier, Merlin, Peregrine, Golden Plover</p> <p>Dunlin, Curlew</p>

Site Name and Status	Location	Qualifying features of European designation (Annex 1 habitats / Annex 2 species)
Northumbria Coast SPA	Northumberland, Tyne & Wear, East Durham	Little Tern, Purple Sandpiper, Turnstone
Northumbria Coast Ramsar Site	Northumberland, Tyne & Wear, East Durham	Little Tern, Purple Sandpiper, Turnstone Additional species supporting criteria: Breeding: Great Cormorant, Black-legged Kittiwake, Arctic Tern On passage: European Golden Plover Wintering: Common Eider, Sanderling
Teesmouth & Cleveland Coast SPA	Stockton-on Tees, Hartlepool, Redcar & Cleveland (also a small stretch in East Durham)	Sandwich Tern, breeding Little Tern, Red Knot, Common Redshank, Ringed Plover Internationally important assemblage of over-wintering waterfowl
Teesmouth & Cleveland Coast Ramsar Site	Stockton-on Tees, Hartlepool, Redcar & Cleveland (also a small stretch in East Durham)	Red Knot, Common Redshank Internationally important assemblage of over-wintering waterfowl Additional species supporting criteria: Breeding: Little Tern On passage: Northern Shoveler, Common Greenshank

Site Name and Status	Location	Qualifying features of European designation (Annex 1 habitats / Annex 2 species)
		<p>Nationally important invertebrates (British Red Data Book species):</p> <ul style="list-style-type: none"> • <i>Pherbellia grisescens</i>, • <i>Thereva valida</i>, • <i>Longitarsus nigerrimus</i>, • <i>Dryops nitidulus</i>, • <i>Macrolea mutica</i>, • <i>Philonthus dimidiatipennis</i>, • <i>Trichohydriobius suturalis</i> <p>Nationally scarce higher plants:</p> <ul style="list-style-type: none"> • <i>Festuca arenaria</i> • <i>Puccinellia rupestris</i> • <i>Ranunculus baudotii</i>

2.0.6 Appendix 1 lists the SSSIs which make up the Natura 2000 Sites within 15km of County Durham. Appendix 2 lists the favourable conditions to be maintained, threats and vulnerabilities at the level of the Natura 2000 site, rather than their component SSSIs. It is a summary of the full information contained in Appendix 4.

2.0.7 Appendix 4 lists the conservation objectives for the habitats and species of European importance of each Site of Special Scientific Interest within the above Natura 2000 sites. It also sets out the favourable conditions which need to be maintained to meet the conservation objectives and contribute to the continuing integrity of the European site. The known threats and vulnerabilities of the habitats and species involved are also listed along with the results of the most recent Natural England assessment of the condition of each SSSI.

2.0.8 The information on the SSSIs, their component habitats and species of European importance and related vulnerabilities is used in the screening assessment to cross-reference with potential impacts arising from LTP3 draft policies and measures.

3 Description of the Plan

3.0.1 The third Local Transport Plan (LTP3) for County Durham will set out the objectives, policies and measures for the development of transport services and systems in the County from 2011 and is intended to have a time-span which mirrors that of the County Durham Plan (2011 to 2026). It follows on from LTP1 (2001 – 2006) and LTP2 (2006 – 2011).

3.0.2 LTP3 will direct the spending of capital funds on transport measures in the County by setting out a three-year rolling programme of schemes and projects. LTP3 will also detail how transport programmes and schemes will interact with other policy areas such as health, environment and regeneration.

3.0.3 Crucially, due to Central Government imposed deadlines, LTP3 is being developed slightly ahead of the County Durham Plan Core Strategy, which will direct the nature and scale of development in the County up to 2030. This causes issues, as the transport projects required in the County in the medium to long-term, and the location and scale of traffic generated by development, will be very much dependent on decisions taken in the County Durham Plan Core Strategy. For this reason there is a focus on the initial three year programme in the draft LTP3 itself and in the accompanying Strategic Environmental Assessment, and in this Habitat Regulations Assessment. It is the three-year programme for which there is a relatively high degree of certainty that listed projects will go ahead, and for which levels of investment will be indicated in the final LTP document. Schemes and measures suggested in the draft LTP3 beyond the first three years will be assessed as part of the assessment of the County Durham Plan Core Strategy as the preferred options / policies which influence their possible need and the nature of their impacts are further developed and agreed, and the results of modelling become available. The schemes and measures will also be assessed in relation to Habitat Regulations if they proceed to future iterations of the LTP3 three-year programme, at the point when the draft programme is consulted upon with stakeholders.

3.0.4 The overarching priorities for LTP3 have been largely decided through national guidance which sets out 5 key goals and related challenges:

Box 1**National Transport Goals and Challenges****1) Support Economic Growth**

Cross network challenge (national policy)

- Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes for business, commuting and freight
- Improve the connectivity and access to labour markets of key business centres
- Deliver the transport improvements required to support the sustainable provision housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum to 2016
- Ensure local transport networks are resistant and adaptable to shocks and impacts such as economic shocks, adverse weather, accidents, terrorist attacks and impacts of climate change

2) Reduce Carbon Emissions

Cross network challenge:

- Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets

Cities and Regional Networks Challenge

- Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures

3) Promote equality of opportunity

Cross network challenge

- Enhance social inclusion by enabling disadvantaged people to connect with employment opportunities, key services, social networks and goods through improving accessibility, availability, affordability and acceptability

Cities and Regional Networks challenges

- Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability

4) Contribute to Better Safety, Security and Health

Cross network challenges

- Reduce the risk of death, security or injury due to transport accidents
- Reduce social and economic costs of transport to public health, including air quality impacts in line with UK's European obligations
- Improve the health of individuals by encouraging and enabling more physically active travel

Additional Cities and Regional Networks challenges

- Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks

5) Improve Quality of Life and a Healthy Natural Environment

Cross network challenges:

- Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals
- Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits
- Improve the experience of end-to-end journeys for transport users
- Sustain and improve the transport's contribution to the quality of people's lives by enabling them to enjoy access to a range of goods, services, people and places

Additional Cities and Regional Networks challenges

- Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of Action Plans prepared under the Environmental Noise Directive
- Support urban and rural communities by improving the integration of transport into streetscapes and enabling better connections between neighbourhoods and better access to the natural environment
- Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national and international networks

3.0.5 The County Durham Local Transport Plan has, with some minor wording changes, adopted these Goals, and most of the Challenges (calling these "Objectives" of the plan). An additional Goal, "Maintain the Transport Asset" was added to complete the County Durham list, and Goal 3 and 4 of the national list were combined. The final list included in the draft LTP3 is shown below.

Box 2

County Durham draft LTP3 Goals and Objectives

Stronger Economy through Regeneration

- Maintain or improve reliability and predictability of journey times on key routes for business, commuting and freight
- Improve connectivity and access to labour markets of key business centres
- Deliver transport improvements required to support sustainable housing provision
- Ensure transport networks are resistant and adaptable to shocks such as economic shocks, adverse weather, accidents, attacks and impacts of climate change

Carbon Reduction

- Reduce greenhouse gas emissions

Safer and Healthier Travel

- Reduce the risk of death or injury from accidents
- Reduce costs to health of transport, including air quality impacts
- Improve health by encouraging and enabling physically active travel
- Reduce crime, fear of crime and anti-social behaviour on transport networks
- Ensure disadvantaged people in deprived or remote areas can access employment opportunities, key services, social networks and goods
- Reduce number of people and dwellings exposed to high levels of transport noise

Improve Quality of Life and a Healthy Natural Environment

- Minimise impacts of transport on natural environment, heritage and landscape
- Improve the whole journey experience for transport users
- Enhance quality of life by improving accessibility to key services, social networks, goods and places
- Integrate transport into streetscapes and connections between neighbourhoods

Maintaining the Transport Asset

- To ensure the transport asset is fit for purpose to meet the demands of a regenerated economy

3.1 LTP3 Strategy and Delivery Plan

3.1.1 LTP3 is in two parts:

A TRANSPORT STRATEGY looking at least 10 years ahead, setting out:

- what it is hoped to achieve over this period
- the main issues facing residents and visitors to the county
- the actions needed to achieve the objectives
- policies in respect of transport provision

A DELIVERY PROGRAMME setting out:

- a rolling three-year programme of physical schemes and measures needed to achieve the objectives
- how the transport asset and services will be managed, maintained and improved
- how performance will be monitored

3.1.2 There is also a volume of APPENDICES that sets out in greater detail many of the aspects of the plan referred to within the transport strategy and/or the delivery programme.

3.1.3 Unlike previous local transport plans, where the delivery programme was fixed for a period of 5 years, for LTP3 it will be a rolling programme showing the first three years in some detail, but reviewed and updated to reflect progress and the level of funding that is available through the plan period. For the purposes of assessment, it will be the three year programme along with the policy framework that forms the focus for impact identification and evaluation. An initial appraisal of issues related to the proposed longer term programme is included at Appendix 3.

4 Methodology: Broad Impact Types and Pathways

4.0.1 Following consideration of the draft LTP3 and the transport provision that it seeks to develop and maintain, a number of broad potential impact types have been identified that could affect Natura 2000 sites in and around County Durham. The diverse nature of Natura 2000 sites in the area and the strategic level of issues and options considered by the LTP mean that the use of broad impact types to provide a framework for initial screening is an effective approach. The broad impact types to be used in the screening are;

- Air quality: a change in the composition of air that disperses in the vicinity of a Natura 2000 site can change conditions, damage habitat, and harm species in designated areas
- Water quality: a change in the composition of water that flows to Natura 2000 sites can change conditions, damage habitat and harm species in designated areas
- Hydrology: Changes in hydrology can result in drought or flooding of Natura sites that can damage habitat and harm species in designated areas
- Habitat / species destruction or fragmentation: Land take from Natura 2000 sites for development should not normally happen, but has the potential to reduce areas of habitat and populations of species, or break up networks of habitats. Destruction of habitat used by designated species but not necessarily in Natura 2000 sites can also cause significant impact.
- Habitat / species disturbance: Disturbance to habitats and species inhabiting Natura 2000 sites can affect the health of populations. Disturbance of habitat or species not necessarily in Natura 2000 sites, but on which designated species are dependent can also cause significant impact
- Climate change: Climate change will have a direct impact on habitats and species. Core Strategy policies could impact on the ability of species to adapt to climate change. In particular, restrictions to movement and migration of species and habitat will restrict their ability to adapt to climate change.

4.0.2 In addition to the broad impact types, it is also useful to identify broad impact pathways that can transfer impacts to Natura 2000 sites, whether or not the source of the impact is within the Natura 2000 site itself. The broad pathways that will dictate whether an impact of a particular type will reach and potentially affect a Natura 2000 site are considered to be:

- distance (between receptor in, or pathway to a Natura 2000 site and source of impact)
- presence of a river / water course
- presence of a road
- species movement (and therefore possible vulnerability to impacts outside of Natura 2000 sites)

4.0.3 The table below sets out the broad impact types used in this assessment and the way that the broad impact pathways influence their potential to reach a particular ecological receptor - such as a habitat or species for which a Natura 2000 is designated.

IMPACT PATHWAY	Distance	Presence of river / water course	Presence of road	Species movement
IMPACT TYPE				
Air quality	Distance is crucial to whether air quality changes will reach receptor habitat or species. Also depends on magnitude and toxicity of pollutants	Not usually related to the transfer of air pollution, except when air pollution can dissolve in or mix with river water and become water pollution	Roads host traffic which may be generated in one place, but transfer air quality changes to other places along its route	Animal / bird / insect species can move to, and may be reliant upon, different areas, which may be affected by air pollution
Water Quality	Distance is crucial to whether water quality change will reach receptor habitat or species. Also depends on magnitude and toxicity of pollutants	River can transfer water pollution long distances from its the source of pollution, potentially affecting habitats or species downstream	Not usually related to the transfer of water pollution - but increased traffic from one area has potential to increase urban run-off in other areas along a road	Animal / bird / insect species can move to and may be reliant upon, different areas, which may be affected by water pollution
Hydrology	Distance is crucial to whether hydrological change will reach receptor habitat or species. Also depends on magnitude of change	River can transfer hydrological change (e.g. Reduced water levels), potentially affecting habitats or species downstream	Not particularly related to the transfer of hydrological impacts	Animal / bird / insect species can move to and may be reliant upon, different areas, which may be affected by hydrological change
Habitat or species destruction or fragmentation	Distance is crucial to whether physical activities destroy or fragment receptor habitats or species populations.	Not particularly related to the transfer of habitat or species destruction / fragmentation	Roads host traffic which may be generated in one place, but may pose a physical threat to animal species in other areas along a road	Animal / bird / insect species can move to, and may be reliant upon, different areas, which may themselves be destroyed or harbour sources of physical harm

IMPACT PATHWAY	Distance	Presence of river / water course	Presence of road	Species movement
Habitat or species disturbance	Distance is crucial to whether disturbance effects will reach receptor habitats or species. Also depends on magnitude of disturbance	Not particularly related to the transfer of habitat or species disturbance	Roads host traffic which may be generated in one place, but transfer disturbance effects to other places along its route	Animal / bird / insect species can move to, and may be reliant upon, different areas, which may harbour sources of disturbance
Ability to adapt to climate change	Distance is crucial to whether development reduces the ability of a species or habitat to adapt to climate change	Rivers can transfer flooding caused by run-off in one area to other areas along their length (would normally be considered under hydrology impacts). Can also form a linear physical barrier to the migration of protected habitats / species in response to climate change.	Not particularly related to the transfer of impacts of habitats / species to respond to climate change - but can form a physical barrier (as can other forms of development) to the migration of protected habitats / species in response to climate change.	Animal / bird / insect species can move to, and may be reliant upon, different areas, which may be affected by climate change. Movement of animal / bird / insect/ plant species is key to their ability to adapt to climate changes

4.0.4 In Section 5 the screening analysis is presented. Potential impacts on Natura 2000 sites are identified - taking into account the conservation objectives of the sites, their likely sensitivities to each broad impact type that could be caused by policies and measures in the draft LTP3 and the impact pathways that could transfer impacts to the sites.

5 Screening Analysis of Draft LTP3

5.0.1 In this section, the results of a screening assessment of the draft LTP3 are presented. It provides comments on the Goals and Objectives and results of a screening exercise to identify potential impacts on Natura 2000 sites of the draft policies and related interventions in the three year programme. Focusing the assessment on the three year programme (set out on pages 25-35 in the draft LTP3 Delivery Plan and with further details in the LTP3 Appendices document) is considered the most pragmatic approach given that this is the programme of action being submitted to Government for funding, and is the time-frame within which there can be a relatively high degree of confidence that proposed schemes and measures will be implemented.

5.0.2 The Delivery Plan also contains proposed schemes and measures over a longer time-frame. These are commented upon from the point of view of compliance with the Habitat Regulations 2010 in Appendix 3. Potential issues are highlighted with a view to providing a starting point for full Habitat Regulations Assessment in the future, if and when schemes are incorporated into a three-year programme for funding and implementation.

5.1 Goals and Objectives

5.1.1 The LTP3 Goals and Objectives form the high level framework for the LTP3 and are largely prescribed by national guidance. They provide a context for the Policies and Interventions (measures) set out in the draft LTP3, which are the elements of the plan which define the actual programme to be delivered and associated potential impacts on the environment.

5.1.2 The Goals and Objectives themselves have therefore not been subject to the full HRA screening process, which instead focuses on the LTP Policies and relevant Interventions in the first three year programme. However a general consideration of the Objectives from the point of view of biodiversity conservation and enhancement raises the following points:

- The Objective stating "Reduce greenhouse gas emissions" would be stronger if it more closely reflected the national challenge which states "Deliver quantified reductions in greenhouse gas emissions consistent with the Climate Change Bill and EU targets". The development of a carbon-reduction target for the LTP3 would be consistent with an objective which includes a commitment to "quantified reductions".
- The Objective stating "Minimise impacts from transport on natural environment, heritage and landscape" would be stronger if it more closely reflected the national challenge which states "Minimise impacts from transport on natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits".

5.2 Draft policies and related interventions in the three year programme

5.2.1 The table below identifies potential impacts related to draft LTP3 policies and the three-year programme. Issues highlighted in yellow are those which need to be taken forward to the next stage (Section 6) for further consideration.

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 1</p> <p>Improvements to the transport system will always take into account that it should be as attractive and straightforward as possible for young people and children to use.</p>	Air quality	No likely impact - policy in itself does not promote development	No specific measures in the three year programme. Cross-cuts with other measures.
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	
<p>Policy 2</p> <p>Public transport and the walking environment will be developed to allow less able and elderly people to travel independently with ease and follow an active lifestyle. The impact of impairments that affect a person's ability to travel will be reduced by:</p> <ul style="list-style-type: none"> Continuing support of community transport services which help meet the needs of disabled people 	Air quality	No likely impact - policy is concerned with details of design of infrastructure / services rather than promoting development or directing its location	No specific measures in the three year programme. Cross-cuts with other measures.
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<ul style="list-style-type: none"> Developing public transport and the walking environment to allow elderly and disabled people the opportunity to travel independently Promote compliance with the Disability Discrimination Act on access requirements in areas of commercial and leisure activities The provision of transport information in accordance with the Disability Discrimination Act 	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	
<p>Policy 3</p> <p>An integrated route management approach to improve corridors of travel will be taken when other programmed highway projects can be combined to provide more comprehensive benefits along the route.</p>	Air quality	Temporary impacts possible during works	<p>Priority corridors in the three year programme are A692 and A167. These have cross-boundary connections and the A167 in County Durham crosses tributaries of the River Tees, connecting it to Teesmouth and Cleveland Coast SPA.</p> <p>No specific schemes defined in the three year programme are in locations likely to cause impact on Natura 2000 sites or bird species for which (SPA) sites are designated.</p> <p>No other specific measures for Integrated Route Management are included in the three year programme. The combination</p>
	Water quality	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation	
	Hydrology	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation or from effects on local water table / sources	
	Habitat destruction or fragmentation	Impacts possible on routes through / near N2K sites	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
	Habitat / species disturbance	Impacts possible on routes through / near N2K sites or areas used by bird species for which (SPA) sites are designated.	of highways measures to provide more comprehensive benefits along a route has the potential to enhance level or prolong extent of impacts.
	Ability to adapt to climate change	No likely impact, except where routes are being created or widened (this is covered under Policy 26 on New Road Infrastructure).	Integrated Route Management schemes, depending on their location and content, have potential to significantly effect Natura 2000 sites
Policy 4 The County Council will work with neighbouring local authorities, transport authorities and transport operators to sustain and improve the attractiveness of transport links within the region and beyond. Particular attention will be given to public transport links into the two major urban areas of Tyne and Wear and Tees Valley city regions while also ensuring that important transport links in the rural west of the County are not ignored.	Air quality	Possible temporary impacts during works	Priority corridors in the three year programme are A692 and A167. These have cross-boundary connections and the A167 in County Durham crosses tributaries of the River Tees, connecting it to Teesmouth and Cleveland Coast SPA.
	Water quality	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation	
	Hydrology	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation or from effects on local water table / sources	No specific schemes in the three year programme are in locations likely to cause impact on Natura 2000 sites or bird species for which (SPA) sites are designated.
	Habitat destruction or fragmentation	Impacts possible on routes through / near N2K sites	New proposals for improvements to cross boundary connections, if near to the Durham Coast, the North Pennines or the River Tees has potential to significantly affect Natura 2000 sites
	Habitat / species disturbance	Impacts possible on routes through / near N2K sites or areas used by bird species for which (SPA) sites are designated.	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
	Ability to adapt to climate change	No likely impact, except where routes are being created or widened (this is covered under Policy 26 on New Road Infrastructure).	
<p>Policy 5</p> <p>The public transport network will continue to be developed for the benefit of its users.</p> <p>A programme of measures along with general policies on the development and operation of the network is outlined in the County Durham Bus Strategy – a daughter document of this plan. The reliability, accessibility, efficiency, and competitiveness of bus services will be considered as a high priority when devising new traffic schemes, especially along the main transport corridors and approaches into town centres.</p> <p>The County Council will specifically:</p> <p>Exploit all cost effective opportunities to provide bus priority measures.</p>	Air quality	Possible temporary impacts during works	<p>The measures in the three year programme consist of improvements to individual bus-stops and associated road markings. These are not likely to have any impact on Natura 2000 Sites.</p> <p>Larger scale measures include improvements to bus stations at Bishop Auckland, and Durham City Park and Ride Sites, as well as improvements to rail stations at, Bishop Auckland, Durham City and Heighington. These are not likely to have any impact on Natura 2000 sites due to location and / or scale of scheme.</p> <p>Proposals for improvements to Peterlee Bus Station and Seaham Rail Station would be within 500m of Castle Eden Dene SAC and 900m of Northumbria Coast SPA. They therefore have potential to cause impact.</p>
	Water quality	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation	
	Hydrology	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation or from effects on local water table / sources	
	Habitat destruction or fragmentation	Impacts possible on routes through / near N2K sites.	
	Habitat / species disturbance	Impacts possible on routes through / near N2K sites or areas used by bird species for which (SPA) sites are designated.	
	Ability to adapt to climate change	No likely impact, except where routes are being created or widened (this is covered under Policy 26 on New Road Infrastructure).	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
			The proposal for a new rail station at on the Durham Coast Line has potential to affect the Durham Coast SAC, depending on details of its location and design, which are not known at this stage (see policy 8).
Policy 6 The availability of public transport information will be made easier for all potential public transport users to access. The special needs of people with sight impairments, hearing difficulties, physical disabilities and learning disabilities will be taken into consideration where information services are to be provided.	Air quality	No likely impact - policy does not in itself promote development	Measures in the three year programme are concerned with provision of information rather than physical development and therefore are of negligible impact. No likely significant adverse impact
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	
Policy 7 Partnerships will be the main tool for ensuring the continual improvement of bus services and supporting infrastructure. Arrangements will be formalised and underpinned by	Air quality	No likely impact - policy does not in itself promote development	No specific measures in the three year programme. Cross-cuts with other measures No likely significant adverse impact
	Water quality	As above	
	Hydrology	As above	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>memoranda of understanding between Durham County Council and the bus operators.</p>	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	
<p>Policy 8</p> <p>Opportunities will be taken to provide a new station on the Durham Coast line and an improved station at Bishop Auckland on the Darlington to Bishop Auckland line and moves to reopen the Leamside line will be supported.</p>	Air quality	<p>No likely impact - station improvements on Durham Coast Line and Darlington to Bishop Auckland Line will not in themselves create increased train services which could cause pollution. Route of Leamside line is not within 200m of any N2K sites (the accepted distance for no impact from road traffic emissions), but would increase traffic on East Coast Mainline which is 600m from Thrislington SAC</p>	<p>Three year programme includes all measures outlined in the policy text.</p> <p>Improved station at Bishop Auckland is not likely to have any significant adverse impact due to location</p> <p>Reopening of Leamside Line is not likely to have any significant adverse effects due to location. Possible effects of air quality on Thrislington SAC may have to be taken into account in combination with other proposed uses of Thrislington Quarry area if they come forward under the County Durham Plan (waste and minerals proposals).</p> <p>Providing a new station on the Durham Coast line has potential to significantly affect the Durham Coast SAC.</p>
	Water quality	<p>Possible impact through run off from new station on Durham Coast line to Durham Coast SAC. Impact possible in construction and use phases.</p>	
	Hydrology	<p>Possible impact from new station on Durham Coast line on water table or water sources in proximity of Durham Coast</p>	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
		SAC. Impact possible in construction and use phases.	
	Habitat destruction or fragmentation	Possible impact from new station on Durham Coast line on Durham Coast SAC. Impact possible in construction and use phases	
	Habitat / species disturbance	Possible impact from new station on Durham Coast line on Durham Coast SAC.	
	Ability to adapt to climate change	Possible impact from new station on Durham Coast line on Durham Coast SAC.	
Policy 9 Community transport organisations will continue to be supported for the benefit of their users and to build their ability to be self-sustaining.	Air quality	No likely impact - policy does not in itself promote development	Community Transport is included as a general measure in the three year programme. Measures involved are not likely to have significant adverse effects
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 10</p> <p>Improvements to the accessibility, availability and quality of taxi services in the County will be promoted by the establishment of Taxi Working Groups (TWG). TWGs will be partnerships between taxi operators, elected Members and officers of the County Council and will work towards the establishment of effective Quality Taxi Partnerships.</p>	Air quality	No likely impact - policy does not in itself promote development	Taxis is included as a general measure in the three year programme.
	Water quality	As above	Measures involved are not likely to have significant adverse effects
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	
<p>Policy 11</p> <p>Improvement to transport interchanges will take account of the needs of all users.</p>	Air quality	No likely impact - focuses on the immediate environment of interchanges and particularly their accessibility to vulnerable groups	<p>Improvements to various interchanges are included in the three year programme.</p> <p>Measures involved are not likely to have significant adverse effects</p>
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
	Ability to adapt to climate change	As above	
Policy 12 Reduction of carbon emissions will be addressed through the requirements of the Council's "Carbon Reduction Strategy". Risk assessments will be carried out to assess the transport system's vulnerability to the forecast changes to the north east climate and actions taken to minimise any risks identified.	Air quality	No likely impact - policy lacks detail on carbon reduction measures, but these are considered to support air quality improvement	Related measures in the three year programmes are Workplace Travel Planning and Attitudinal Change, Demand Management, Electric Vehicle Infrastructure and Walking and Cycling. These are not considered likely to have significant adverse effects, apart from cycling and walking routes which may traverse Natura 2000 sites. These are covered under Policy 14 and Policy 15. Many of the European designated habitats in and around County Durham are considered to be vulnerable to climate change, especially in the longer term (see Appendix 4). Translating the Carbon Reduction Strategy target into a specific carbon reduction target for transport should be carried out. The target should be included in the LTP to set the context for carbon reduction, demand management and sustainable transport measures. Measures on risk assessment and action to minimise vulnerability to climate change are not included in the three year
	Water quality	Possible impact linked to diversion of run off from transport network to area covered by Natura 2000 designation	
	Hydrology	Possible impact linked to diversion of run off from transport network to area covered by Natura 2000 designation	
	Habitat destruction or fragmentation	Possible impact linked to flood prevention and / or coastal protection works to protect transport infrastructure	
	Habitat / species disturbance	Possible impact linked to flood prevention and / or coastal protection works to protect transport infrastructure	
	Ability to adapt to climate change	Possible impact linked to coastal protection works to protect transport infrastructure	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
			<p>programme, but are assumed to be incorporated within the "Maintenance" budget.</p> <p>Possible impacts associated with flood prevention on the transport network if run off / drainage measures affect an area covered by a Natura 2000 designation. Also possible impact on Durham Coast SAC and coastal SPAs through coastal protection of transport infrastructure. Flood management / erosion protection scheme proposals near to the Durham Coast, the North Pennines or the River Tees or its tributaries have potential to significantly affect Natura 2000 sites</p>
<p>Policy 13</p> <p>Noise pollution will be reduced through:</p> <ul style="list-style-type: none"> Traffic reduction and traffic management Purpose built noise barriers in new roads near residential areas where there is both an unacceptable noise problem and it is practical. 	Air quality	No likely impact - measures listed help contain air pollution	<p>No specific measures in the three year programme. No new roads are proposed in the three year programme.</p> <p>No likely significant adverse effects.</p>
	Water quality	No likely impact - measures listed not linked to water quality issues	
	Hydrology	Noise barriers may increase area taken up by a new road. Impacts are considered to be linked to Policy 26	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
	Habitat destruction or fragmentation	Noise barriers may increase area taken up by a new road. Impacts are considered to be linked to Policy 26	
	Habitat / species disturbance	Noise barriers may increase area taken up by a new road. Impacts are considered to be linked to Policy 26	
	Ability to adapt to climate change	No likely impact - noise barriers not considered to increase obstacles to climate change migration over and above that caused by a new road scheme	
Policy 14 The overall pedestrian network will continue to be developed and improved for the benefit of all of its users and to encourage walking. The provision of light controlled pedestrian crossings will be based on a priority needs assessment. Policies on the development of walking and operation of the urban and rural path network are outlined in the Rights of Way Improvement Plan.	Air quality	No likely impact - promoting walking supports improved air quality. Any temporary effects during works are minimal	Cycling and Walking is included as a general measure in the three year programme. Possible impacts from improvement to walking route network where it traverses Natura 2000 sites.
	Water quality	No likely impact - any temporary effects during works are minimal	
	Hydrology	Possible impact from construction if water table or sources in vicinity of Natura 2000 sites are affected	
	Habitat destruction or fragmentation	Possible impact where routes traverse Natura 2000 sites	
	Habitat / species disturbance	Possible impact if routes bring more people in vicinity of SPA sites	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
	Ability to adapt to climate change	No likely impact - walking routes offer limited obstruction to migration	
<p>Policy 15</p> <p>The cycle network will continue to be developed for the benefit of its users and to attract new users. Policies on the development and operation of the network are outlined in the County Durham Cycling Strategy.</p>	Air quality	No likely impact - promoting cycling supports improved air quality. Any temporary effects during works are minimal	<p>Cycling and Walking is included as a general measure in the three year programme.</p> <p>Possible impacts from improvement to cycling route network where it traverses Natura 2000 sites.</p>
	Water quality	No likely impact - any temporary effects during works are minimal	
	Hydrology	Possible impact from construction if water table or sources in vicinity of Natura 2000 sites are affected	
	Habitat destruction or fragmentation	Possible impact where routes traverse Natura 2000 sites	
	Habitat / species disturbance	Possible impact if routes bring more people in vicinity of SPA sites	
	Ability to adapt to climate change	No likely impact - cycle routes offer limited obstruction to migration	
<p>Policy 16</p> <p>Improvements to perceptions of, or actual, poor security will continue to be made to:</p> <ul style="list-style-type: none"> Walking and cycling routes. 	Air quality	No likely impact - policy in itself does not promote development	<p>No specific measures in the three year programme. Cross-cuts with other measures. No likely significant adverse impacts</p>
	Water quality	As above	
	Hydrology	As above	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<ul style="list-style-type: none"> Transport facilities including bus waiting areas. Design of new developments or upgrading of existing developments 	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	Light pollution has potential for impact on sensitive species	
	Ability to adapt to climate change	No likely impact - policy in itself does not promote development	
Policy 17 Maintenance of the highway network for the safe and convenient movement of people and goods will be in accordance with the priorities identified by the Transport Asset Management Plan and supported by the annual Highway Maintenance Management Plan.	Air quality	Possible short-term impacts during works	Road maintenance is included as a general measure in the three year programme. More information in LTP3 on proposed maintenance schemes in the three year programme would be useful. Possible impacts related to air quality, water quality, hydrology and disturbance during works. Not likely to be significant due to short-term nature, but major schemes should be screened for the need for Appropriate Assessment under the Habitat Regulations 2010. However, Schemes that incorporate flood prevention / erosion protection works have potential longer term impacts and are covered under Policy 12.
	Water quality	Possible short-term impacts during works	
	Hydrology	No likely impact - maintenance focuses on existing infrastructure	
	Habitat destruction or fragmentation	No likely impact - maintenance focuses on existing infrastructure	
	Habitat / species disturbance	Possible short-term impacts during works	
	Ability to adapt to climate change	No likely impact - maintenance focuses on existing infrastructure	
Policy 18	Air quality	Possible short-term impacts during works	Bridge Maintenance is included as a specific measure in the three year

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>The programme for strengthening and maintaining structures will be needs-based to deliver a safe, serviceable and sustainable highway network. Consideration will be given to the preservation of historic structures and enhancement of the natural and historic environment. The measures to be taken on the maintenance of structures are outlined in the Structures Life Cycle Plan incorporated in the Transport Asset Management Plan.</p>	Water quality	Possible short-term impacts during works	<p>programme. No likely significant adverse impacts due to short-term nature but major schemes should be screened for the need for Appropriate Assessment under the Habitat Regulations 2010.</p>
	Hydrology	No likely impact - work focuses on existing structures	
	Habitat destruction or fragmentation	No likely impact - work focuses on existing structures	
	Habitat / species disturbance	Possible short-term impacts during works	
	Ability to adapt to climate change	No likely impact - work focuses on existing structures	
<p>Policy 19</p> <p>Provision of highway lighting, its improvement, lighting levels, column specification and maintenance regime will be in accordance with the priorities of the Council's current "Street Lighting Policy" document.</p>	Air quality	No likely impact - limited activity during construction and no direct emissions	<p>Street Lighting is included as a general measure in the three year programme. Possible impact through disturbance from light levels. Schemes in vicinity of Natura 2000 sites should be screened for Appropriate Assessment under the Habitat Regulations 2010.</p>
	Water quality	No likely impact - limited activity during construction and no direct emissions	
	Hydrology	No likely impact - limited to land within highway	
	Habitat destruction or fragmentation	No likely impact - limited to land within highway	
	Habitat / species disturbance	Possible disturbance to species from light levels	
	Ability to adapt to climate change	No likely impact - no obstruction to species or habitat migration	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
Policy 20 Measures will continue to be taken to reduce casualties on the highway network in partnership, through the implementation of the Road Safety Partnership Strategy	Air quality	No likely impact - policy is concerned with awareness raising / training and modifications to existing infrastructure	Casualty Reduction is included as a measure in the three year programme. No specific schemes are included in the three-year programme. No likely significant adverse effects
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	
Policy 21 We will continue to introduce measures to reduce speed in local communities in order to help reduce casualties and improve the quality of life for the residents.	Air quality	No likely impact - policy in itself does not promote development	Casualty Reduction is included as a measure in the three year programme. No likely significant adverse effects
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 22</p> <p>We will continue to respond to requests for traffic calming from the community when the improvements provide the community with improved quality of life and are value for money.</p>	Air quality	No likely impact - measures are concerned with adapting existing infrastructure, especially within settlements	<p>Casualty Reduction is included as a measure in the three year programme.</p> <p>No likely significant adverse effects</p>
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	
<p>Policy 23</p> <p>The Network Management Duty will be carried out in accordance with the priorities identified by the Council's Network Management Plan in order to maximise the capacity of the road network.</p>	Air quality	No likely impact - policy in itself does not promote development	<p>No specific measures in the three year programme. Crosscuts with other measures.</p> <p>Is principally concerned with ensuring roadworks or incidents on the highway network are timed and managed to avoid disruptions to traffic.</p> <p>No likely significant adverse effects</p>
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 24</p> <p>The County Council will work with local motorcycling representatives to address motorcycle issues, particularly safety education issues, throughout the County.</p> <p>These issues will include:</p> <ul style="list-style-type: none"> Engaging with local and national motorcycle user groups to identify hazards on the existing highway network within County Durham in order to allow any hazards to be prioritised and corrected Introducing a motorcycling audit as part of the existing safety audit regime for all new road developments to ensure the safety of motorcyclists has been addressed Consideration of the provision of secure parking in town centres and at public facilities 	Air quality	No likely impact - policy in itself does not promote development	No specific measures in the three year programme.
	Water quality	As above	No likely significant adverse effects
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 25</p> <p>The County Council will bring about attitude change through publicising the importance of reducing dependence on the private car and encouraging the use of alternative modes of transport, especially for journeys that are made on a regular basis and those of a shorter distance. This will be done in parallel with appropriate infrastructure improvements which will play their part in demonstrating that alternatives to the car can be easy and attractive.</p>	Air quality	No likely impact - promoting walking / cycling supports improved air quality. Any temporary effects during works are minimal	<p>Workplace Travel Planning, Demand Management, Electric Car Charging Infrastructure and Walking & Cycling are included as measures relating to this policy and are considered under Policy 12, 14 and 15. It is considered that this policy would be strengthened in its ability to bring about change benefiting carbon reduction, congestion reduction, air quality and health if it also covered demand management.</p>
	Water quality	No likely impact - any temporary effects during works are minimal	
	Hydrology	Possible impact from construction of walking / cycling routes if water table or sources in vicinity of Natura 2000 sites are affected	
	Habitat destruction or fragmentation	Possible impact where walking / cycling routes traverse Natura 2000 sites	
	Habitat / species disturbance	Possible impact if walking / cycling routes bring more people in vicinity of SPA sites	
	Ability to adapt to climate change	No likely impact - walking / cycle routes offer limited obstruction to migration	
<p>Policy 26</p> <p>Proposals for improvements to the highway network will only be brought forward, in the absence of suitable alternatives, capable of achieving the same objectives. Where new roads are subject to environmental impact assessment, mitigation opportunities</p>	Air quality	Possible impact from traffic on new roads and temporary impacts during construction	<p>No new road schemes are included in the three year programme.</p> <p>No likely significant adverse effects</p>
	Water quality	Possible impact from run-off from new roads in construction and / or use phases.	
	Hydrology	Possible impact from new roads affecting water table or water sources	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
that enhance aspects of the environment will be utilised where practicable.	Habitat destruction or fragmentation	Possible impact from land take / construction of new road	
	Habitat / species disturbance	Possible impact from construction activities and use of road (traffic)	
	Ability to adapt to climate change	Possible impact if new road prevents migration of Natura 2000 habitat / species in response to climate change.	
Policy 27 Schemes for the introduction of road charging or workplace parking charges could be considered where they can make a useful contribution to reducing car dependency / use or congestion. Currently there are no plans to introduce Road User Charging or a Workplace Parking Levy in County Durham as part of LTP3.	Air quality	No likely impact - policy in itself does not promote development	No specific measures in the three year programme.
	Water quality	As above	No likely significant adverse effects
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 28</p> <p>On-street and public parking will be managed in order to:</p> <ul style="list-style-type: none"> • Provide a sufficient (but not excessive) supply of short term visitor parking; • Discourage commuter parking in main towns and other residential areas adequately served by public transport; and • Provide sufficient parking facilities for cycles and motorcycles. 	Air quality	Unclear whether policy promotes car-park development. It could increase traffic accessibility to N2K sites	<p>No specific measures in the three year programme. No likely significant adverse effects</p> <p>It may be clearer and reduce potential impact if worded: "On-street and public parking in towns and settlements will be managed in order to: ..."</p>
	Water quality	Could be affected by car-park run-off from new car-parks	
	Hydrology	Could be affected by construction of new car-parks / run-off from new car parks	
	Habitat destruction or fragmentation	Could be affected by construction of new car-parks	
	Habitat / species disturbance	Could be affected by increased access	
	Ability to adapt to climate change	Could be affected by construction of new car-parks	
<p>Policy 29</p> <p>The County Council will continue with its programme to support all schools to implement the measures in their Travel Plans. We will also encourage schools to regularly update and revise their Travel Plans and, where appropriate, secure this through the Planning process.</p>	Air quality	No likely impact - policy does not in itself promote development	<p>No specific measures in the three year programme. No likely significant adverse effects</p>
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
	Ability to adapt to climate change	As above	
<p>Policy 30</p> <p>The County Council, as a major employer in the County, will seek to lead the way in workplace travel planning by developing, and implementing, its own Travel Plan. The County Council will seek to secure Travel Plans for new development wherever possible through the Planning Process and advice and support will be offered to existing developments who wish to voluntarily develop a Travel Plan.</p>	Air quality	No likely impact - policy in itself does not promote development	No specific measures in the three year programme. No likely significant adverse effects
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	
<p>Policy 31</p> <p>The Council will monitor issues with respect to freight on the County's road network and assess and promote delivery solutions that are efficient, safe and neighbourly. To maximise choice in the movement of freight on the rail network, the exploration of</p>	Air quality	Possible short term impact from construction of new facilities for rail freight	No specific measures in the three year programme. No likely significant adverse effects.
	Water quality	Possible short term impact from construction of new facilities	
	Hydrology	Possible impact from construction of new facilities if affecting water table or water sources	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>opportunities to provide new facilities beside existing and former railway lines will continue.</p>	Habitat destruction or fragmentation	Possible impact from construction of new facilities	
	Habitat / species disturbance	Possible impact from construction of new facilities	
	Ability to adapt to climate change	Possible impact from construction of new facilities	
<p>Policy 32</p> <p>Improved air quality will be pursued through:</p> <ul style="list-style-type: none"> • Implementing action plans for any Air Quality Management Area declared • Traffic reduction and encouraging alternatives to the private car where appropriate • Encouraging increased use of cleaner fuels / low emission vehicles in the County's fleet and provision of charging points for electric vehicles. • Encouraging organisations that operate vehicle fleets, buses and taxis to use only cleaner fuels and low emission vehicles. 	Air quality	Air pollution from traffic is a diffuse source of pollution, contributing to deposition of pollutants which can be at a considerable distance from the source. Policy seeks to improve air quality (and therefore reduce likelihood of impacts).	<p>Air Quality Management Area (AQMA) is included as a measure in the three year programme in relation to reducing pollution levels affecting housing areas in Durham City which is not in close proximity to any Natura 2000 site. No likely significant adverse effects.</p> <p>Air pollution is listed as potential significant threat to many European designated habitats occurring in and around County Durham and is exceeding critical loads for designated habitats at some locations (see table below). Air pollution from transport is a diffuse source and it is very difficult to attribute air pollution deposition on specific areas of semi-natural habitat to traffic at specific locations, except where it is within 200m of that habitat (<i>Appropriate Assessment of RSS for the North East, Trewick Environmental Consultants et al 2008</i>).</p>
Water quality	No likely impact		
Hydrology	No likely impact		
Habitat destruction or fragmentation	No likely impact		
Habitat / species disturbance	No likely impact		
Ability to adapt to climate change	No likely impact		

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
Policy 33 Reducing the need to travel in rural areas will be addressed by providing support to: <ul style="list-style-type: none"> • Extending the Broadband Network. • Overcoming transport challenges in bringing services and goods to people instead of people needing to travel to those services. 	Air quality	No likely impact - policy in itself does not promote development	No specific measures in the three year programme. May crosscut with other measures in terms of laying broadband cable when other work is being done / services are being provided under roads. This is covered under Policy 3. No likely significant adverse effects
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	
Policy 34 The development of a market for electric vehicles in the County will be supported by: <ul style="list-style-type: none"> • Exemption from parking charges for at least 5 years from April 2011 at recharge parking bays. • Programme of providing electric charging points in public areas in the main towns. • Developing planning guidelines for the provision of charging points 	Air quality	No likely impact - development is minor and restricted to towns and residential areas	Electric Vehicle Charging Infrastructure is included as a measure in the three year programme. This will be in town centres. No likely significant adverse effects
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
	Ability to adapt to climate change	As above	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
in new commercial and residential developments.			
<p>Policy 35</p> <p>New transport developments and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources, and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate.</p>	Air quality	No likely impact - policy is concerned with avoiding / reducing impacts	<p>No specific measures in the three year programme. Policy would be stronger if a commitment was made to screening new scheme proposals for Appropriate Assessment under the Habitat Regulations. Adding the sentence. "New scheme proposals will be screened for impacts on biodiversity and the need for Appropriate Assessment under the Habitat regulations 2010."</p> <p>Suggested wording would give recognition to the legal requirement to screen highways plans and projects under the Habitats Regulations 2010; Part 6, Chapter 3, Section 84.</p>
	Water quality	As above	
	Hydrology	As above	
	Habitat destruction or fragmentation	As above	
	Habitat / species disturbance	As above	
Ability to adapt to climate change	As above		

Table for Policy 32: Data from national Air Pollution Information System on pollution affecting natura 2000 sites (*Highlighting shows pollutants which are exceeding the critical load or threshold for the relevant habitat*)

SAC	APIS Habitat		Acid dep Exceed?	N Dep (Kg/ha/yr) 2003	*Ozone	N Critical load ranges (kg/ha/yr)
Castle Eden Dene	Ash and Yew Woodland	2003	Yes	28.4	1.18	N ranges 10-15 this study uses 12.5
		2010	Partially	25.1		
Moor House Upper Teesdale	Alkaline Fens	2003	Partially	17.2	0.99	N ranges 15-25 this study uses 20
		2010	Partially	15.3		
	Blanket Bogs	2003	Yes	17.2	0.99	N ranges 5-10 this study uses 7.5
		2010	Yes	15.3		
	European Dry Heaths	2003	Partially	17.2	0.99	N ranges 10-20 this study uses 15
		2010	Partially	15.3		
	Semi-natural dry grassland on Calcareous Substrates	2003	No	17.2	0.99	N ranges 15-25 this study uses 12.5
		2010	No	15.3		
	Juniper heath	2003	No	17.2		N ranges 10-20 this study uses 15
		2010	No	15.3		

SAC	APIS Habitat		Acid dep Exceed?	N Dep (Kg/ha/yr) 2003	*Ozone	N Critical load ranges (kg/ha/yr)
	Calaminarian Grassland	2003	No	17.2		N ranges 15-25 this study uses 20
		2010	No	15.3		
	Alpine and Boreal Heaths	2003	Partially	17.2		N ranges 5-15 this study uses 10
		2010	Partially	15.3		
	Siliceous Alpine and Boreal Grassland	2003	Partially	17.2		N ranges 5-10 this study uses 7.5
		2010	Partially	15.3		
	Molinia Meadows on Calcareous, Peaty or Clayey-laden soils	2003	Partially	17.2		N ranges 15-25 this study uses 20
		2010	Partially	15.3		
	Hydrophilous Tall Herb Communities	2003	Partially	17.2		N ranges 5-10 this study uses 7.5
		2010	Partially	15.3		
	Petrifying Springs	2003	Partially	17.2		N ranges 15-25 this study uses 20
		2010	Partially	15.3		
	Siliceous scree of the montane to snow levels	2003	Partially	17.2		N ranges 5-15 this study uses 10
		2010	Partially	15.3		

SAC	APIS Habitat		Acid dep Exceed?	N Dep (Kg/ha/yr) 2003	*Ozone	N Critical load ranges (kg/ha/yr)
	Calcareous and Calchist Screes of the Montane to Alpine levels	2003	No	17.2		N ranges 5-15 this study uses 10
		2010	No	15.3		
	Calcareous Rocky Slopes with Chasmophytic Vegetation	2003	Partially	17.2		N ranges 5-10 this study uses 7.5
		2010	Partially	15.3		
	Siliceous Rocky Slopes with Chasmophytic Vegetation	2003	Partially	17.2		N ranges 5-10 this study uses 7.5
		2010	Partially	15.3		
	Limestone Pavements	2003	No	17.2		N ranges 5-10 this study uses 7.5
		2010	No	15.3		
	Saxifraga hirculus	2003	Partially	17.2		N ranges 5-10 this study uses 7.5
		2010	Partially	15.3		
	Vertigo genesii	2003	Site specific details over-ride general deposition estimates			N ranges 15-25 this study uses 20
		2010				
North Pennine Dales Meadows	Unimproved Hay Meadow	2003	No	23.1	0.90	N ranges 10-20 this study uses 15
		2010	No	20.4		

SAC	APIS Habitat		Acid dep Exceed?	N Dep (Kg/ha/yr) 2003	*Ozone	N Critical load ranges (kg/ha/yr)
North Pennine Moors	North Atlantic Wet Heaths with Erica tetralix	2003	Partially	20.2	0.98	N ranges 10-20 this study uses 15
		2010	Partially	17.9		
	European Dry Heaths	2003	Partially	20.2	0.98	N ranges 10-20 this study uses 15
		2010	Partially	17.9		
	Juniper Heath	2003	No	20.2		N ranges 10-20 this study uses 15
		2010	No	17.9		
	Calaminarian Grassland	2003	No	20.2		N ranges 15-25 this study uses 20
		2010	No	17.9		
	Siliceous Alpine and Boreal Grassland	2003	Partially	20.2		N ranges 5-10 study uses 7.5
		2010	Partially	17.9		
	Semi-natural Dry Grassland on Calcareous Substrates	2003	No	20.2	0.98	N ranges 15-25 this study uses 20
		2010	No	17.9		
	Blanket Bog	2003	Yes	20.2	0.98	N ranges 5-10 this study uses 7.5
		2010	Yes	17.9		

SAC	APIS Habitat		Acid dep Exceed?	N Dep (Kg/ha/yr) 2003	*Ozone	N Critical load ranges (kg/ha/yr)
	Petrifying Springs	2003	Partially	20.2		N ranges 15-25 this study uses 20
		2010	Partially	17.9		
	Alkaline Fens	2003	Partially	20.2		N ranges 15-30 this study uses 22.5
		2010	Partially	17.9		
	Siliceous screes of the Montane to Snow Levels	2003	Partially	20.2		N ranges 5-15 this study uses 10
		2010	Partially	17.9		
	Calcareous Rocky Slopes with Chasmophytic Vegetation	2003	Partially	20.2		N ranges 5-10 this study uses 7.5
		2010	Partially	17.9		
	Siliceous Rocky Slopes with Chasmophytic Vegetation	2003	Partially	20.2		N ranges 5-15 this study uses 10
		2010	Partially	17.9		
	Old Sessile Oak Woods with Ilex and Blechnum	2003	Partially	20.2	1.26	N ranges 10-15 this study uses 12.5
		2010	Partially	17.9		
	Saxifraga hirculus	2003	Partially	20.2		N ranges 5-10 this study uses 7.5
		2010	Partially	17.9		

SAC	APIS Habitat		Acid dep Exceed?	N Dep (Kg/ha/yr) 2003	*Ozone	N Critical load ranges (kg/ha/yr)
Thrislington	Semi-natural Dry Grassland on Calcareous Substrates	2003	No	16.0		N ranges 15-25 this study uses 20
		2010	No	14.6		
Notes:						
<i>Acid Dep = Acid deposition, N Dep = Nitrogen deposition</i>						
<i>* Data on ozone is taken from the Appropriate Assessment of the RSS for the North East by Treweek Environmental Consultants 2008 and only covers a limited number of habitat types</i>						

6 Assessment of Likely Significance

6.1 Assessment of Likely Significance

6.1.1 This section contains a schedule of potential impacts on Natura 2000 sites of each policy area in the LTP3 Strategy in combination with the defined Measures in the three year programme of the LTP3 Delivery Plan.

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
<p>Policy 3</p> <p>An integrated route management approach to improve corridors of travel will be taken when other programmed highway projects can be combined to provide more comprehensive benefits along the route.</p>	<p>As no specific Integrated Route Management (IRM) schemes are defined in the three year programme, it is assumed they may arise over the period, particularly in relation to major maintenance schemes, which are also not defined in the programme.</p> <p>Impacts could be various and on any Natura 2000 site within the County depending on the location of IRM schemes and their component parts. Road widening or realignment as part of IRM schemes are examples of activities with potential to impact on European sites in the construction phase (through land take) or through use phases (through increasing capacity and traffic flows which can affect air quality, reduce ability to adapt to climate change and increase severance / fragmentation).</p>	<p>Proposals for IRM schemes should be screened for Appropriate Assessment under the Habitat Regulations 2010</p>	<p>No likely significant impact from LTP. Individual schemes emerging will require screening.</p>

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
<p>Policy 4</p> <p>The County Council will work with neighbouring local authorities, transport authorities and transport operators to sustain and improve the attractiveness of transport links within the region and beyond. Particular attention will be given to public transport links into the two major urban areas of Tyne and Wear and Tees Valley city regions while also ensuring that important transport links in the rural west of the County are not ignored.</p>	<p>As no specific cross-boundary corridor schemes are defined in the three year programme (apart from junction works on the A692 and A167) it is assumed they may arise over the period, particularly in relation to these two priority corridors.</p> <p>The A692 has no impact pathways connected to any N2K site, so impacts in relation to the two priority corridors could be related to effects on water quality of tributaries of the River Tees from works on the A167. These link to Teesmouth and Cleveland Coast SPA, but at some distance.</p> <p>If other corridor schemes arise, then works on links in the west of the County have potential implications for the North Pennines SAC and SPA, Moor House Upper Teesdale SAC and North Pennine Dales Meadows SAC. Impacts could particularly be through hydrological changes, air quality or habitat destruction.</p> <p>In the east, the B1287 between Seaham and Ryhope is particularly close to the Durham Coast SAC and Northumbria Coast SPA. Works have potential for impacts on the N2K sites particularly through increased disturbance during construction and</p>	<p>Proposals for cross boundary corridor improvements should be screened for Appropriate Assessment under the Habitat Regulations 2010</p>	<p>No likely significant impact from LTP. Individual schemes emerging will require screening.</p>

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
	<p>increased traffic (if capacity is increased). Preventing adaptation to climate change, through increasing road area or coastal protection works is another potential adverse effect.</p>		
<p>Policy 5</p> <p>The public transport network will continue to be developed for the benefit of its users.</p> <p>A programme of measures along with general policies on the development and operation of the network is outlined in the County Durham Bus Strategy – a daughter document of this plan. The reliability, accessibility, efficiency, and competitiveness of bus services will be considered as a high priority when devising new traffic schemes, especially along the main transport corridors and approaches into town centres.</p> <p>The County Council will specifically:</p>	<p>Proposals for improvements to Peterlee Bus Station would be within 500m of Castle Eden Dene SAC. They therefore have potential to cause impact. Map of the location of the scheme in relation to the nearby SAC is shown below.</p> <p>Section 9 of the LTP Strategy Document highlights that Peterlee Bus Station will be subject to "refurbishment" works and that improvement to rail stations will include improving car-parking provision, access and facilities at smaller stations.</p> <p>Improvements to interchanges in general (bus and rail) will incorporate ensuring ease of access by all users, and therefore ensuring Disability Discrimination Act compliance will form part of schemes.</p>	<p>Peterlee Bus Station will be subject to "refurbishment" works to help ensure ease of access and use by all users. This will involve minor works to improve the environment of the existing facility. The station is in an existing urbanised area near to Castle Eden Dene. The main issue for the nearby Castle Eden Dene SAC would be from potential run-off caused during construction works entering the dene which runs into Castle Eden Dene. Measures to control any run-off during construction should be implemented to ensure the dene is not affected.</p> <p>It is not considered that the scheme will increase access to Castle Eden Dene SAC as there is no formal access to the Dene from the bus station area. Informal access is not likely to be increased due to the inaccessibility of the dene (steep sided slope) and the unlikelihood of bus travellers arriving at the bus station</p>	<p>No likely significant impact from works or increased access at Peterlee Bus Station. No likely significant impact from LTP. Individual schemes emerging will require screening.</p>

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
Exploit all cost effective opportunities to provide bus priority measures.		<p>specifically to visit the dene. Visitors are managed from a visitor centre which is located 2.5km away by the shortest walking route and visitors to the dene would be more likely to alight from a bus on nearby Passfield Way. The nearest alternative access into the SAC area of the dene by road and footpath is a 1.5km walk away from the bus station.</p> <p>Refurbishments are concerned with improving facilities rather than increasing capacity or demand.</p>	
<p>Policy 8</p> <p>Opportunities will be taken to provide a new station on the Durham Coast line and an improved station at Bishop Auckland on the Darlington to Bishop Auckland line and moves to reopen the Leamside line will be supported.</p>	Individual policy measures are addressed in rows below		
<p>New Station on Durham Coast Line</p>	Providing a new station on the Durham Coast line could have adverse effects on the Durham Coast SAC. Nature and significance of effects will depend upon	Proposals for location / design of new station on the Durham Coast Line should be screened for Appropriate Assessment under the Habitat Regulations 2010.	Scheme proposals for new station on Durham Coast line will require screening for

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
	<p>details of location, scale and design of the development. Current information is that it is likely to be at Easington Colliery or Horden.</p>	<p>In general, the station should be located where it can be demonstrated that no significant adverse effect on Natura 2000 sites (and in particular Durham Coast SAC) can be demonstrated. In addition to considering distance of the development from the SAC, and impact pathways to it, reducing the quantity of new development by using existing infrastructure where appropriate would be generally beneficial.</p> <p>At Easington Colliery this HRA suggests that areas adjacent to the car-park on the reclaimed colliery site are investigated. This is the location at which a station in the area would be at the furthest distance from the SAC - away from points where the SAC is closest to the railway line. No further roads or car-parking would be required and there is an existing crossing point (underpass). Ensuring no hydrological impacts are caused by the development would be a key part of the screening as they are considered the most likely potential impact. Increasing accessibility to the nearby SAC would be another key consideration.</p>	<p>appropriate assessment under the Habitat Regulations 2010.</p>

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
		<p>At Horden, this HRA suggests that areas between Station Cottages and Sea View Industrial Estate are investigated, away from points where the SAC is closest to the railway line. The need for infrastructure such as access roads would be limited, although a crossing point may be required. Ensuring no hydrological impacts are caused by the development would be a key part of the screening as they are considered the most likely potential impact. Increasing accessibility to the nearby SAC would be another key consideration.</p>	
<p>Reopening of Leamside Line</p>	<p>The map below shows the location of the Leamside Railway Line in relation to SAC areas in the County. The most important consideration is the proximity of the East Coast Main line to Thrislington SAC (near Ferryhill) and the potential air quality impact on the nitrogen-sensitive grassland at Thrislington of increased train traffic linked to increased track capacity delivered by the Leamside Line onto the ECML. Although the rail line is 600m from the SAC and this alone should not cause significant impact, an actual proposal to re-open the line may mean that its combination to nitrogen deposition on Thrislington grassland has to</p>	<p>Any proposal to re-open the Leamside Line would have to be screened for the need for Appropriate Assessment under the Habitat Regulations.</p> <p>Re-opening of the line would be a region-wide decision / proposal and the County Durham LTP only commits support to the principle of re-opening. A proposal to re-open it may mean that potential air quality impacts have to be taken into account in combination with other proposals which may come forward under the County Durham Plan.</p>	<p>Any proposal to re-open the Leamside Line would have to be screened for the need for Appropriate Assessment under the Habitat Regulations</p>

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
	<p>be taken into account in combination with other proposals for Thrislington Quarry which may come forward under the County Durham Plan.</p> <p>Other SACs are considered sufficiently distant to avoid potential impact. Location in relation to SPAs is not shown, as these are distant in the west and extreme east of the area and not likely to be affected by any activity on the Leamside Line.</p>		
<p>Improvements to Seaham Rail Station</p>	<p>Proposals for improvements to Seaham Rail Station would be within 900m of Northumbria Coast SPA, respectively. They therefore have potential to cause impact. Maps of the locations of the schemes in relation to nearby Natura 2000 sites are shown below. Section 9 of the LTP Strategy document highlights that improvement to rail stations will include improving car-parking provision, access and facilities at smaller stations. Improvements to interchanges in general (bus and rail) will incorporate ensuring ease of access by all users, and therefore ensuring DDA compliance will form part of schemes.</p>	<p>Seaham Rail Station will be subject to works to improve accessibility - probably involving improved access to car parking as well as increased comfort and facilities within the station itself. The measures will broaden the range of (currently rather basic) facilities at the station rather than increasing capacity or demand. As such, they will not increase accessibility to the Northumbria Coast SPA. The station is within an existing built-up area 850m from the coast which is part of Northumbria Coast SPA. The area between the station and the coast is made up of housing and roads. The limited nature and scale of works at this site, in combination with the</p>	<p>No likely significant impact from works or increased access at Seaham Rail Station. No likely significant impact from LTP. Individual schemes emerging will require screening.</p>

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
		distance from the coast mean that there are not likely to be any significant adverse effect on Northumbria Coast SPA.	
<p>Policy 12</p> <p>Reduction of carbon emissions will be addressed through the requirements of the Council's "Carbon Reduction Strategy". Risk assessments will be carried out to assess the transport system's vulnerability to the forecast changes to the north east climate and actions taken to minimise any risks identified.</p>	<p>Actions to minimise risks identified may include new drainage / flood prevention / erosion management schemes. Potential impacts could be from the changes to drainage patterns and coastal processes, depending on the location, scale and nature of individual schemes</p> <p>Many of the European designated habitats in and around County Durham are considered to be vulnerable to climate change, especially in the longer term (see Appendix 4).</p>	<p>Proposals for actions to reduce climate change risks to transport infrastructure in sensitive areas of the County (Durham Coast, the North Pennines and near the River Tees or its tributaries) should be screened for Appropriate Assessment under the Habitat Regulations 2010.</p> <p>There should be a commitment in the LTP to adhere to the objectives and local targets of the multi-agency River Tyne to Flamborough Head Shoreline Management Plan 2, and the Durham Heritage Coast Management Plan in determining the necessity for and the nature/location of works near to Durham Coast SAC.</p> <p>Translating the Carbon Reduction Strategy target into a specific carbon reduction target for transport should be carried out. The target should be included in the LTP to set the context for carbon reduction, demand management and sustainable transport measures.</p>	<p>No likely significant impact from LTP. Individual climate change protection schemes emerging will require screening.</p>

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
<p>Policy 14</p> <p>The overall pedestrian network will continue to be developed and improved for the benefit of all of its users and to encourage walking. The provision of light controlled pedestrian crossings will be based on a priority needs assessment. Policies on the development of walking and operation of the urban and rural path network are outlined in the Rights of Way Improvement Plan.</p>	<p>As no specific walking route improvement measures are defined in the three year programme, it is assumed they may arise over the period. Some walking routes traverse Natura 2000 sites in the County. Works on these routes could have adverse impact on sensitive areas through habitat loss, fragmentation, disturbance and air and water issues if not properly planned and executed. However, the benefits of directing walkers onto arterial routes which can be managed, need to be taken into account as this reduces the overall impact of erosion and disturbance from recreational activity</p>	<p>Ensure works on walking routes are informed by expert ecological advice.</p> <p>Proposals in any location that cannot be demonstrated to have no likely significant effect on Natura 2000 sites will be subject to assessment under the Habitat Regulations.</p>	<p>No likely significant impact</p>
<p>Policy 15</p> <p>The cycle network will continue to be developed for the benefit of its users and to attract new users. Policies on the development and operation of the network are outlined in the County Durham Cycling Strategy.</p>	<p>As no specific cycling route improvement measures are defined in the three year programme, it is assumed they may arise over the period. Some cycling routes traverse Natura 2000 sites in the County. Works on these routes could have adverse impact on sensitive areas through habitat loss, fragmentation, disturbance and air and water issues if not properly planned and executed. However, the benefits of directing walkers onto arterial routes which can be managed, need to be taken into account as this reduces the overall impact of erosion and disturbance from recreational activity</p>	<p>Ensure works on cycle routes are informed by expert ecological advice.</p> <p>Proposals in any location that cannot be demonstrated to have no likely significant effect on Natura 2000 sites will be subject to assessment under the Habitat Regulations.</p>	<p>No likely significant impact</p>

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
<p>Policy 32</p> <p>Improved air quality will be pursued through:</p> <ul style="list-style-type: none"> • Implementing action plans for any Air Quality Management Area declared • Traffic reduction and encouraging alternatives to the private car where appropriate • Encouraging increased use of cleaner fuels / low emission vehicles in the County's fleet and provision of charging points for electric vehicles. • Encouraging organisations that operate vehicle fleets, buses and taxis to use only cleaner fuels and low emission vehicles. 	<p>Nitrogenous air pollution is listed as having a potential significant effect on many European designated habitats occurring in and around County Durham and is exceeding critical loads for designated habitats at some locations in the County (See table in Section 5.2). Air pollution from transport is a diffuse source and it is very difficult to attribute air pollution deposition on specific areas of semi-natural habitat to traffic at specific locations, except where it is within 200m of that habitat (<i>Appropriate Assessment of RSS for the North East, Treweek et al 2008</i>). Castle Eden Dene is the one Natura 2000 site in the County within 200m of a major strategic road (A19) and urban area (Peterlee) where critical thresholds are being breached (nitrogen deposition) which threaten a listed vulnerability of the designated habitat (Yew woodland).</p> <p>Habitats in Natura 2000 sites in the west of the County are being affected by livestock emissions (responsible for 38% of N-deposition at Moor House Upper Teesdale in 2010) which mixes with smaller fractions from roads and distant industrialised areas.</p>	<p>The Local Transport Plan can play a role in influencing how people travel and thus, indirectly, on the location and level of emissions from vehicles. A long term approach to reducing vehicle journeys through demand management, sustainable and shared travel should be implemented along with the promotion of low emission technologies. Policy 32 covers these factors and is complemented by other policies in the draft LTP.</p> <p>Listed measures in three year LTP programme are largely concerned with improving the accessibility, efficiency and attractiveness of public transport, promoting electric vehicles and developing walking and cycling networks as well as improving safety and efficiency levels on the existing road network. It is considered that these will continue the previous policy approach and contribute to providing realistic alternatives to car travel for more people for more journeys and thus contribute to the continuing decline in overall emissions to air from road transport.</p>	<p>No likely significant adverse impact. The LTP3 three year programme continues the previous policy approach in the County which has contributed to falling levels of the key pollutants and a reduction in the contribution of road transport to overall pollution levels. No policies or schemes contribute to increased traffic / air pollution in the vicinity of Castle Eden Dene. However, it will be important to assess the significance of emissions from potential future traffic growth associated with housing and other development proposed in the</p>

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
	<p>S-deposition in these rural areas is almost totally caused by industrial sites to the west of the Pennines.</p> <p>Overall across the North East Region, and the County there is a downward trend in air pollution over recent years and a downward trend in the contribution of road transport towards overall air pollution - Road transport was responsible for 23% of N-deposition at Castle Eden Dene in 2003 and 16% in 2010: at Moor House Upper Teesdale it was responsible for 15% in 2003 and 10% in 2010.</p> <p><i>(Appropriate Assessment of RSS for the North East, Treweek et al 2008; UK Air Pollution Information System 2010)</i></p>	<p>It is recommended to develop the policy on "Workplace travel planning and attitudinal change" to include "demand management" in order to strengthen LTP3s ability to influence this area over the longer term. The inclusion of "demand management" in the three year programme is also recommended to accompany the improvements to public and sustainable transport systems that are already proposed.</p>	<p>County Durham Plan with policies and measures in the LTP. This will need to be done in 2011 as part of the development of the County Durham Plan Core Strategy, whose development is lagging just behind that of LTP3.</p>
<p>Policy 35</p> <p>New transport developments and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources, and special characteristics of the historic</p>	<p>Given the likelihood of new specific scheme proposals arising over the course of the three year programme, it is considered important to strengthen this policy in order to ensure continued compliance with the Habitat Regulations 2010</p>	<p>This policy should be strengthened by adding the sentence: "New scheme proposals will be screened for impacts on biodiversity and the need for Appropriate Assessment under the Habitat regulations 2010."</p>	<p>No likely significant impact</p>

Policy with potential impact	Reason for / nature of potential impact in context of the three year programme	Suggested mitigation	Residual impact (providing mitigation fully implemented)
environment as far as possible, and take opportunities to enhance them where appropriate.			

6.1.2 The mitigation measures prescribed above are consistent with the actual requirements of the Habitat Regulations 2010 in relation to "Construction and Improvement of Highways and Roads". Part 6, Chapter 3, Section 84 of the Regulations states:

Box 3

Construction or improvement of highways or roads

84.—(1) The assessment provisions apply in relation to any plan or project—

- (a) by the appropriate authority to construct a new highway or to improve, within the meaning of the Highways Act 1980, an existing highway; or
- (b) by a local highway authority to carry out within the boundaries of a road any works required for the improvement of the road.

(2) The review provisions apply to any such plan or project as is mentioned in paragraph (1) unless—

- (a) the works have been completed before the site became a European site or a European offshore marine site; or
- (b) the works were completed before 30th October 1994.

6.1.3 The definition of "improvement" in the Highways Act 1980 is wide and covers most actions which could be performed on a highway. The formal definition given is:

- improvement” means the doing of any act under powers conferred by Part V of this Act and includes the erection, maintenance, alteration and removal of traffic signs, and the freeing of a highway or road-ferry from tolls

6.1.4 In addition, another provision of the Habitats Regulations specific to projects which may emerge from the LTP, and particularly in relation to Policy 15 (see above) is on Cycle Tracks and Ancilliary Works, which states:

Box 4

Cycle Tracks and other Ancilliary Works

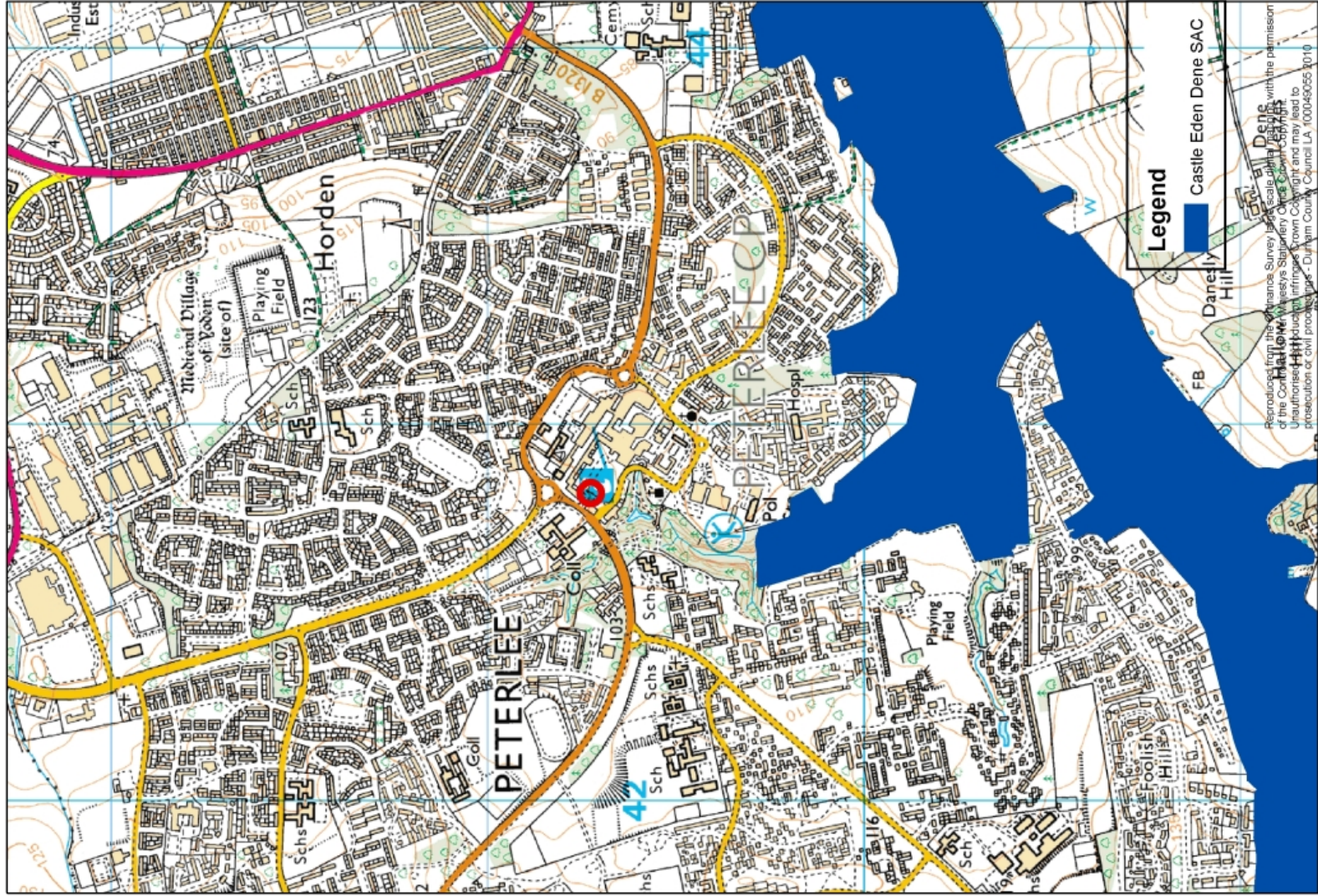
85. Subsection (10) of section 3 of the Cycle Tracks Act 1984 (conversion of footpaths into cycle tracks) is not to be taken to deem planning permission to be granted for development which—

(a) is likely to have a significant effect on a European site (either alone or in combination with other plans or projects), and

(b) is not directly connected with or necessary to the management of the site,

whether or not the development authorised by the permission has been begun.

Map showing Peterlee Bus Station (red circle) approx 500m from Castle Eden Dene SAC



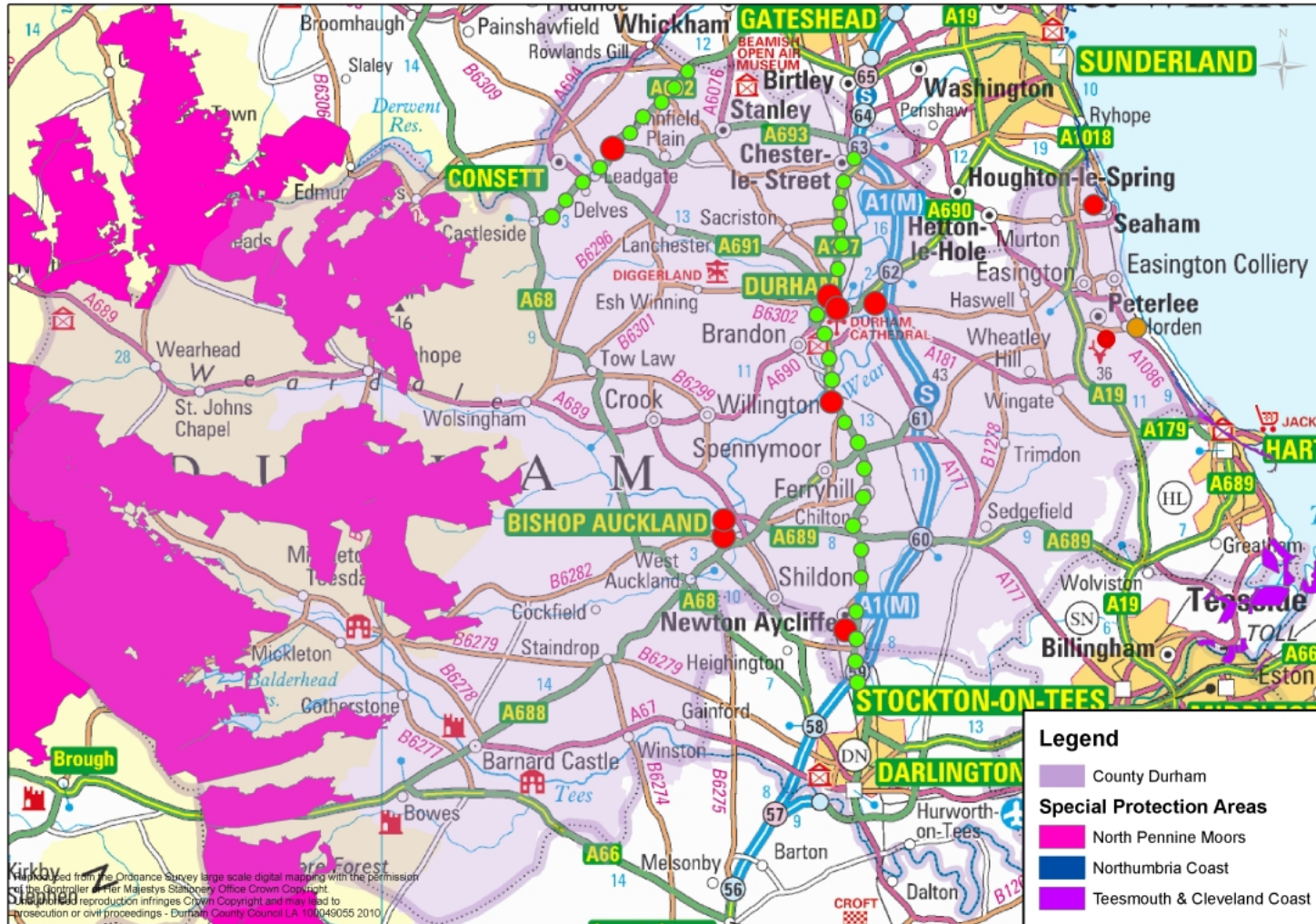
Map showing Seaham Rail Station (red circle) approx 900m from Northumbria Coast SPA



Location of Leamside Railway Line and SAC areas in County Durham. Other main railway lines in the County are also shown.

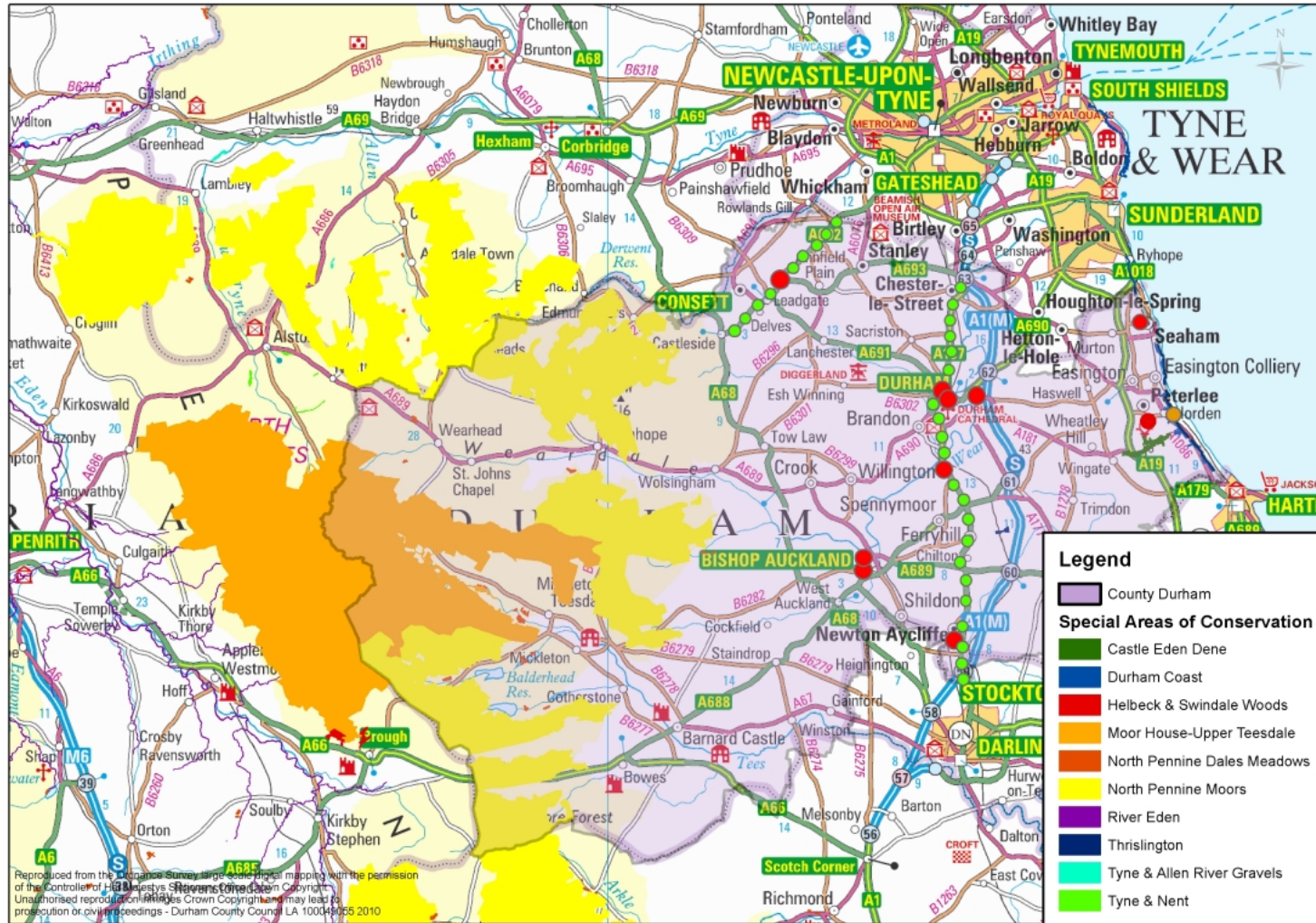


Location of SPAs in relation to listed measures (red dots) and priority corridors (green dots) in the LTP three year programme. A new station on the Durham Coast Line is marked as an orange dot near Peterlee, but the actual location is still to be decided



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Location of SACs in relation to listed measures (red dots) and priority corridors (green dots) in the three year LTP programme. A new station on the Durham Coast Line is marked with an orange dot near Peterlee, but the actual location has yet to be decided



6.2 Other plans and projects

6.2.1 The HRA findings are that, provided the mitigation measures listed are fully implemented, the draft LTP3 policies and related interventions in the first three year programme are not likely to have significant effects on Natura 2000 sites and therefore no adverse effect on the integrity of the network of Natura 2000 sites. There is therefore no requirement to consider potential impacts in relation to other plans and projects. There remains a requirement to screen individual schemes emerging during the three year LTP3 programme for Appropriate Assessment under the Habitat Regulations 2010.

6.2.2 In combination effects of LTP3 policies are not considered to be significant, based on current information. However, the County Durham Plan Core Strategy is currently in preparation and will provide the key policy document steering the nature and scale of development in the County to 2030, as well as dictating the major transport measures that will be taken forward for delivery through the longer term LTP3 programme (beyond the first three years). The County Durham Plan will thus have a major impact on the scale and location of transport projects as well as traffic generation in the County in future years, and thus on related environmental factors such as air pollution, carbon emissions, noise pollution and urban run-off. Preferred options for the Core Strategy have not yet been defined, but will be in 2011. It will be important to assess the potential impact of policies proposed in the Core Strategy in combination with policies and proposals in the draft LTP3. Currently, modelling exercises are being undertaken of the traffic generation associated with policy options being considered for inclusion in the draft Core Strategy, and the results should be available early in 2011. These will be used to inform the HRA of the County Durham Plan Core Strategy, which will need to take into account the current LTP3 programme and any other emerging transport proposals.

6.2.3 The next iteration of the LTP3 Delivery Plan (i.e. for the three years 2014/15, 2015/16 and 2016/17) will be consulted on in 2013 and will include schemes aimed at supporting the housing, economic and other development defined in the County Durham Plan Core Strategy. Each iteration of the three year LTP Delivery Plan will require screening for Appropriate Assessment under the Habitat Regulations 2010.

7 LTP3 Consultation: Amendments and Implications for HRA

7.0.1 Following consultation between October and December 2010, changes were made to the LTP3 Strategy and Delivery Plan. The changes to the LTP Strategy were focused on the Policies and were all as a result of comments made through the SEA and / or statutory consultees of the SEA. These changes are considered to effect positive changes to the LTP3 and are summarised in the table below.

LTP3 policy reference (and amended policy reference in final LTP3)	SEA suggestion	LTP response
Objective: Minimise impacts of transport on the natural environment, heritage and landscape	Add "and seek solutions that seek long term environmental benefit"	Now written as "and seek solutions that deliver long term environmental benefit"
Objective: Improve connectivity and access to labour market of major employment centres	Add "safety" to read "Improve connectivity and safety of access to labour market of major employment centres"	Safety (both reducing deaths / injuries and reducing crime, fear of crime and anti-social behaviour) is covered by other LTP3 objectives. No need to change policy.
Policy 1 (20) Young people and Children	Add the word "safe" to read: "Improvements to the transport system will always take in to account that it should be as attractive, <u>safe</u> and straightforward for young people and children to use"	Agreed and amended
Policy 2 (21) Less able and older people	Add..."By <u>funding</u> innovative solutions/schemes that aim to bring services and facilities to the resident"	Amended as suggested, but with the word "supporting" instead of "funding".

LTP3 policy reference <i>(and amended policy reference in final LTP3)</i>	SEA suggestion	LTP response
<p>Policy 3 (1) Corridor improvements</p>	<p>Add wording to policy to read: “An Integrated Route Management approach will be taken, on a priority basis, to improve travel corridors when programmed highway projects can be combined to form a more comprehensive benefits <u>(e.g. economic, social, environmental) along routes; with particular emphasis on improving conditions for non-car users and those who are mobility impaired.</u>”</p> <p>Supporting text – various comments</p> <p>Supporting text – suggest not presenting “utility” journeys, but also recreational journeys as the main focus for support for walking and cycling under LTP3</p>	<p>Agreed and amended</p> <p>With reduced funding utility journeys must be focus of plan</p>
<p>Policy 4 (2) Cross boundary connections</p>	<p>Additions to policy to read: “The County Council will work with neighbouring authorities and transport operators to <u>maintain and enhance the efficiency, value and safety of the two regional transport corridors</u> within the region and beyond as well as <u>make sustainable transport options available</u>. Particular attention will be given to public transport links into the two major urban areas of Tyne and Wear and TeesValley<u>as well as</u></p>	<p>Agreed and rewritten</p>

LTP3 policy reference (and amended policy reference in final LTP3)	SEA suggestion	LTP response
	ensuring that important transport links and services in the rural west of the County are not ignored”	
Policy 5 (22) Bus Travel	Change to policy text by replacing "...its users." by "all."	Agreed and amended
Policy 6 (23) Public Transport Information	No recommendations	N/A
Policy 7 (24) Bus Partnerships	Recommendation about partnerships consider climate change and weather extremes	Don't need to include anything in LTP3
Policy 8 (28) Passenger Rail	<p>Recommendation about ecological and historical surveys prior to reopening Leamside and on visual and landscape assessments.</p> <p>Recommends mentioning Weardale Line in policy</p>	<p>Surveys / assessments would happen as a matter of course / legislative compliance under EIA. No need for changes.</p> <p>Agreed. Policy reworded to include "...Darlington to Bishop Auckland to Stanhope..."</p>

LTP3 policy reference <i>(and amended policy reference in final LTP3)</i>	SEA suggestion	LTP response
Policy 9 (25) Community Transport	Background text: Recommendations to explain existing links with Community transport initiatives and influence policies for procuring vehicles.	The Link2 project is now explained in the background text. Community Transport Organisations are independent of the County Council. LTP3 therefore can't insist on specifications for vehicles.
Policy 10 (26) Taxis	No recommendation	N/A
Transport 11 (27) Transport Interchange	Take quality and character etc into consideration... Prioritise improvements to key hubs where sustainable modes can be incorporated	Agreed, but no text changes in LTP3 required
Policy 12 (6) Climate Change and Carbon Emissions	Recommends carbon reduction targets to be included Addition to policy "new infrastructure will also be designed to withstand weather extremes"	Targets are now included in LTP3 (from Carbon Reduction Strategy) Don't agree with addition to policy as design will always be to current standard and who knows what the weather extreme will be
Policy 13 (30) Noise	Add to policy "...vehicle improvements and continued road maintenance.. and improved..."	Generally agree but don't really have any sanction on encouraging vehicle improvements in general to reduce noise

LTP3 policy reference (and amended policy reference in final LTP3)	SEA suggestion	LTP response
		other than in DCC fleet so have included the wording " DCC fleet vehicle improvements"
Policy 14 (15) Walking	Lengthy text but no particular comments on it	No text changes made in LTP3.
Policy 15 (16) Cycling	Lengthy text but no particular comments on it	No text changes made in LTP3.
Policy 16 (31) Security	Include specific options in policy. Bring out potential actions in the policy ie impact of appropriate lighting	Added to policy text a new final paragraph " Particular attention will be given to the provision of lighting and the need to ensure damage and graffiti is promptly repaired"
Policy 17 (34) Highway Maintenance	Expand Policy with "Maintenance of the highway network will also be require to maximise value to the community and to the network"	Text added now added and confirmed with Geoff Race
Policy 18 (35) Structure / Bridge Maintenance	Recommends that TAMP structure plans should be used to identify vulnerability to climate changes	This is included in surveys a anyway and no text is needed to be included in LTP3.
Policy 19 (36) Street Lighting	Suggested addition to the policy wording about reducing fear of crime	Included in Policy 16 so no action here (fear of crime was way down list of factors in recent household survey)

LTP3 policy reference (and amended policy reference in final LTP3)	SEA suggestion	LTP response
Policy 20 (11) Road Safety	Suggested enhanced rewording of policy	Incorporated - confirmed with Dave Wafer
Policy 21 (12) Speed Management	No change in policy wording required	N/A
Policy 22 (13) Traffic Calming	Recommended that measures could help regeneration and biodiversity and reduce clutter	No text required in LTP3
Policy 23 (4) Network Management	Suggested rewording of the Policy: "... to improve the capacity <i>and efficiency</i> of the highway network"	Agreed and confirmed with Dave Wafer
Policy 24 (14) Powered two wheelers	No changes recommended – SEA simply suggests order of prioritisation in case of funding shortage	No amendment required
Policy 25 (7) Attitude Change	Link to a policy on Demand Management to set approach to meeting CO2 reduction and curbing traffic growth	Suggests a specific policy on demand management. Confirmed with Dave Wafer and new policy included.

LTP3 policy reference (and amended policy reference in final LTP3)	SEA suggestion	LTP response
Policy 26 (5) New Road Infrastructure	Reinforces principle of creating new infrastructure as a last resort and must be part of an integrated approach	Agreed and is as stated in policy
Policy 27 (9) Road Charging and Workplace Charging	Comments on the need to avoid introduction of charging in isolation but as a regional approach	No quibble with comments but no further textual addition in LTP3
Policy 28 (29) Public Parking	Suggests commitment to improved parking at interchanges and comment on need for LTP3 to set parking limits in main towns	Durham County Parking Strategy deals with all parking issues and limits. Not up to LTP3 to set limits
Policy 29 (17) Active and Sustainable Travel to School	Change policy to reflect gov spending priorities and that most schools now have travel plans	No change needed as any policy does not need to reflect short term spending availability.
Policy 30 (18) Workplace travel plans	Outdated due to change in Gov's spending priorities	Don't agree - effective traffic reduction measure
Policy 31 (8) Freight	No modification to policy recommended	N/A

LTP3 policy reference <i>(and amended policy reference in final LTP3)</i>	SEA suggestion	LTP response
Policy 32 (19) Air Quality	Suggests info lacking and recommends integrated transport strategy for Durham sub-areas	Integrated approach to addressing AQMAS will be taken and subject to detailed traffic and pollution modelling
Policy 33 (32) Rural Areas	Suggest policy on demand management needed	Confirmed with Dave Wafer- policy now included
Policy 34 (3) Electric Vehicles and Charging Points	Careful selection of sites recommended and review policy after 5 years.	No text changes required in LTP3.
Policy 35 (33) Natural and Historic Environment	Change policy text to "New transport development and maintenance schemes will take into account the need to preserve landscape character. Wildlife habitats and species, air, water and soil resources, and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate"	Agreed and additional para included to ensure screening of emerging project proposals under Habitat Regulations 2010: "Project proposals emerging during the LTP3 period will be screened for the need for Appropriate Assessment under the Habitat Regulations 2010"
Policy (10) <i>(new policy)</i> Demand Management	SEA recommends inclusion of a policy on demand management	New policy now included to make a total of 36 policies. Note - policies now renumbered to flow in order through the strategy text for each of the 6 goals.

7.0.2 Changes made to the Delivery Plan were not made as a result of the SEA and there is a possibility that some may have significant adverse impacts. The SEA Directive requires that any significant changes made to the LTP are subject to assessment to identify whether any significant effects are likely and recommend appropriate mitigation measures.

7.0.3 This SEA focuses on the three-year programme of the LTP. In terms of possible impacts caused by changes to the document, it is clear that additional measures added to the original draft three-year programme are more important than removals from the programme. However, for the sake of completeness, both the additions and removals are covered below.

Economic / Transport Corridors

Named scheme	Description	Potential impact / effect
A693 Corridor – C11 Oxhill Junction	Improvement of traffic signals to relieve congestion on A693 into Stanley	Minor development and distant from N2K sites. No likely significant effect.
A693 Corridor – C5 Pelton / Ouston Junction	Signalisation of junction to relieve congestion on the A693	Minor development and distant from N2K sites. No likely significant effect
A691 Corridor – Sniperley Roundabout	£500,000 earmarked in year 1 for roundabout improvements	Works focused on roundabout in Durham city. Distant from N2K sites. No likely significant effect.
A690 Corridor – C13 Belmont Business Park Junction	£175,000 earmarked in year 1 and £300,000 in year 2 for junction improvements	Works focused on junctions near the Belmont Business Park, Durham City. Distant from N2K sites. No likely significant effect.

Whole Town Approach

Named Scheme	Description	Potential impact / effect
DurhamCity – Bus Station	£30,000 earmarked in year 1 for small-scale improvements	Minor development and distant from N2K sites. No likely significant effect.
DurhamCity – North Road	No specific details of schemes are set out (see page 67 of LTP3 Appendices) but £40,000 is earmarked for year 3.	Minor development and distant from N2K sites. No likely significant effect.
Bishop Auckland – Accessibility Improvements	£20,000 earmarked in years 2 and 3 for small scale improvements	Minor development and distant from N2K sites. No likely significant effect.
Consett – Bus Station	£25,000 earmarked in year 1 and £200,000 in year 2 for major refurbishment	Distant from N2K sites. No likely significant effect.
Consett – Traffic Management	£30,000 earmarked in year 1 for small scale improvements	Minor works and distant from N2K sites. No likely significant effect.
Stanley – Bus Station	£30,000 earmarked in year 1 for small scale improvements	Minor works and distant from N2K sites. No likely significant effect.
Seaham – B1404 / B1285 Junction	Improvement of traffic signals to relieve congestion at this junction in Seaham	Minor works on road leading towards (and within 2km of) Northumbria Coast SPA. Works will relieve congestion but overall traffic levels will remain the same - i.e. Effect will be to stabilise the flow of traffic, not increase it. No likely significant effect.
Chester le Street - Rail Station	£20,000 earmarked in year 2 for small scale improvements	Minor works and distant from N2K sites. No likely significant effect.
Chester le Street - Parking Control	£30,000 earmarked in year 1 for parking controls	Minor works and distant from N2K sites. No likely significant effect.

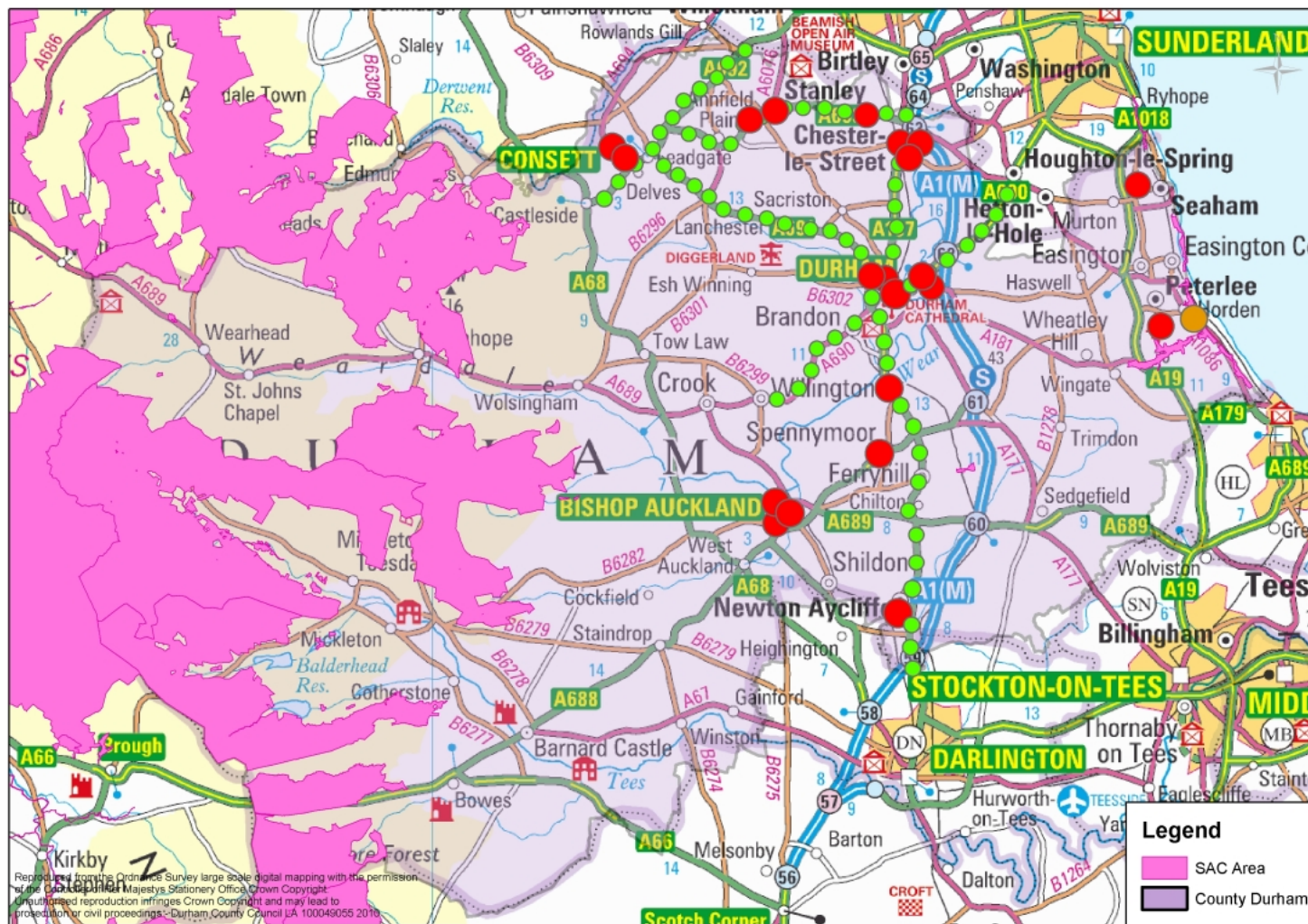
Named Scheme	Description	Potential impact / effect
Chester le Street - DDP Scheme	£10,000 earmarked in year 1 and £10,000 in year 2 for small scale improvements	Minor works and distant from N2K sites. No likely significant effect.
Spennymoor - Accessibility Improvements	£20,000 earmarked in year 1 and £30,000 in year 2 for accessibility improvements	Minor works and distant from N2K sites. No likely significant effect.

7.0.4 As well as the above additions to the three year programme of schemes set out in the Delivery Plan, the following named schemes have now been removed:

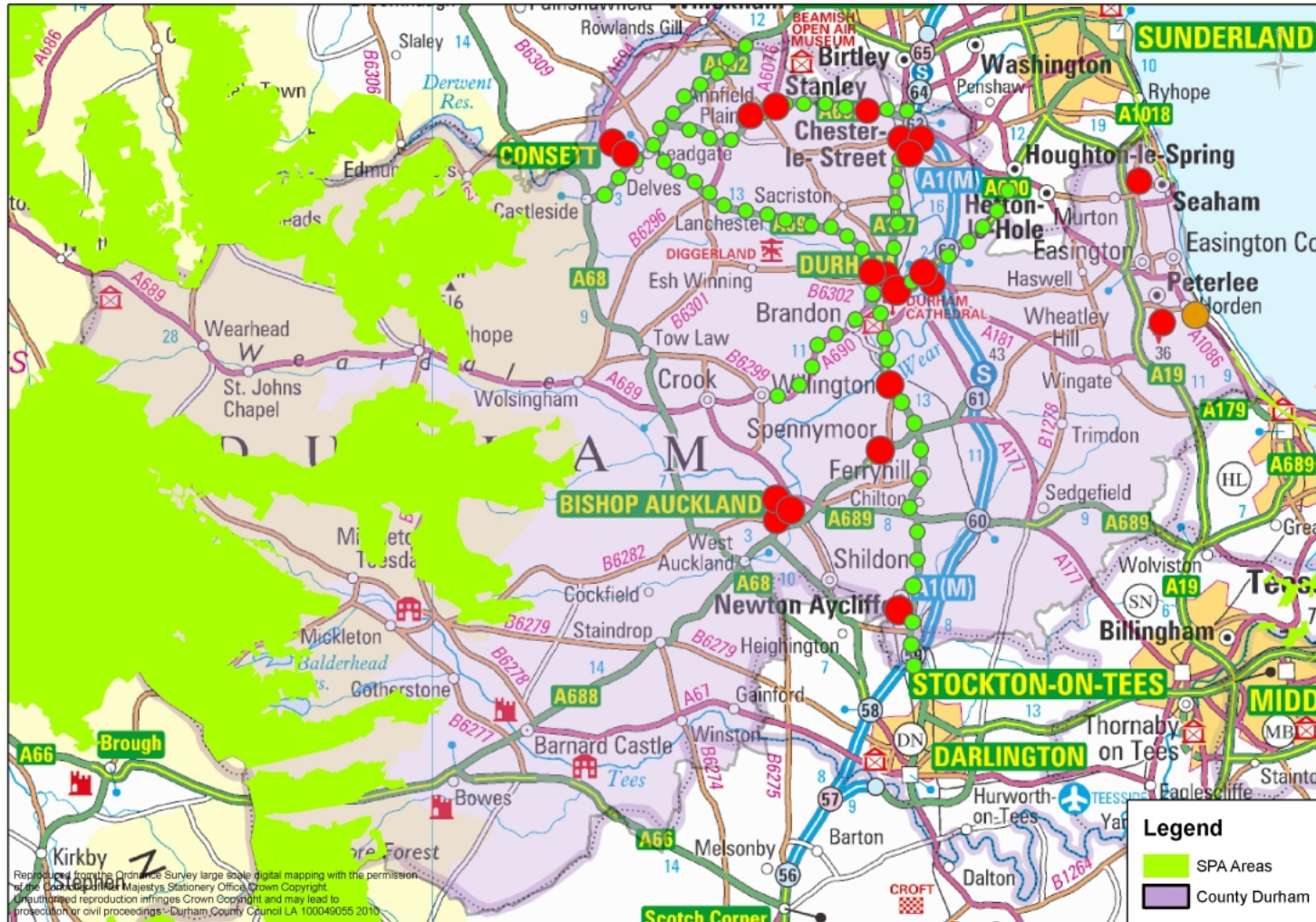
- Durham City AQMA – reference to air quality measures have been removed from the Durham City Whole Town Approach section and included as “air quality /noise” in the Sustainable Travel section. The budget head therefore applies to all areas, rather than being specific to Durham City.
- A692 Broom Lane junction improvements - this has been removed as a named scheme, and instead the A692 Corridor has a general allocation for "Schemes to be identified and assessed" and "Additional improvements". In total, £550,000 is earmarked in year 2 and £250,000 in year 3 for this corridor.
- Durham City Rail Station Improvements – moved out of three-year programme into year 4.
- Seaham Rail Station Improvements – moved out of three-year programme into year 4.

7.0.5 The maps from the draft HRA report have been re-drawn to show the newly included schemes as red dots (along with dots representing the other named schemes in the three year programme). Dots representing the named schemes now removed from the three-year programme have been removed. The maps are included to show the proximity of named schemes in relation to Natura 2000 sites, rather than to show the names of individual schemes and their location. Hence the names of schemes are not included on the maps.

Location of SAC areas in relation to named measures (red dots) and priority corridors (green dots) in the LTP three-year programme. A new station on the Durham Coast Line is marked as an orange dot at Horden. See below for further details



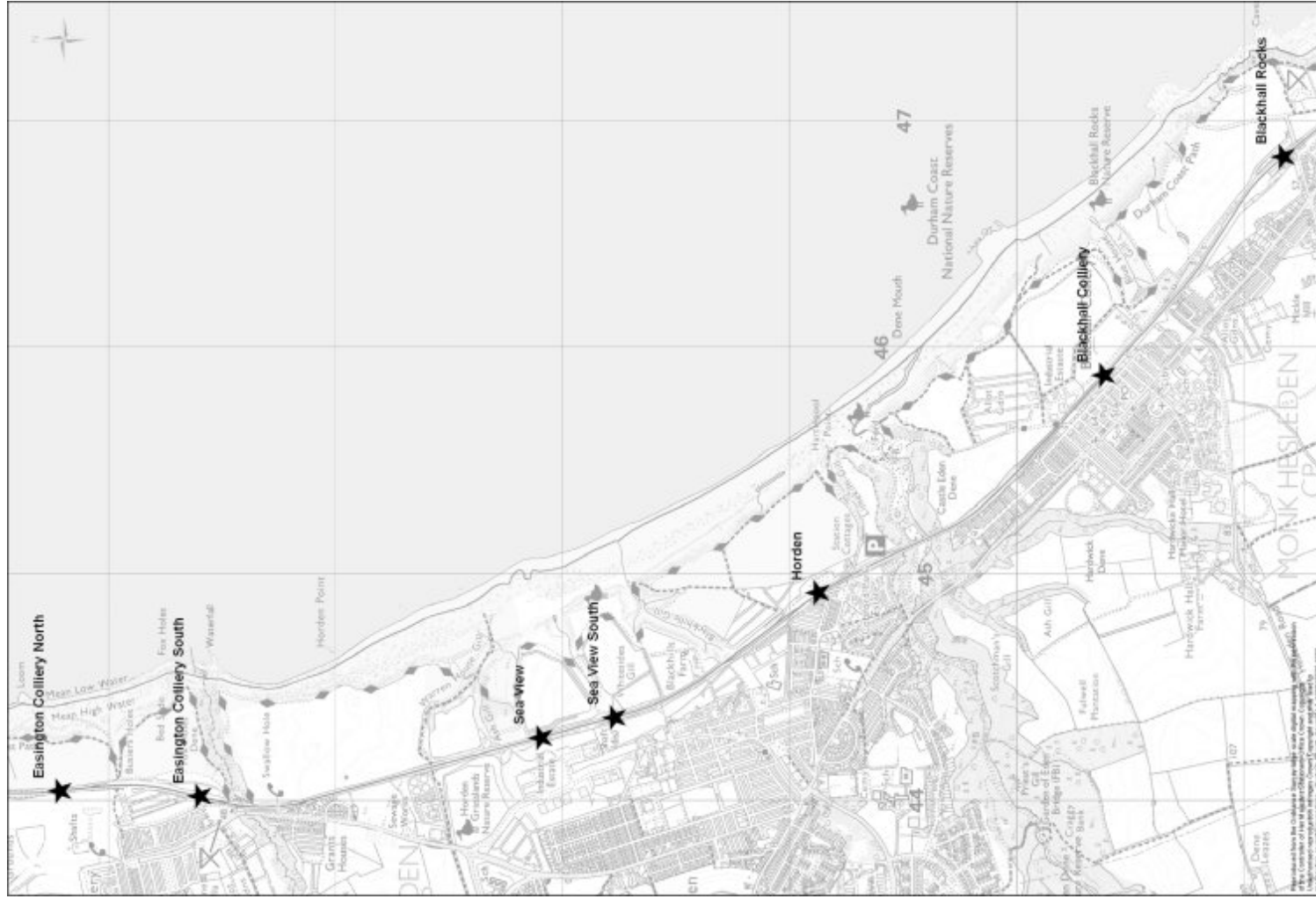
Location of SPA areas in relation to named measures (red dots) and priority corridors (green dots) in the LTP three-year programme. A new station on the Durham Coast Line is marked as an orange dot at Horden. See below for further details



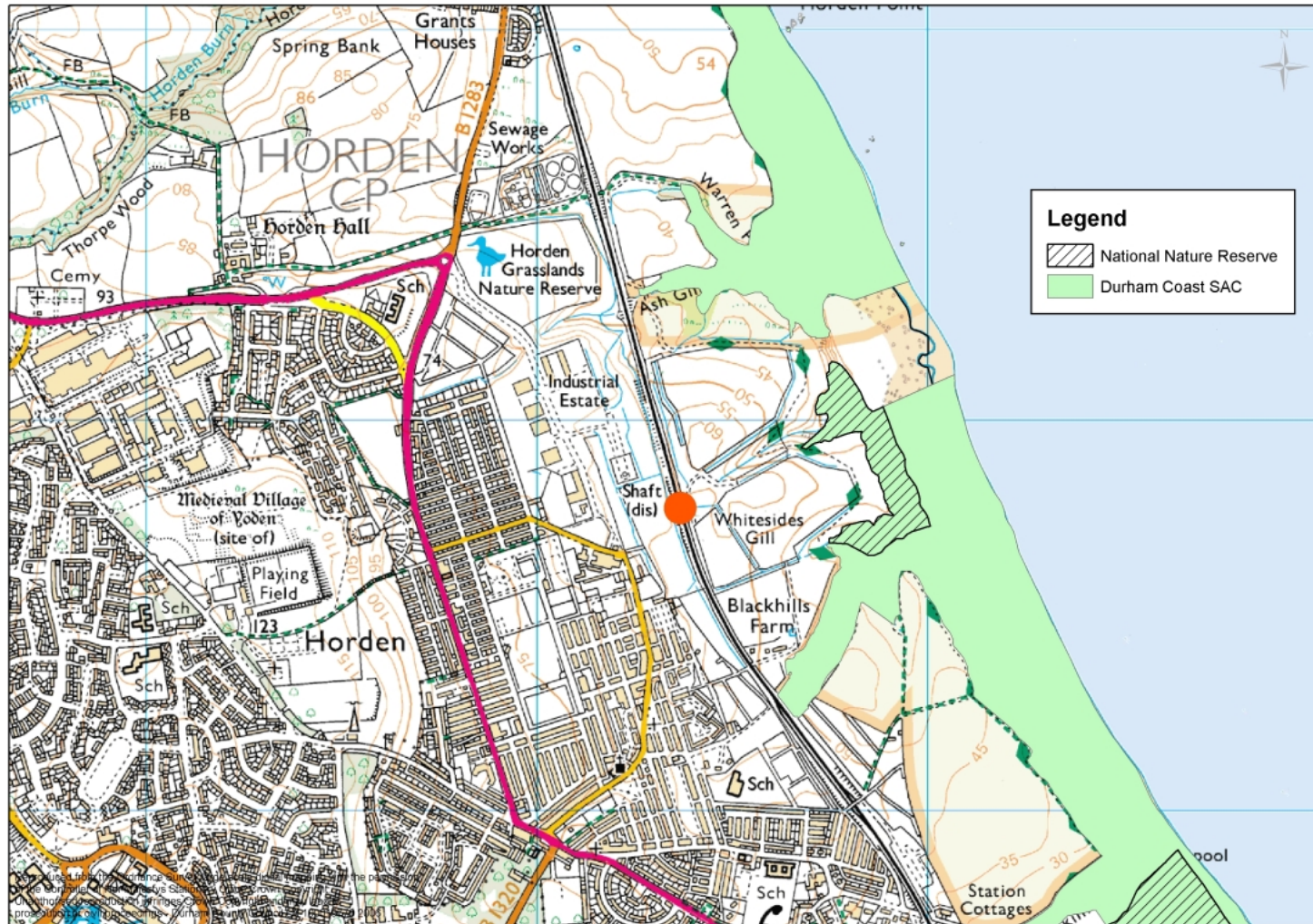
7.0.6 In addition to the above changes to the Delivery Plan, further information is now included in the LTP3 Appendices document about a preferred, broad location for a new rail station on the Durham Coast Line. This follows the publication of a Cabinet report on the topic on 22nd December 2010.

7.0.7 Based on the information collected to date, out of seven investigated sites, the Sea View South site at Horden is now suggested as the preferred broad potential location. However, this is still in the process of further consultation after which further feasibility studies and assessment will be required. Assessment of the scheme under the Habitat Regulations 2010 is being incorporated into this process. The location, along with the six others considered, is shown on the map below, and in more detail on the following map.

Location of sites investigated as locations for new station on the Durham Coast Line, including the Sea View South site (preferred location)



Approximate preferred location of new station on Durham Coast Line (red dot) in relation to SAC area and National Nature Reserve



App. 1 Component SSSIs of Natura 2000 Sites within 15km of County Durham**1.1 All SSSIs in County Durham and within 15km of its borders, highlighting those that are included in European Natura 2000 sites:**

- SSSIs that are part of sites of European importance for biodiversity (Natura 2000 sites) are marked "y" in the "N2K" column, and emboldened. These are the sites to be the focus for the Habitats Regulations Screening process.

SSSI_NAME	UNITS	AREA (Ha)	COUNTY	N2K	SAC	SPA
Allen Confluence Gravels	1	5				
Allendale Moors	9	5282	Durham	y	North Pennine Moors	North Pennine Moors
Alston Shingle Banks	1	17		y	Tyne & Nent	
Appleby Fells	1	10688	Durham	y	Moorhouse / Upper Teesdale	North Pennine Moors
Argill Woods & Pastures	4	28				
Arkengarthdale, Gunnerside & Reeth Moors	1	7634	Durham	y	North Pennine Moors	North Pennine Moors
Arkle Beck Meadows, Whaw	3	8		y	North Pennine Dales Meadows	
Ash Fell	2	550				
Augill Valley Pasture	1	2				
Backstone Bank & Baal Hill Woods	1	39	Durham			
Baldersdale Woodlands	2	21	Durham			
Belah Woods and Pastures	4	51				
Birkett Hill & High Out Wood	2	57				

App. 1 Component SSSIs of Natura 2000 Sites within 15km of County Durham

Bishop Middleham Quarry	1	8	Durham			
Black Scar Quarry	1	1				
Blagill Mine	1	1				
Boldon Pastures	1	3				
Bollihope, Pikestone, Eggleston & Woodland Fells	2	7947	Durham			
Botany Hill	1	3	Durham			
Bowes Moor	2	4492	Durham	y	North Pennine Moors	North Pennine Moors
Bowlees & Friar House Meadows	2	6	Durham	y	North Pennine Dales Meadows	
Brasside Pond	2	25	Durham			
Brignall Banks	2	89	Durham			
Burnhope Burn	1	5	Durham			
Burrells Quarry	1	1				
Butterby Oxbow	1	8	Durham			
Cassop Vale	2	41	Durham			
Castle Eden Dene	1	194	Durham	y	Castle Eden Dene	
Catton Lea Meadow	1	1		y	North Pennine Dales Meadows	
Causey Bank Mires	1	8	Durham			
Charity Land	1	6	Durham			

Claxheugh Rock & Ford Limestone Quarry	1	7				
Cleadon Hill	1	10				
Close House Mine	1	3	Durham			
Close House Riverside	1	4				
Corbridge Limestone Quarry	1	1				
Cornriggs Meadows	1	15	Durham	y	North Pennine Dales Meadows	
Cotherstone Moor	1	2449	Durham	y	North Pennine Moors	North Pennine Moors
Cowpen Marsh	1	120		y		Teesmouth & Cleveland Coast
Crag Gill	1	2	Durham			
Crime Rigg & Sherburn Hill Quarries	1	23	Durham			
Darras Hall Grassland	1	4				
Dawson's Plantation Quarry	1	1				
Derwent Gorge & Horsleyhope Ravine	2	80	Durham			
Durham Coast	51	520	Durham	y	Durham Coast	Teesmouth & Cleveland Coast Northumbria Coast
Fairy Holes Cave	1	214	Durham			
Far High House Meadows	1	6	Durham	y	North Pennine Dales Meadows	

Fishburn Grassland	1	1	Durham			
Foster's Hush	1	1	Durham			
Fothering Holme	1	10		y	North Pennine Dales Meadows	
Frog Wood Bog	1	3	Durham			
Fulwell & Carley Hill Quarries	2	6				
George Gill	1	6				
Gibside	1	90				
Gilleylaw Quarry	1	1				
Gingerfields	2	7		y	North Pennine Dales Meadows	
God's Bridge	1	9	Durham			
Gosforth Park	1	38				
Grains O'th' Beck Meadows	1	13	Durham	y	North Pennine Dales Meadows	
Greencroft & Langley Moor	3	29	Durham			
Greenfoot Quarry	1	1	Durham			
Haggburn Gate	1	3				
Haggs Bank	1	2		y	Tyne & Nent	
Hallow Hill	1	7				

Hannah's Meadows	1	7	Durham	y	North Pennine Dales Meadows	
Harkers House Meadows	1	14		y	North Pennine Dales Meadows	
Hart Bog	1	2				
Harthwaite Sike	1	2				
Hartlepool Submerged Forest	2	20				
Hartley Cleugh	1	2				
Harton Down Hill	1	1				
Hastings Hill	1	1				
Hawthorn Dene	1	63	Durham			
Hawthorn Quarry	1	10	Durham			
Helbeck Wood	1	91		y	Helbeck & Swindale Woods	
Hell Kettles	1	3				
Herrington Hill	1	6				
Hesledon Moor East	2	6	Durham			
Hesledon Moor West	1	8	Durham			
Hetton Bogs	1	8				
Hexhamshire Moors	8	9434	Durham	y	North Pennine Moors	North Pennine Moors

App. 1 Component SSSIs of Natura 2000 Sites within 15km of County Durham

High Haining Hill	1	3				
High Moorsley	1	7				
Hisehope Burn Valley	2	14	Durham			
Hulam Fen	1	1	Durham			
Humbledon Hill Quarry	1	1				
Hunder Beck Juniper	1	3	Durham			
Hylton Castle Cutting	1	1				
Janny Wood Section	1	1				
Joe's Pond	1	4				
Keisley Quarry	1	8				
Kilmond Scar	1	5	Durham			
Kisdon Force Woods	1	38				
Low Redford Meadows	2	9	Durham	y	North Pennine Dales Meadows	
Lower Derwent Meadows	1	4				
Lower Swaledale Woods & Grasslands	3	266				
Lune Forest	1	6325	Durham	y	North Pennine Moors	North Pennine Moors
Mallerstang-Swaledale Head	2	6229		y	North Pennine Moors	North Pennine Moors
Mere Beck Meadows	1	7	Durham	y	North Pennine Dales Meadows	

Middle Crossthwaite	1	24	Durham	y	North Pennine Dales Meadows	
Middle Side & Stoneygill Meadows	3	17	Durham	y	North Pennine Dales Meadows	
Middleton Quarry	1	6	Durham			
Middridge Quarry	1	2	Durham			
Monk Wood	1	19				
Moorhouse & Cross Fell	1	13804	Durham	y	Moorhouse / Upper Teesdale	North Pennine Moors
Moorsley Banks	1	6				
Mousegill Beck	1	8				
Muggleswick, Stanhope & Edmundbyers Commons & Blanchland Moo	2	9120	Durham	y	North Pennine Moors	North Pennine Moors
Neasham Fen	1	3				
Newton Ketton Meadow	1	2				
Ninebanks River Shingle	2	6		y	Tyne & Allen River Gravels	
Old Moss Lead Vein	1	1	Durham			
Park End Wood	1	10	Durham			
Peckriding Meadows	1	3		y	North Pennine Dales Meadows	

Peckriding Top Lot	1	3				
Pig Hill	2	13	Durham			
Pike Whin Bog	1	1	Durham			
Pittington Hill	1	7	Durham			
Pockerley Farm Pond	1	2				
Pow Hill Bog	1	7	Durham			
Pus Gill	1	3				
Quarrington Hill Grasslands	3	4	Durham			
Railway Stell West	1	5	Durham			
Raisby Hill Grassland	1	15	Durham			
Raisby Hill Quarry	1	52	Durham			
Redcar Field	1	1				
Richmond Meadows	2	3				
Ridley Gill	1	12	Durham			
Rigg Farm & Stake Hill Meadows	1	15	Durham	y	North Pennine Dales Meadows	
River Eden & Tributaries	7	657		y	River Eden	
River Nent at Blagill	1	9		y	Tyne & Nent	
River South Tyne & Tynebottom Mine	1	17				

River Tyne at Ovingham	1	3				
River West Allen at Blakett Bridge	1	13				
Rogerley Quarry	1	6	Durham			
Ryton Willows	3	8				
Scar Closes, Kisdon Side	1	5				
Seal Sands	1	299		y		Teesmouth & Cleveland Coast
Seaton Dunes & Common	1	312		y		Teesmouth & Cleveland Coast
Shaw Beck Gill	1	29				
Sherburn Hill	1	17	Durham			
Shibdon Pond	1	13				
ShIPLEY & Great Woods	1	65	Durham			
Sleightholme Beck Gorge	1	7	Durham			
Slit Woods	1	14	Durham			
Smallcleugh Mine	1	5				
South Gare & Coatham Sands	4	379		y		Teesmouth & Cleveland Coast
South Hylton Pasture	1	3				
Stagmire Moss	1	7				

Stawardpeel Woods	1	41				
Stony Cut, Cold Hesledon	1	1	Durham			
Strother Hills	1	9				
Swindale Beck	1	1				
Swindale Wood	1	45		y	Helbeck & Swindale Woods	
Tees & Hartlepool Foreshore & Wetlands	9	256		y		Teesmouth & Cleveland Coast
Teesdale Allotments	5	1308	Durham			
The Bottoms	4	2	Durham			
The Carrs	1	13	Durham			
Thornley Wood	1	16				
Thrislington Plantation	1	23	Durham	y	Thrislington Plantation	
Town Kelloe Bank	1	6	Durham			
Trimdon Limestone Quarry	1	1	Durham			
Tunstall Hills & Ryhope Cutting	4	16				
Tuthill Quarry	1	11	Durham			
Tyne Watersmeet	1	23				

Upper Teesdale	1	14365	Durham	y	Moorhouse / Upper Teesdale	North Pennine Moors
Waldrige Fell	1	114	Durham			
Wear River Bank	1	5				
West Farm Meadow, Boldon	1	3				
West Newlandside Meadows	1	13	Durham	y	North Pennine Dales Meadows	
West Park Meadows	1	7	Durham	y	North Pennine Dales Meadows	
West Rigg Open Cutting	1	5	Durham			
Westernhope Burn Wood	1	12	Durham			
White Ridge Meadow	1	3		y	North Pennine Dales Meadows	
Whitfield Moor, Plenmeller & Ashholme Commons	2	5265		y	North Pennine Moors	North Pennine Moors
Williamston River Shingle	1	1		y	Tyne & Allen River Gravels	
Wingate Quarry	1	23	Durham			
Witton-le-Wear	1	36	Durham			
Yoden Village Quarry	1	1	Durham			

App. 2 Summary of Favourable Conditions to be Maintained, Condition, Vulnerabilities and Threats of Natura 2000 Sites

2.1

Data sources and explanations:

- "Site Name and Designation" is accompanied by site-specific information on vulnerability taken from the relevant JNCC SAC / SPA data forms.
- "Component SSSI and condition 2010" is taken from SSSI information supplied by Natural England North East, and the Natural England on-line database of SSSI condition survey results
- "Environmental conditions needed to support site integrity" for SACs and SPAs are taken from the component SSSI Favourable Conditions Tables. For sites with multiple component SSSIs and habitats the comprehensive set of favourable condition targets have been summarised here. Full details of the relevant habitats and condition targets pertaining to each component SSSI and habitat / species are at Appendix 4.
- "Vulnerabilities and threats to qualifying habitats / species" for SACs are taken from the relevant habitats and species reports in the series: JNCC. 2007. Second Report by the UK under Article 17 on the implementation of the Habitats Directive from January 2001 to December 2006.
- "Vulnerabilities and threats to qualifying habitats / species" for SPAs are taken from the relevant SPA and European Marine Site data forms / citations.

Table 2: Conditions needed to maintain site integrity / vulnerabilities and threats to qualifying habitats / species

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>Castle Eden Dene SAC</p> <p>Yew woodlands are distributed throughout the site in a matrix of other woodland types. The site is managed as a National Nature Reserve and the Management Plan provides for regeneration of this special woodland type.</p>	<p>Castle Eden Dene</p> <p>6.79% favourable</p> <p>93.21% unfavourable recovering</p>	<ul style="list-style-type: none"> • No loss of ancient semi-natural stands • At least current area of recent semi-natural stands maintained, although their location may alter. • Woodland natural processes and structure / structural diversity maintained • Natural regeneration to maintain canopy density over a 20 yr period • Limited loss of native woodland species to non-native or other external unnatural factors (e.g. pollution, eutrophication from run-off, disease) • Maintain species, habitats and structures characteristic to the site 	<ul style="list-style-type: none"> • Deer browsing and other forms or mixed forms of inter-specific faunal competition • Lack of diversity of stand structure • Air pollution

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>DurhamCoast SAC</p> <p>Vegetated sea cliffs range from vertical cliffs in the north with scattered vegetated ledges, to the Magnesian limestone grassland slopes of the south.</p> <p>Parts of the site are managed as National Nature Reserve, and plans provide for the non-interventionist management of the vegetated cliffs. The majority of the site is in public ownership and an agreed management plan is being developed to protect nature conservation interests.</p>	<p>DurhamCoast</p> <p>62.80% favourable</p> <p>37.20% unfavourable recovering</p>	<ul style="list-style-type: none"> Overall length and/or area of cliff habitat to be maintained taking into account natural variation There should be no increase in area constrained by introduced structures or landforms The range of physical conditions supporting the habitats, and the range of maritime grassland and other communities should be maintained There should be no further increase in species untypical of the communities that define the feature <p>The communities present on the sea cliffs are largely maintained by natural processes including:</p> <ul style="list-style-type: none"> exposure to sea spray; erosion and slippage of the soft magnesian limestone bedrock and overlying glacial drifts, localised flushing by calcareous water 	<ul style="list-style-type: none"> Erosion Coastal protection schemes Built development Agriculture Recreational use Introduced species Grazing Air pollution Climate Change
<p>Helbeck & Swindale Woods SAC</p> <p>Sheep grazing has been affecting one part of this site where it is unenclosed from adjacent pasture.</p>	<p>Helbeck Wood</p> <p>100% unfavourable recovering</p> <p>Swindale Wood</p> <p>52.34% favourable</p> <p>27.19% unfavourable recovering</p> <p>20.47% unfavourable no change</p> <p>Reasons for unfavourable condition: Overgrazing</p>	<ul style="list-style-type: none"> No loss of ancient semi-natural stands At least current area of recent semi-natural stands maintained Woodland natural processes and structure maintained Natural regeneration to maintain canopy, with limited planting with locally native stock if necessary Limited loss of native woodland species to non-native or other external unnatural factors (e.g. pollution, eutrophication from run-off, Dutch Elm disease) Maintain species, habitats and structures characteristic to the site 	<ul style="list-style-type: none"> Over grazing Invasion by non-native species Dutch elm disease Unsympathetic forestry practices Lack of appropriate management Impact from intensive agriculture Air pollution
<p>Moor House Upper Teesdale SAC</p>	<p>Appleby Fells</p> <p>3.22% favourable</p>	<ul style="list-style-type: none"> No loss in extent through afforestation or human activities No planting of conifers within the hydrological unit of blanket bog 	<ul style="list-style-type: none"> Grazing (under-grazing / over-grazing) Burning

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>Ecologically unsustainable grazing, driven by agricultural support mechanisms, has had a deleterious effect on virtually all the Annex I habitats listed, to the extent that for some habitats it is difficult to make the necessary assessments of conservation structure and function required here. This serious problem has so far been very difficult to solve, requiring fundamental policy change as well as targeted local action. Some successes have been achieved through Wildlife Enhancement Schemes geared at moorland and pasture, and through the ESA and Countryside Stewardship schemes, while issues impacting on meadows have been largely addressed through meadow schemes.</p>	<p>88.51% unfavourable recovering 7.71% unfavourable no change 0.56% unfavourable declining</p> <p>Reasons for unfavourable condition: Overgrazing, drainage, moor-burning, agriculture, livestock</p> <p>Moorhouse & Cross Fell</p> <p>2.68% favourable 97.32% unfavourable recovering</p> <p>Upper Teesdale SSSI</p> <p>Information not found</p>	<ul style="list-style-type: none"> No significant erosion associated with human impacts (eg drainage, fires, peat extraction, removal of surface stone, livestock grazing, recreational activities or military training) Limited air pollution (acid deposition a problem) Limited burning Adequate supply of water – limited drainage of wet areas Control of grazing pressures 	<ul style="list-style-type: none"> Water management / drainage Erosion Agricultural operations / improvement Forestry Peat extraction Recreation Built development Air pollution Climate Change Fragmentation (particularly of already patchy rare habitats) Water abstraction Water pollution (agricultural run-off) Absence of appropriate management Invasive species Lack of remedial management Mineral re-working and land reclamation Removal of surface stone Recreation Planting
<p>North Pennines Dales Meadows SAC</p> <p>The mosaic of sites making up this SAC are dependent on traditional agricultural management which is no longer economic. Management agreements and ESA payments are being used to continue traditional management.</p>	<p>Arkle Beck Meadows</p> <p>87.71% favourable 12.29% unfavourable recovering</p> <p>Bowlees & Friar House Meadows</p> <p>100% favourable</p>	<ul style="list-style-type: none"> No reduction in area and any consequent fragmentation Appropriate management (grasslands are dependent upon traditional agricultural management, with hay-cutting) No exposure to inorganic fertilisers and pesticides. 	<ul style="list-style-type: none"> Grazing Air pollution Habitat fragmentation Agricultural improvement Climate change

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
	<p>Catton Lea Meadows</p> <p>100% favourable</p>		
	<p>Cornriggs Meadow</p> <p>100% favourable</p>		
	<p>Far High House Meadows</p> <p>100% favourable</p>		
	<p>Fothering Holme</p> <p>100% favourable</p>		
	<p>Gingerfields</p> <p>100% favourable</p>		
	<p>Grains O'the'Beck Meadows</p> <p>100% favourable</p>		
	<p>Hannah's Meadows</p> <p>100% favourable</p>		
	<p>Harkers House Meadows</p> <p>100% favourable</p>		
	<p>Low Redford Meadows</p> <p>100% favourable</p>		
	<p>Mere Beck Meadows</p> <p>100% favourable</p>		

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
	<p>Middle Crossthaite</p> <p>100% favourable</p> <p>Middle Side & Stonygill Meadows</p> <p>73.92% favourable</p> <p>26.08% unfavourable no change</p> <p>Reasons for unfavourable condition: Agriculture – other, lack of species diversity and frequency</p> <p>Peckriding Meadows</p> <p>100% favourable</p> <p>Rigg Farm & Stake Hill Meadows</p> <p>100% unfavourable recovering</p> <p>West Newlandside Meadows</p> <p>100% favourable</p> <p>WestPark Meadows</p> <p>100% favourable</p> <p>White Ridge Meadow</p> <p>100% unfavourable no change</p> <p>Reasons for unfavourable condition: Overgrazing</p>		
North Pennine Moors SAC	<p>Allendale Moors</p> <p>19.82% favourable</p>	<ul style="list-style-type: none"> • Appropriate controlled grazing • Sympathetic burning regimes 	<ul style="list-style-type: none"> • Grazing (under-grazing / overgrazing) • Burning

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>All interest features have been affected by excessive livestock grazing levels across parts of the site. Agreements with graziers and moorland owners are starting to overcome the problems of overgrazing. In places, the difficulty of reaching agreements on commons, which cover much of the site, means that successes are limited at present, and continues to prevent restoration.</p> <p>Drainage of wet areas can also be a problem; drains have been cut across many areas of blanket bog, disrupting the hydrology and causing erosion, but in most parts these are being blocked and the habitat restored under agreements.</p> <p>Burning is a traditional management tool on these moorlands, which contributes to maintaining high populations of SPA breeding birds. However, over-intensive and inappropriate burning is damaging to heath and blanket bog and further agreements are needed with the landowners to achieve sympathetic burning regimes.</p> <p>Restoration, to some degree, of a mosaic of more natural habitats across parts of the site is desirable.</p> <p>Acid and nitrogen deposition continue to have damaging effects on the site.</p>	<p>80.18% unfavourable recovering</p> <p>Arkengarth, Gunnerside and Reeth Moors</p> <p>17.51% favourable</p> <p>66.66% unfavourable recovering</p> <p>15.83% unfavourable no change</p> <p>Reasons for unfavourable condition: Drainage, overgrazing, moor-burning</p> <p>Bowes Moor</p> <p>100% unfavourable recovering</p> <p>Cotherstone Moor</p> <p>17.67% favourable</p> <p>52.81% unfavourable recovering</p> <p>26.73% unfavourable no change</p> <p>Reasons for unfavourable condition: Moor burning, over-grazing, inappropriate ditch management</p> <p>Hexhamshire Moors</p> <p>11.44% favourable</p> <p>80.23% unfavourable recovering</p> <p>8.33% unfavourable no change</p> <p>Reasons for unfavourable condition: Moor burning, over-grazing, inappropriate ditch management</p>	<ul style="list-style-type: none"> ● Limited air pollution ● No drainage of wet areas - maintenance of water levels ● Limited erosion from human impacts (e.g. recreation) ● Very little peat extraction (no mechanised extraction) 	<ul style="list-style-type: none"> ● Water management / drainage ● Water abstraction ● Erosion ● Agricultural operations / improvement ● Forestry ● Peat extraction ● Recreation ● Built development ● Air pollution ● Water pollution (agricultural run-off) ● Climate Change ● Invasive species ● Mineral re-working and land reclamation ● Modification of cultivation practices ● Fragmentation ● Absence of appropriate management ● Lack of remedial management ● Planting ● Lack of regeneration (Juniper heath)

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
	<p>LuneForest</p> <p>11.54% favourable</p> <p>88.43% unfavourable recovering</p> <p>0.03% unfavourable no change</p> <p>Reasons for unfavourable condition: Inappropriate ditch management</p> <p>Mallerstang-Swaledale Head</p> <p>9.7% favourable</p> <p>86.08% unfavourable recovering</p> <p>4.22% unfavourable no change</p> <p>Reasons for unfavourable condition: Moor burning, over-grazing, inappropriate ditch management</p> <p>Muggleswick, Stanhope & Edmunbyers Moors and Blanchland Fells</p> <p>2.85% favourable</p> <p>97.15% unfavourable recovering</p> <p>Whitfield Moor, Plenmeller & AshholmeCommons</p> <p>17.66% favourable</p> <p>81.82% unfavourable recovering</p> <p>0.51% unfavourable no change</p> <p>Reasons for unfavourable condition: Over-grazing, moor burning</p>		

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>River Eden SAC</p> <p>The maintenance of breeding and nursery areas for the species on this site depends on the habitat quality of streams and their margins. Many of the streams within the site suffer from overgrazing of riverbanks and nutrient run-off. This is being addressed by a number of measures to address river quality issues and fund habitat improvements.</p> <p>The water-crowfoot communities as well as the species are sensitive to water quality, particularly eutrophication. Again, actions have been identified for getting improvements in water quality and water company's will be key to their delivery. Practices associated with sheep-dipping pose a potential threat at this site, and are currently under investigation.</p> <p>Much of the alluvial forest cover is fragmented and/or in poor condition. It is hoped to address this through management agreements or Woodland Grant Schemes with individual owners.</p>	<p>River Eden & Tributaries</p> <p>20.01% favourable</p> <p>0.81% unfavourable recovering</p> <p>79.17% unfavourable no change</p> <p>Reasons for unfavourable condition: Inland flood defence works; invasive freshwater species; overgrazing; agriculture; water pollution / agricultural run-off; water pollution / discharge; siltation; fertiliser use; water abstraction</p>	<ul style="list-style-type: none"> ● Stable composition and extent of plant community ● High water quality and stable quantity (within present variability) ● No increase in sediment input ● Maintain natural flow regime ● Substrate dominated by clean gravels with limited level of silt content ● Maintenance of characteristic channel and flow regimes ● No loss of ancient & semi natural stands of alluvial forest (priority feature) ● Maintain natural regeneration potential, natural processes and structural development and composition (characteristic species, habitats and structures) of alluvial forest ● Limit effects on non-native species on alluvial forest ● No biological disturbance (e.g. fish stocking, non-native crayfish introduction, fish farm intakes and discharges) ● Maintain habitat structure and diversity for qualifying species ● No artificial obstructions to salmon / bullhead movement ● Limit exploitation of salmon ● No decline in fish biomass (otter food) ● No net loss of quiet areas for otter breeding / resting <p>Many streams in the network suffer from over-grazing of riverbanks and nutrient run-off. The water-crowfoot communities as well as the species are sensitive to water quality, particularly eutrophication. Practices associated with sheep-dipping pose a potential threat at this site. Much of the alluvial forest cover is fragmented and/or in poor condition</p>	<p>For Annex 1 habitats</p> <ul style="list-style-type: none"> ● Water management and pollution ● Pollution ● Hydrological interventions ● Physical interventions ● Biological interventions ● Climate Change ● Cessation of traditional management ● Inappropriate grazing ● Clearance and conversion ● Constraints on expansion ● Invasion by non-native species ● Air pollution <p>For Annex 2 species</p> <ul style="list-style-type: none"> ● Fish and shelfish aquaculture ● Fixed location fishing ● Drift net fishing ● Lesiure fishing ● Trapping, poisoning, poaching ● Sand and gravel extraction ● Water pollution ● Management of aquatic and bank vegetation for drainage purposes ● Canalisation ● Modification of hydrological functioning ● Modification of inland water courses ● Management of water levels

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
			<ul style="list-style-type: none"> ● Silting up ● Drying out ● Erosion ● Eutrophication ● Acidification ● Competition (with designated species) ● Parasitism ● Introduction of disease ● Genetic pollution ● Predation ● Bait digging ● Removal of sediments ● Discharges ● Invasion by a species ● Use of pesticides ● Hunting, fishing or collecting activities not referred to above ● Routes, auto-routes ● Flooding ● Infilling of ditches, pools, marshes etc
<p>Thrislington SAC</p> <p>These grasslands are dependent upon continuous management by seasonally-adjusted grazing and no fertiliser input. The site is now a National Nature Reserve and management on these traditional lines has been reintroduced.</p>	<p>Thrislington Plantation</p> <p>100% favourable</p>	<ul style="list-style-type: none"> ● No reduction in extent ● Continuous management by seasonally-adjusted grazing ● No fertiliser input ● Control of invasive species ● Control of over grazing 	<ul style="list-style-type: none"> ● Fragmentation ● Grazing ● Lack of remedial management ● Invasive species ● Agricultural operations ● Air pollution ● Climate change
<p>Tyne & AllenRiver Gravels SAC</p>	<p>NinebanksRiver Shingle</p>	<ul style="list-style-type: none"> ● No reduction in area and any consequent fragmentation 	<ul style="list-style-type: none"> ● Under management and successional change

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>These special habitats have been created by deposition of minerals out of the rivers Tyne and Allen onto gravel banks. Mining activities upstream have virtually stopped, thus reducing the amount of metals carried by the rivers. In places the rivers have changed course, isolating the shingle banks. Succession to grassland and scrub is taking place on some of the component SSSIs. It is not currently known whether interventionist management would restore the interest in areas where succession has taken place, as there may no longer be sufficient available metals even if the bare shingle is re-exposed.</p>	<p>24.17% favourable 75.83% unfavourable declining Reasons for unfavourable condition: Inappropriate scrub control</p>	<ul style="list-style-type: none"> ● Metallophyte species singly or together at least occasional throughout the sward ● Limited negative indicator species - limit succession to grassland and scrub ● Maintain low sward height (by grazing) ● Extent of bare ground 20%-90% ● Bare ground includes cobbles, gravel and thin crusts of lichens, not foliose or fructose lichens 	<ul style="list-style-type: none"> ● Agricultural improvement including supplementary feeding ● Mineral re-working and land reclamation ● Modification of cultivation practices ● Air pollution ● Fragmentation
<p>Tyne & Nent SAC</p> <p>These grasslands occur in two distinct heavy metal-rich habitats: spoil heaps associated with past lead-mining, and river gravels that have been partially derived from the erosion of metal-rich spoil heaps upstream. Loss of metallophytes through successional processes is beginning to occur on one site, and management to address this will be promoted.</p> <p>Motorcycle scrambling on part of another site could also represent a threat to the adjacent calaminarian grassland.</p> <p>Concerns exist that depletion of the upstream supply of metal-rich waste will result in a loss of metallophytes. Although this has not been shown to be a problem on these sites at present, research will be carried out to investigate and where necessary address this issue.</p>	<p>Alston Shingle Banks</p> <p>63.03% unfavourable recovering 36.97% unfavourable declining Reasons for unfavourable condition: Overwintering cattle and associated ring-feeding; lack of metallophyte species</p> <p>Haggs Bank</p> <p>100% favourable</p> <p>River Nent at Blagill</p> <p>100% unfavourable recovering</p>	<ul style="list-style-type: none"> ● No reduction in area and any consequent fragmentation without prior consent ● Management to limit succession to grassland and scrub. ● Grazing to maintain a low sward height ● The presence of Metallophyte species singly or together at least occasional throughout the sward. 	<ul style="list-style-type: none"> ● Under management and successional change ● Agricultural improvement, including supplementary feeding ● Mineral re-working and land reclamation ● Modification of cultivation practices ● Air pollution ● Fragmentation

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>North Pennine Moors SPA</p> <p>The North Pennine Moors covers nearly 150,000 hectares and is largely heather moorland, either as blanket bog or drier heathland, with smaller associated areas of wetland, grassland, bracken, scrub, woodland and cliff.</p>	<p>See North Pennine Moors SAC information</p>	<ul style="list-style-type: none"> ● No loss of area of habitat ● Grazing to maintain suitable moorland ● Control of erosion and peat extraction ● Diversity, age and structure of vegetation ● Food availability (birds, day flying moths, small mammals, soil and ground surface invertebrates) ● Open landscape ● Lack of disturbance and persecution (moor burning, vehicles, stock, dogs and walkers) 	<p>The habitats and qualifying breeding bird populations are mostly dependent upon stock grazing and burning at sympathetic levels. The continuation of these practices relies on their profitability, including any subsidy or incentive payments.</p> <p>Over-grazing, over-burning and other forms of intensive agricultural or sporting management (e.g. drainage) may be damaging. These issues are being partly addressed through management agreements and related incentives. Recreational activity may be problematic but is addressed through Site Management Statements and through continuing working with Local Authorities to manage access.</p> <p>There is evidence that acidic and nitrogen deposition are having damaging effects on the vegetation and hence on the bird populations. Such issues are being addressed through existing pollution control mechanisms.</p> <p>Within this large site there is scope to enhance many of the more natural habitats and species whilst maintaining the core SPA interests.</p>
<p>NorthumbriaCoast SPA & EMS</p>	<p>See Durham Coast SAC information</p>	<ul style="list-style-type: none"> ● Freedom from disturbance 	<ul style="list-style-type: none"> ● Physical loss of habitat (removal, smothering)

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>Little tern are vulnerable to disturbance from coastal visitors during breeding season causing reduced breeding success.</p>		<ul style="list-style-type: none"> ● Extent and availability of habitat (no decrease) – breeding areas, feeding areas, roost sites ● Food availability (marine fish, crustaceans, worms and molluscs; epibenthic invertebrates amongst rolling seaweed; surface and sub-surface invertebrates) ● Open landscape 	<ul style="list-style-type: none"> ● Physical damage (siltation, abrasion, selective extraction (e.g. dredging)) ● Non-physical disturbance (noise (e.g. boats), visual presence (e.g. people)) ● Toxic contamination (introduction of synthetic compounds, introduction of non-synthetic compounds, introduction of radionuclides) ● Non-toxic contamination (changes in nutrient loading, changes in organic loading, changes in thermal regime, changes in salinity, changes in turbidity) ● Biological disturbance (introduction of microbial pathogens, introduction of non-native species & translocation, selective extraction of species (e.g. bait digging, wildfowling, fishing))
<p>NorthumbriaCoast Ramsar Site</p>	<p>See Durham Coast SAC information</p>	<ul style="list-style-type: none"> ● Extensive rocky (Turnstone, Purple Sandpiper) and sandy/muddy (other wintering species) intertidal habitats with abundant invertebrate fauna ● Secure roosts beyond high tide limit ● Freedom from disturbance – critical in poor weather conditions. ● Secure breeding habitat (open sand / shingle) ● Freedom from disturbance and predation ● Secure food supply (primarily small fish) ● Food availability ● Vegetation structure 	<ul style="list-style-type: none"> ● Northumbria Coast SPA / EMS threats area considered to cover the Ramsar site threats and vulnerabilities

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
		<ul style="list-style-type: none"> Hydrology/flow Extent and distribution of habitat Open landscape 	
<p>Teesmouth & ClevelandCoast SPA & EMS</p> <p>The natural incursion of coarse marine sediments into the estuary and the eutrophication of sheltered mudflats leading to the spread of dense Enteromorpha beds may impact on invertebrate density and abundance, and hence on waterfowl numbers.</p> <p>Indications are that the observed sediment changes derive from the reassertion of natural coastal processes within the context of an estuary much modified by human activity. An extensive long-term monitoring programme is investigating the effects of the Tees Barrage, while nutrient enrichment from sewage discharges should be ameliorated by the planned introduction of improved treatment facilities and the Environment Agency's acceptance of Seal Sands as a candidate Sensitive Area to Eutrophication.</p> <p>Aside from the eutrophication issue, water quality has shown considerable and sustained improvement, leading to the re-establishment of migratory fish populations and the growth of cormorant and common seal populations. The future development of port facilities in areas adjacent to the site, and in particular of deep water frontages with associated capital dredging, has the potential to cause adverse effect; these issues will be addressed through the planning system/Habitats Regulations, as will incompatible coastal defence schemes.</p>	<p>Cowpen Marsh</p> <p>46.82% unfavourable recovering</p> <p>53.18% unfavourable no change</p> <p>Reasons for unfavourable condition: Inappropriate water levels; planning permission – other minerals and waste</p> <p>Seal Sands</p> <p>3.31% favourable</p> <p>82.43% unfavourable recovering</p> <p>9.91% unfavourable no change</p> <p>4.34% destroyed / partially destroyed</p> <p>Reasons for unfavourable condition: Inappropriate coastal management; land claim for industry</p> <p>Seaton Dunes and Common</p> <p>38.54% favourable</p> <p>61.46% unfavourable recovering</p> <p>South Gare & Coatham Sands</p> <p>23.95% favourable</p>	<ul style="list-style-type: none"> Food availability (small fish, crustaceans, worms and molluscs, seed bearing plants, surface and sub-surface invertebrates) Vegetation structure Hydrology/flow (fields with surface pools) Water depth – shallow water and surface pools Freedom from disturbance Extent and distribution of habitat (no decrease – breeding areas, feeding areas and roost sites) Open landscape 	<ul style="list-style-type: none"> Physical Loss (removal, smothering) Physical damage (siltation, abrasion, selective extraction (e.g. dredging)) Non-physical disturbance (noise (e.g. boats), visual presence e.g. people)) Toxic contamination (introduction of synthetic compounds, introduction of non-synthetic compounds, introduction of radionuclides) Non-toxic contamination (changes in nutrient loading, changes in organic loading, changes in thermal regime, changes in salinity, changes in turbidity) Biological disturbance (introduction of microbial pathogens, introduction of non-native species & translocation, selective extraction of species (e.g. bait digging, wildfowling, fishing))

Site Name and Designation	Component SSSIs and condition 2010	Environmental conditions needed to support site integrity	Vulnerabilities and threats to qualifying habitats / species
<p>Other issues on this relatively robust site include scrub encroachment on dunes (addressed by Site Management Statements with owners) and recreational, bait-gathering and other disturbance/damage to habitats / species.</p>	<p>76.05% unfavourable recovering</p> <p>Tees & Hartlepool Foreshore</p> <p>72.6% favourable</p> <p>0.05% unfavourable recovering</p> <p>27.35% unfavourable declining</p> <p>Reasons for unfavourable condition: Decrease in population of notified species (particularly sanderling)</p>		
<p>Teesmouth & Cleveland Coast Ramsar Site</p>	<p>See Teesmouth & Cleveland Coast SPA & EMS information</p>	<ul style="list-style-type: none"> ● Extensive sandy/muddy (wintering species) intertidal habitats with abundant invertebrate fauna ● Secure roosts beyond high tide limit ● Freedom from disturbance – critical in poor weather conditions. ● Secure breeding habitat (open sand / shingle) ● Freedom from disturbance and predation ● Secure food supply (primarily small fish) ● Food availability ● Vegetation structure ● Hydrology/flow (fields with surface pools) ● Extent and distribution of habitat ● Open landscape 	<ul style="list-style-type: none"> ● Northumbria Coast SPA / EMS threats area considered to cover the Ramsar site threats and vulnerabilities
<p>Note:</p>			

App. 3 Initial Issues Identification of Longer-term Programme

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 1</p> <p>Improvements to the transport system will always take into account that it should be as attractive and straightforward as possible for young people and children to use.</p>	Air quality	No likely impact	<p>No specific measures in the longer term programme. Cross-cuts with other measures. No likely significant adverse effects.</p>
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	
<p>Policy 2</p> <p>Public transport and the walking environment will be developed to allow less able and elderly people to travel independently with ease and follow an active lifestyle. The impact of impairments that affect a person's ability to travel will be reduced by:</p> <ul style="list-style-type: none"> Continuing support of community transport services which help meet the needs of disabled people 	Air quality	No likely impact	<p>No specific measures in the longer term programme. Cross-cuts with other measures. No likely significant adverse effects.</p>
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change		

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<ul style="list-style-type: none"> Developing public transport and the walking environment to allow elderly and disabled people the opportunity to travel independently Promote compliance with the Disability Discrimination Act on access requirements in areas of commercial and leisure activities The provision of transport information in accordance with the Disability Discrimination Act 			
<p>Policy 3</p> <p>An integrated route management approach to improve corridors of travel will be taken when other programmed highway projects can be combined to provide more comprehensive benefits along the route.</p>	Air quality	Temporary impacts possible during works	<p>Priority corridors in the longer term programme are A167 and A182. The A167 in County Durham crosses tributaries of the River Tees, connecting it to Teesmouth and Cleveland Coast SPA. The main A167 scheme listed is the A167/A691 link road to the north west of Durham City. The main A182 scheme listed is the completion of the East Durham Link Road between the A19 near Murton and Houghton le Spring.</p> <p>Neither of these specific schemes defined in the longer term programme are in locations likely to cause impact on Natura 2000 sites or bird species for which (SPA) sites are designated.</p>
	Water quality	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation	
	Hydrology	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation or from effects on local water table / sources	
	Habitat destruction or fragmentation	Impacts possible on routes through / near N2K sites	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
	Habitat / species disturbance	Impacts possible on routes through / near N2K sites or areas used by bird species for which (SPA) sites are designated.	The combination of highways measures to provide more comprehensive benefits along a route has the potential to enhance level or prolong extent of impacts. Integrated Route Management schemes, depending on their location and content, have potential to significantly effect Natura 2000 sites
	Ability to adapt to climate change	No likely impact, except where routes are being created or widened (this is covered under Policy 26 on New Road Infrastructure).	
<p>Policy 4</p> <p>The County Council will work with neighbouring local authorities, transport authorities and transport operators to sustain and improve the attractiveness of transport links within the region and beyond. Particular attention will be given to public transport links into the two major urban areas of Tyne and Wear and Tees Valley city regions while also ensuring that important transport links in the rural west of the County are not ignored.</p>	Air quality	Possible temporary impacts during works	<p>Priority corridors in the longer term programme are A167 and A182. These have cross-boundary connections and the A167 in County Durham crosses tributaries of the River Tees, connecting it to Teesmouth and Cleveland Coast SPA.</p> <p>No specific schemes in the three year programme are in locations likely to cause impact on Natura 2000 sites or bird species for which (SPA) sites are designated.</p> <p>New proposals for improvements to cross boundary connections, if near to the Durham Coast, the North Pennines or the River Tees has potential to significantly affect Natura 2000 sites</p>
	Water quality	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation	
	Hydrology	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation or from effects on local water table / sources	
	Habitat destruction or fragmentation	Impacts possible on routes through / near N2K sites	
	Habitat / species disturbance	Impacts possible on routes through / near N2K sites or areas used by bird species for which (SPA) sites are designated.	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
	Ability to adapt to climate change	No likely impact, except where routes are being created or widened (this is covered under Policy 26 on New Road Infrastructure).	
<p>Policy 5</p> <p>The public transport network will continue to be developed for the benefit of its users.</p> <p>A programme of measures along with general policies on the development and operation of the network is outlined in the County Durham Bus Strategy – a daughter document of this plan. The reliability, accessibility, efficiency, and competitiveness of bus services will be considered as a high priority when devising new traffic schemes, especially along the main transport corridors and approaches into town centres.</p> <p>The County Council will specifically:</p> <p>Exploit all cost effective opportunities to provide bus priority measures.</p>	Air quality	Possible temporary impacts during works	<p>Bus priority measures are included in the longer term programme. These are not likely to cause adverse impact on Natura 2000 sites, unless they involve road-widening or increased infrastructure, in which case schemes should be screened for the need for Appropriate Assessment.</p> <p>Larger scale measures include improvements to bus stations at Chester-le-Street, Consett and Spennymoor and completion of the new bus station site at Bishop Auckland and a new Park and Ride Site on the A690 west of Durham City. None of these are likely to have adverse impacts on Natura 2000 sites.</p> <p>Also included are improvements to rail stations at Newton Aycliffe, Chester le Street and Durham City as well as completion of the new rail station at Peterlee. The proposal for a new rail station at Peterlee has potential to affect</p>
	Water quality	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation	
	Hydrology	Temporary impacts possible during works. Long-term impacts possible from run-off / drainage scheme works if outflowing to area affecting N2K designation or from effects on local water table / sources	
	Habitat destruction or fragmentation	Impacts possible on routes through / near N2K sites	
	Habitat / species disturbance	Impacts possible on routes through / near N2K sites or areas used by bird species for which (SPA) sites are designated.	
	Ability to adapt to climate change	No likely impact, except where routes are being created or widened (this is covered under Policy 26 on New Road Infrastructure).	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
			the Durham Coast SAC, depending on details of its location and design, which are not known at this stage (see policy 8).
<p>Policy 6</p> <p>The availability of public transport information will be made easier for all potential public transport users to access. The special needs of people with sight impairments, hearing difficulties, physical disabilities and learning disabilities will be taken into consideration where information services are to be provided.</p>	Air quality	No likely impact	No specific measures in the longer term programme. No likely significant adverse effects.
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	
<p>Policy 7</p> <p>Partnerships will be the main tool for ensuring the continual improvement of bus services and supporting infrastructure. Arrangements will be formalised and underpinned by memoranda of understanding between Durham County Council and the bus operators.</p>	Air quality	No likely impact	No specific measures in the longer term programme. Cross-cuts with other measures No likely significant adverse impact
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
	Ability to adapt to climate change	No likely impact	
<p>Policy 8</p> <p>Opportunities will be taken to provide a new station on the Durham Coast line and an improved station at Bishop Auckland on the Darlington to Bishop Auckland line and moves to reopen the Leamside line will be supported.</p>	Air quality	No likely impact	<p>Three longer term programme includes completion of the new rail station at Peterlee (which is set to commence in the three year programme).</p> <p>Providing a new station on the Durham Coast line (near Peterlee, as identified in the three-year programme) has potential to significantly affect the Durham Coast SAC.</p> <p>Reopening of Leamside Line is not likely to have any significant adverse effects due to location</p>
	Water quality	Possible impact through run off from new station on Durham Coast line to Durham Coast SAC. Impact possible in construction and use phases.	
	Hydrology	Possible impact from new station on Durham Coast line on water table or water sources in proximity of Durham Coast SAC. Impact possible in construction and use phases.	
	Habitat destruction or fragmentation	Possible impact from new station on Durham Coast line on Durham Coast SAC. Impact possible in construction and use phases.	
	Habitat / species disturbance	Possible impact from new station on Durham Coast line on Durham Coast SAC.	
	Ability to adapt to climate change	Possible impact from new station on Durham Coast line on Durham Coast SAC.	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 9</p> <p>Community transport organisations will continue to be supported for the benefit of their users and to build their ability to be self-sustaining.</p>	Air quality	No likely impact	<p>No specific measures in the longer term programme. No likely significant adverse effects.</p>
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	
<p>Policy 10</p> <p>Improvements to the accessibility, availability and quality of taxi services in the County will be promoted by the establishment of Taxi Working Groups (TWG). TWGs will be partnerships between taxi operators, elected Members and officers of the County Council and will work towards the establishment of effective Quality Taxi Partnerships.</p>	Air quality	No likely impact	<p>No specific measures in the longer term programme. No likely significant adverse effects.</p>
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	
<p>Policy 11</p>	Air quality	No likely impact	<p>Improvements to various interchanges are included in the longer term programme</p>

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
Improvement to transport interchanges will take account of the needs of all users.	Water quality	No likely impact	and are covered under Policy 5 along with development of new interchanges. The former are not considered to have a significant adverse effect.
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	
Policy 12 Reduction of carbon emissions will be addressed through the requirements of the Council's "Carbon Reduction Strategy". Risk assessments will be carried out to assess the transport system's vulnerability to the forecast changes to the north east climate and actions taken to minimise any risks identified.	Air quality	No likely impact	No specific measures or budget heads are allocated in the longer-term programme for demand management, attitudinal change, walking & cycling or alternative vehicle / fuel development. If the programme remains like this, opportunities to reduce the negative impact of transport on carbon emissions and climate change will be missed. Translating the Carbon Reduction Strategy target into a specific carbon reduction target for transport should be carried out. The target should be included in the LTP to set the context for carbon reduction and sustainable transport measures.
	Water quality	Possible impact linked to diversion of run off from transport network to area covered by Natura 2000 designation	
	Hydrology	Possible impact linked to diversion of run off from transport network to area covered by Natura 2000 designation	
	Habitat destruction or fragmentation	Possible impact linked to flood prevention and / or coastal protection works to protect transport infrastructure	
	Habitat / species disturbance	Possible impact linked to flood prevention and / or coastal protection works to protect transport infrastructure	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
	Ability to adapt to climate change	Possible impact linked to coastal protection works to protect transport infrastructure	<p>Measures on risk assessment and action to minimise vulnerability to climate change are not included in the longer term programme, but are assumed to be incorporated within the "Maintenance" budget.</p> <p>Possible impacts associated with flood prevention on the transport network if run off / drainage measures affect an area covered by a Natura 2000 designation. Also possible impact on Durham Coast SAC and coastal SPAs through coastal protection of transport infrastructure. Flood management / erosion protection scheme proposals near to the Durham Coast, the North Pennines or the River Tees or its tributaries have potential to significantly affect Natura 2000 sites</p>
<p>Policy 13</p> <p>Noise pollution will be reduced through:</p> <p>Traffic reduction and traffic management</p>	<p>Air quality</p> <p>Water quality</p> <p>Hydrology</p> <p>Habitat destruction or fragmentation</p>	<p>No likely impact</p> <p>No likely impact</p> <p>No likely impact</p> <p>No likely impact</p>	<p>No specific measures in the longer term programme. Road schemes proposed could accommodate noise barriers without causing effect to Natura 2000 sites. No likely significant adverse effects.</p>

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Purpose built noise barriers in new roads near residential areas where there is both an unacceptable noise problem and it is practical.</p>	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	
<p>Policy 14 The overall pedestrian network will continue to be developed and improved for the benefit of all of its users and to encourage walking. The provision of light controlled pedestrian crossings will be based on a priority needs assessment. Policies on the development of walking and operation of the urban and rural path network are outlined in the Rights of Way Improvement Plan.</p>	Air quality	No likely impact	<p>No specific measures or budget heads in the longer term programme. No likely significant adverse effects.</p>
	Water quality	No likely impact	
	Hydrology	Possible impact from construction if water table or sources in vicinity of Natura 2000 sites are affected	
	Habitat destruction or fragmentation	Possible impact where routes traverse Natura 2000 sites	
	Habitat / species disturbance	Possible impact if routes bring more people in vicinity of SPA sites	
<p>Policy 15 The cycle network will continue to be developed for the benefit of its users and to attract new users. Policies on</p>	Air quality	No likely impact	<p>No specific measures or budget heads in the longer term programme. No likely significant adverse effects.</p>
	Water quality	No likely impact	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
the development and operation of the network are outlined in the County Durham Cycling Strategy.	Hydrology	Possible impact from construction if water table or sources in vicinity of Natura 2000 sites are affected	
	Habitat destruction or fragmentation	Possible impact where routes traverse Natura 2000 sites	
	Habitat / species disturbance	Possible impact if routes bring more people in vicinity of SPA sites	
	Ability to adapt to climate change	No likely impact	
Policy 16 Improvements to perceptions of, or actual, poor security will continue to be made to: <ul style="list-style-type: none"> • Walking and cycling routes. • Transport facilities including bus waiting areas. • Design of new developments or upgrading of existing developments 	Air quality	No likely impact	No specific measures in the three year programme. Cross-cuts with other measures. No likely significant adverse impacts
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	Possible impact from light pollution	
	Ability to adapt to climate change	No likely impact	
Policy 17	Air quality	Possible short-term impacts during works	Road maintenance is included as a general measure in the longer term

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Maintenance of the highway network for the safe and convenient movement of people and goods will be in accordance with the priorities identified by the Transport Asset Management Plan and supported by the annual Highway Maintenance Management Plan.</p>	Water quality	Possible short-term impacts during works	<p>programme. More information in LTP3 on proposed maintenance schemes in the programme would be useful. Possible impacts related to air quality, water quality, hydrology and disturbance during works. Not likely to be significant due to short-term nature, but major schemes should be screened for the need for Appropriate Assessment under the Habitat Regulations 2010. However, Schemes that incorporate flood prevention / erosion protection works have potential longer term impacts and are covered under Policy 12.</p>
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	Possible short-term impacts during works	
	Ability to adapt to climate change	No likely impact	
<p>Policy 18 The programme for strengthening and maintaining structures will be needs-based to deliver a safe, serviceable and sustainable highway network. Consideration will be given to the preservation of historic structures and enhancement of the natural and historic environment. The measures to be taken on the maintenance of structures are outlined in the Structures Life Cycle Plan incorporated in the Transport Asset</p>	Air quality	Possible short-term impacts during works	<p>Bridge Maintenance is included as a specific measure in the three year programme. No likely significant adverse impacts due to short-term nature but major schemes should be screened for the need for Appropriate Assessment under the Habitat Regulations 2010.</p>
	Water quality	Possible short-term impacts during works	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	Possible short-term impacts during works	
	Ability to adapt to climate change	No likely impact	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
Management Plan.			
<p>Policy 19</p> <p>Provision of highway lighting, its improvement, lighting levels, column specification and maintenance regime will be in accordance with the priorities of the Council's current "Street Lighting Policy" document.</p>	Air quality	No likely impact	<p>Street Lighting is included as a general measure in the three year programme. Possible impact through disturbance from light levels. Schemes in vicinity of Natura 2000 sites should be screened for Appropriate Assessment under the Habitat Regulations 2010.</p>
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	Possible disturbance to species from light levels	
	Ability to adapt to climate change	No likely impact	
<p>Policy 20</p> <p>Measures will continue to be taken to reduce casualties on the highway network in partnership, through the implementation of the Road Safety Partnership Strategy</p>	Air quality		<p>No specific measures in the longer term programme. No likely significant adverse effects. No likely significant adverse effects</p>
	Water quality		
	Hydrology		
	Habitat destruction or fragmentation		
	Habitat / species disturbance		
	Ability to adapt to climate change		

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 21</p> <p>We will continue to introduce measures to reduce speed in local communities in order to help reduce casualties and improve the quality of life for the residents.</p>	Air quality	No likely impact	<p>No specific measures in the longer term programme. No likely significant adverse effects.</p> <p>No likely significant adverse effects</p>
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	
<p>Policy 22</p> <p>We will continue to respond to requests for traffic calming from the community when the improvements provide the community with improved quality of life and are value for money.</p>			<p>No specific measures in the longer term programme. No likely significant adverse effects.</p> <p>No likely significant adverse effects</p>

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 23</p> <p>The Network Management Duty will be carried out in accordance with the priorities identified by the Council's Network Management Plan in order to maximise the capacity of the road network.</p>	Air quality	No likely impact	<p>No specific measures in the longer term programme. Crosscuts with other measures.</p> <p>Is principally concerned with ensuring roadworks or incidents on the highway network are timed and managed to avoid disruptions to traffic.</p> <p>No likely significant adverse effects</p>
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	
<p>Policy 24</p> <p>The County Council will work with local motorcycling representatives to address motorcycle issues, particularly safety education issues, throughout the County.</p> <p>These issues will include:</p> <ul style="list-style-type: none"> Engaging with local and national motorcycle user groups to identify hazards on the existing highway network within County Durham in 	Air quality	No likely impact	<p>No specific measures in the longer term programme.</p> <p>No likely significant adverse effects</p>
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>order to allow any hazards to be prioritised and corrected</p> <ul style="list-style-type: none"> Introducing a motorcycling audit as part of the existing safety audit regime for all new road developments to ensure the safety of motorcyclists has been addressed Consideration of the provision of secure parking in town centres and at public facilities 			
<p>Policy 25</p> <p>The County Council will bring about attitude change through publicising the importance of reducing dependence on the private car and encouraging the use of alternative modes of transport, especially for journeys that are made on a regular basis and those of a shorter distance. This will be done in parallel with appropriate infrastructure improvements which will play their part in demonstrating that alternatives to the car can be easy and attractive.</p>	Air quality	No likely impact	<p>No specific measures in the longer term programme. No likely significant adverse effects. However, the lack of measures represents missed opportunity to contribute to Policy 12 on Climate Change</p>
Water quality	No likely impact		
Hydrology	Possible impact from construction of walking / cycling routes if water table or sources in vicinity of Natura 2000 sites are affected		
Habitat destruction or fragmentation	Possible impact where walking / cycling routes traverse Natura 2000 sites		
Habitat / species disturbance	Possible impact if walking / cycling routes bring more people in vicinity of SPA sites		
Ability to adapt to climate change	No likely impact		

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 26</p> <p>Proposals for improvements to the highway network will only be brought forward, in the absence of suitable alternatives, capable of achieving the same objectives. Where new roads are subject to environmental impact assessment, mitigation opportunities that enhance aspects of the environment will be utilised where practicable.</p>	Air quality	Possible impact from traffic on new roads	<p>Proposals for a Western Relief Road and a Northern Relief Road for Durham City are included in the longer term programme. Neither of these on their own are likely to have a significant adverse effect on Natura 2000 sites. However an assessment of the combined effect of these schemes, other road schemes and development policies in the County Durham Plan is required (on traffic generation and distribution and related air pollution and carbon emissions in particular), and is being conducted as part of the development of the County Durham Plan.</p>
	Water quality	Possible impact from run-off from new roads in construction and / or use phases.	
	Hydrology	Possible impact from new roads affecting water table or water sources	
	Habitat destruction or fragmentation	Possible impact from land take / construction of new road	
	Habitat / species disturbance	Possible impact from construction activities and use of road (traffic)	
	Ability to adapt to climate change	Possible impact if new road prevents migration of Natura 2000 habitat / species in response to climate change.	
<p>Policy 27</p> <p>Schemes for the introduction of road charging or workplace parking charges could be considered where they can make a useful contribution to reducing car dependency / use or congestion. Currently there are no plans to introduce Road User Charging or a Workplace Parking Levy in County Durham as part of LTP3.</p>	Air quality	No likely impact	<p>No specific measures in the longer term programme. No likely significant adverse effects</p>
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 28</p> <p>On-street and public parking will be managed in order to:</p> <ul style="list-style-type: none"> • Provide a sufficient (but not excessive) supply of short term visitor parking; • Discourage commuter parking in main towns and other residential areas adequately served by public transport; and • Provide sufficient parking facilities for cycles and motorcycles. 	Air quality	No likely impact	No specific measures in the longer term programme. No likely significant adverse effects
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	
<p>Policy 29</p> <p>The County Council will continue with its programme to support all schools to implement the measures in their Travel Plans. We will also encourage schools to regularly update and revise their Travel Plans and, where appropriate, secure this through the Planning process.</p>	Air quality	No likely impact	No specific measures in the longer term programme. No likely significant adverse effects
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 30</p> <p>The County Council, as a major employer in the County, will seek to lead the way in workplace travel planning by developing, and implementing, its own Travel Plan. The County Council will seek to secure Travel Plans for new development wherever possible through the Planning Process and advice and support will be offered to existing developments who wish to voluntarily develop a Travel Plan.</p>	Air quality	No likely impact	No specific measures in the longer term programme. No likely significant adverse effects
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	
<p>Policy 31</p> <p>The Council will monitor issues with respect to freight on the County's road network and assess and promote delivery solutions that are efficient, safe and neighbourly. To maximise choice in the movement of freight on the rail network, the exploration of opportunities to provide new facilities beside existing and former railway lines will continue.</p>	Air quality	Possible short term impact from construction of new facilities for rail freight	No specific measures in the longer term programme. No likely significant adverse effects.
	Water quality	Possible short term impact from construction of new facilities	
	Hydrology	Possible impact from construction of new facilities if affecting water table or water sources	
	Habitat destruction or fragmentation	Possible impact from construction of new facilities	

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
	Habitat / species disturbance	Possible impact from construction of new facilities	
	Ability to adapt to climate change	Possible impact from construction of new facilities	
<p>Policy 32</p> <p>Improved air quality will be pursued through:</p> <ul style="list-style-type: none"> • Implementing action plans for any Air Quality Management Area declared • Traffic reduction and encouraging alternatives to the private car where appropriate • Encouraging increased use of cleaner fuels / low emission vehicles in the County's fleet and provision of charging points for electric vehicles. • Encouraging organisations that operate vehicle fleets, buses and taxis to use only cleaner fuels and low emission vehicles. 	Air quality	No likely impact	No specific measures in the longer term programme. No likely significant adverse effects.
Water quality	No likely impact		
Hydrology	No likely impact		
Habitat destruction or fragmentation	No likely impact		
Habitat / species disturbance	No likely impact		
Ability to adapt to climate change	No likely impact		
<p>Policy 33</p>	Air quality	No likely impact	No specific measures in the longer term programme. May crosscut with other

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Reducing the need to travel in rural areas will be addressed by providing support to:</p> <ul style="list-style-type: none"> • Extending the Broadband Network. • Overcoming transport challenges in bringing services and goods to people instead of people needing to travel to those services. 	Water quality	No likely impact	<p>measures in terms of laying broadband cable when other work is being done / services are being provided under roads. This is covered under Policy 3. No likely significant adverse effects</p>
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	
<p>Policy 34</p> <p>The development of a market for electric vehicles in the County will be supported by:</p> <ul style="list-style-type: none"> • Exemption from parking charges for at least 5 years from April 2011 at recharge parking bays. • Programme of providing electric charging points in public areas in the main towns. • Developing planning guidelines for the provision of charging points in new commercial and residential developments. 	Air quality	No likely impact	<p>No specific measures in the longer term programme. No likely significant adverse effects.</p>
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
Ability to adapt to climate change	No likely impact		

LTP3 Draft Policy	Broad impact pathway	Potential impact	Potential impact of measures in the three year Capital Programme (p25-35 of the LTP Delivery Plan)
<p>Policy 35</p> <p>New transport developments and maintenance schemes will take into account the need to preserve landscape character, wildlife habitats and species, air, water and soil resources, and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate.</p>	Air quality	No likely impact	<p>No specific measures in the three year programme. Policy would be stronger if a commitment was made to screening new scheme proposals for Appropriate Assessment under the Habitat Regulations. Adding the sentence. "New scheme proposals will be screened for impacts on biodiversity and the need for Appropriate Assessment under the Habitat regulations 2010."</p> <p>Suggested wording would give recognition to the legal requirement to screen highways plans and projects under the Habitats Regulations 2010; Part 6, Chapter 3, Section 84.</p>
	Water quality	No likely impact	
	Hydrology	No likely impact	
	Habitat destruction or fragmentation	No likely impact	
	Habitat / species disturbance	No likely impact	
	Ability to adapt to climate change	No likely impact	

