

Durham
County Council



Local Transport 3 Plan

Strategic Environmental Assessment:
Final Report

Strategic Environmental Assessment of the County Durham Local Transport Plan 2011 - 2021

Final Environmental Report

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How you can Comment on this document

Please note that a draft version of this document was made available for public consultation between November and December 2010 and consultation has subsequently ended. The consultation responses received are summarised within this report and can be found in full in the accompanying appendices document.

Contents

| | |
|---|---------------|
| Non Technical Summary | i-viii |
| Abbreviations | ix |
| 1. Introduction | 1-8 |
| 1.1 Purpose of this Report | 1-2 |
| 1.2 Background to the Local Transport Plan 3 | 3-4 |
| 1.3 Overview of County Durham | 4-5 |
| 1.4 Central Durham | 5 |
| 1.5 North and East Durham | 5-6 |
| 1.6 South Durham | 6-7 |
| 1.7 West Durham | 7-8 |
| 2. Strategic Environmental Assessment and other Requirements | 8-12 |
| 2.1 Purpose of SEA | 8-9 |
| 2.2 SEA Process | 9-10 |
| 2.3 Health Impact Assessment | 11 |
| 2.4 Habitat Regulations Assessment | 11-12 |
| 2.5 Further Assessment | 12 |
| 3. Assessment Methodology | 12-19 |
| 3.1 Stage A (Scoping) | 12-14 |
| 3.2 Baseline | 14-15 |
| 3.3 Key Environmental Problems | 15 |
| 3.4 Developing the SEA Objectives | 15 |
| 3.6 Developing the SEA Framework | 15 |
| 3.6 The Scoping Report | 16 |
| 3.7 Stage B: Developing and Refining Alternatives and Assessing Effects | 16 |
| 3.8 Assessment of LTP3 Objectives | 16-17 |
| 3.9 Assessment of LTP3 Policies | 17 |
| 3.10 Assessment of Potential Interventions | 17-18 |
| 3.11 Assessment of Priority Interventions | 18 |
| 3.12 Incorporation of Health Impact Assessment | 18-19 |
| 4. Overview of Stage A (Scoping) | 19-30 |
| 4.1 County Durham LTP3 SEA Scoping Report | 19 |
| 4.2 A1 Context Review: Key Principles | 19 |
| 4.3 A2 LTP3 Baseline Overview | 19-24 |
| 4.4 A3 Key Issues and Problems | 24-27 |
| 4.5 A4 Developing the SEA Framework | 27-30 |
| 5. Stage B Assessment | 30-119 |
| 5.1 Assessment of LTP3 Objectives | 30-32 |
| 5.2 Assessment of LTP3 Policies | 32-71 |
| 5.3 Policy 1 Young People and Children | 32-33 |
| 5.4 Policy 2 Less able, disadvantaged and older people | 33-35 |
| 5.5 Policy 3 Corridor Improvements | 35-36 |
| 5.6 Policy 4 Cross Boundary Connections | 37-38 |
| 5.7 Policy 5 Bus Travel | 38-39 |
| 5.8 Policy 6 Public Transport Information | 40 |
| 5.9 Policy 7 Bus Partnerships | 40-41 |
| 5.10 Policy 8 Passenger Rail | 41-42 |
| 5.11 Policy 9 Community Transport | 42-43 |
| 5.12 Policy 10 Taxis | 43-44 |
| 5.13 Policy 11 Transport Interchange | 44-45 |
| 5.14 Policy 12 Climate Change and Carbon Emissions | 45-46 |
| 5.15 Policy 13 Noise | 47 |

| | |
|--|--------------|
| 5.16 Policy 14 Walking | 48-49 |
| 5.17 Policy 15 Cycling | 49-51 |
| 5.18 Policy 16 Security | 51-53 |
| 5.19 Policy 17 Highway Maintenance | 53-55 |
| 5.20 Policy 18 Bridge Maintenance | 55-56 |
| 5.21 Policy 19 Street lighting | 57 |
| 5.22 Policy 20 Road Safety | 58 |
| 5.23 Policy 21 Speed Management | 58-59 |
| 5.24 Policy 22 Traffic Calming | 59-60 |
| 5.25 Policy 23 Traffic Management | 60-61 |
| 5.26 Policy 24 Powered Two Wheel Vehicles | 61-62 |
| 5.27 Policy 25 Attitude Change | 62-63 |
| 5.28 Policy 26 New Road Infrastructure | 63-64 |
| 5.29 Policy 27 Road Charging and Workplace Parking | 64-65 |
| 5.30 Policy 28 Public Parking | 65-66 |
| 5.31 Policy 29 Active and Sustainable School Travel | 66-67 |
| 5.32 Policy 30 Workplace Travel Plans | 67 |
| 5.33 Policy 31 Freight | 67-68 |
| 5.34 Policy 32 Air Quality | 68-69 |
| 5.35 Policy 33 Rural Areas | 69-70 |
| 5.36 Policy 34 Electric Vehicles and Charging Points | 70 |
| 5.37 Policy 35 Natural and Historic Environment | 71 |
| 5.38 Links between Policies | 71 |
| 5.39 Links between key issues and LTP3 policies | 71-72 |
| 5.40 Cumulative effects of Policies | 72-75 |
| 5.41 Assessment of LTP3 Potential Interventions | 75-91 |
| 5.42 Young people and Children Interventions | 76 |
| 5.43 Less able, Disadvantaged and Older People Interventions | 77 |
| 5.44 Corridor Improvements Interventions | 77 |
| 5.45 Cross Boundary Connections Interventions | 77 |
| 5.46 Bus Travel Interventions | 77-78 |
| 5.47 Public Transport Information Interventions | 78 |
| 5.48 Bus Partnership Interventions | 78-79 |
| 5.49 Passenger Rail Interventions | 79-81 |
| 5.50 Community Transport Interventions | 81 |
| 5.51 Taxi Interventions | 81-82 |
| 5.52 Transport Interchange Interventions | 82 |
| 5.53 Climate Change and Carbon Emissions Interventions | 82 |
| 5.54 Noise Interventions | 82-85 |
| 5.55 Walking Interventions | 85 |
| 5.56 Cycling Interventions | 85 |
| 5.57 Security Interventions | 85 |
| 5.58 Highway Maintenance Interventions | 85 |
| 5.59 Bridge Maintenance Interventions | 85 |
| 5.60 Street Lighting Interventions | 86 |
| 5.61 Road Safety Interventions | 86 |
| 5.62 Speed Management Interventions | 87 |
| 5.63 Traffic Calming Interventions | 87 |
| 5.64 Network Management Interventions | 87 |
| 5.65 Powered Two Wheel Vehicle Interventions | 87-88 |
| 5.66 Attitude Change Interchange | 88 |
| 5.67 New Road Infrastructure | 88 |
| 5.68 Road Charging and Workplace Parking Interventions | 89 |
| 5.69 Public Parking Interventions | 89 |
| 5.70 Active and Sustainable School Travel Interventions | 88 |
| 5.71 Workplace Travel Plans Interventions | 89 |
| 5.72 Freight Interventions | 89 |
| 5.73 Air Quality Interventions | 90 |
| 5.74 Rural Areas | 90 |
| 5.75 Electric Vehicles and Charging Points Interventions | 90 |
| 5.76 Natural and Historic Environment Interventions | 90-91 |

| | |
|--|----------------|
| 5.77 Summary of Potential Interventions | 91-94 |
| 5.78 Assessment of Priority Interventions | 95-118 |
| 5.79 Assessment of Priority Interventions – First Three Years | 95 |
| 5.80 Public Transport Information | 95 |
| 5.81 Community Transport | 96 |
| 5.82 Bus Infrastructure | 96 |
| 5.83 Bus Priority | 97 |
| 5.84 Taxis | 97 |
| 5.85 Workplace Travel Planning and Attitudinal Change | 97-98 |
| 5.86 Casualty Reduction | 98-99 |
| 5.87 Driver Information | 99 |
| 5.88 Demand Management | 100-101 |
| 5.89 Electric Vehicle Charging Infrastructure | 101 |
| 5.90 Walking and Cycling | 102 |
| 5.91 Transit 15 | 102-103 |
| 5.92 Corridors | 103 |
| 5.93 Corridors – A692 | 103 |
| 5.94 Corridors – A167 | 103-104 |
| 5.95 Corridors – A182 – East Durham Link Road Stage 2 | 104 |
| 5.96 Corridors – other recommendations | 104-105 |
| 5.97 Whole Town Approach | 105 |
| 5.98 Whole Town Approach – Durham City Park and Ride | 106 |
| 5.99 Whole Town Approach – Durham City Rail Station | 106-107 |
| 5.100 Whole Town Approach – Durham City Air Quality Management Area | 107 |
| 5.101 Whole Town Approach – Durham City Other Improvements | 107 |
| 5.102 Whole Town Approach – Bishop Auckland Rail Station | 107-108 |
| 5.103 Whole Town Approach – Bishop Auckland Bus Station | 108 |
| 5.104 Whole Town Approach – Bishop Auckland Other Improvements | 109 |
| 5.105 Whole Town Approach – Seaham Rail Station | 109 |
| 5.106 Whole Town Approach – Peterlee Rail Station | 119-110 |
| 5.107 Whole Town Approach – Newton Aycliffe, Heighington Rail Station | 110 |
| 5.108 Identified Priority Interventions in First Three Years not linked to a Budget Head | 110 |
| 5.109 Maintenance | 110-113 |
| 5.110 Cross Check of Policies against priority Interventions | 113 |
| 5.111 Cross Check – P1 Young People and Children | 113-114 |
| 5.112 Cross Check – P2 Less able, Disadvantaged and Older People | 114 |
| 5.113 Cross Check – P9 Community Transport | 114 |
| 5.114 Cross Check – P12 Climate Change and Carbon Emissions | 114 |
| 5.115 Cross Check – P13 Noise | 114 |
| 5.116 Cross Check – P17 & 18 Maintenance | 114 |
| 5.117 Cross Check – P16 & 19 Security and Street lighting | 114 |
| 5.118 Cross Check – P28 Public Parking | 114 |
| 5.119 Cross Check – P29 Active and Sustainable School Travel | 114-115 |
| 5.120 Cross Check – P33 Rural Areas | 115 |
| 5.121 Cross Check – P35 Natural and Historic Environment | 115 |
| 5.122 Cumulative Effects of Priority Interventions | 115-118 |
| 5.123 Assessment OF Priority Interventions – After First Three Years | 118 |
| | |
| 6. SEA Summary – LTP3 draft publication | 119-120 |
| | |
| 7. SEA Stage D - Consultation | 120 |
| | |
| 8. Changes to the LTP3 following Consultation and SEA | 120-132 |
| | |
| 9. Monitoring | 132-137 |
| | |
| Tables | |
| Table 1: SEA Requirements for the Environmental Report of the Local Transport Plan 3 | 1-2 |
| Table 2: Relevant Plans, Policies and Programmes | 12-14 |
| Table 3: SEA Scoring System | 16 |

| | |
|--|---------|
| Table 4: Baseline Information | 20-24 |
| Table 5: Key Issue and Problems | 24-27 |
| Table 6: SEA Objectives | 27-28 |
| Table 7: SEA Framework | 28-30 |
| Table 8: Assessment of LTP3 Objectives | 30-31 |
| Table 9: Conflicting LTP3 Objectives | 31-32 |
| Table 10: Cumulative Effects of Policies | 72-75 |
| Table 11: Summary of Potential Interventions Recommendations | 91-94 |
| Table 12: Cumulative Effects of Priority Interventions | 115-118 |
| Table 13: Changes made to LTP3 policies as a result of SEA | 121-124 |
| Table 14: Additions to the three year programme in the Delivery Plan | 124-125 |
| Table 15: Assessment Summary – Belmont Business Park Junction Improvements | 126 |
| Table 16: Summary of Comments from Consultees | 131-132 |
| Table 17: Monitoring Framework | 134-137 |

Figures

| | |
|--|-----|
| Fig 1: Sub County areas as used by the County Durham Plan | 5 |
| Fig 2: The SEA Process | 10 |
| Fig 3: SEA Objectives Process | 15 |
| Fig 4: Locations considered for a new station on the Durham Coast Line | 129 |

Appendices – Companion Document

| | |
|--|---------|
| Appendix A Context Review | 1-146 |
| Appendix B Baseline Data | 147-214 |
| Appendix C Assessment of LTP3 Objectives | 215-222 |
| Appendix D Assessment of LTP3 Policies | 223-290 |
| Appendix E Intra Links between Policies | 291-292 |
| Appendix F Links between Policies and LTP3 Key Issues | 293-296 |
| Appendix G Cumulative Effects of Policies | 297-298 |
| Appendix H Assessment of Potential Interventions | 299-320 |
| Appendix I Assessment of Priority Interventions/New Policy Areas – First Three Years | 321-327 |
| Appendix J Assessment of Major Schemes beyond Three Years | 328-373 |
| Appendix K Schedule of Responses | 374-384 |

Non Technical Summary

Introduction

The County Durham Local Transport Plan (LTP) was prepared by Durham County Council to set out the strategic objectives, policies and targets for developing transport systems and services in the County from 2011. An accompanying delivery plan will present in more detail how the objectives, policies and targets will be delivered over the first three years. The delivery plan will be reviewed and updated at regular intervals.

An essential consideration when drawing up planning documents is their effect on the environment and people's quality of life, both now and in the future. To help address this, a Strategic Environmental Assessment (SEA) is carried out alongside the preparation of the Local Transport Plan to make sure environmental issues are taken into account at every stage. Under European and National legislation, an SEA is required to be carried out on all plans and strategies that may have a significant impact on the environment.

This document is the Final Environmental Report resulting from the Strategic Environmental Assessment of the publication draft Durham County Council Local Transport Plan 3.

SEA of LTP3

The first stage of SEA is the Scoping Stage. This was carried out between March and May 2010. It involved setting out the context of the LTP by establishing the current situation in County Durham in relation to relevant social, environmental and economic concerns and also giving recognition to other key policies, strategies and plans which needed to be taken into account. From an investigation of this information a set of key issues for the County was developed along with a set of SEA Objectives to be used as a checklist to check against the draft objectives, policies and actions of the LTP.

The next stage of SEA is the Assessment Stage. It involved checking the SEA Objectives against different parts of the LTP (e.g. policies, interventions) to inform the development and refinement of alternatives for the LTP and enable the assessment of its effects. This stage produced the results of the SEA exercise in terms of recommendations for improvements to the draft LTP document and conclusions on the nature and significance of effects likely to arise from it. It focussed on the three-year Delivery Programme period of the LTP, as this is the period which has been set out in most detail and for which funding from Central Government is sought. The delivery programme beyond that time horizon is less clear, and may change before being submitted as part of a three-year programme, when it will need to be assessed (again) anyway.

The first part of the Assessment Stage was a compatibility test between the LTP objectives and the SEA objectives to be used in the assessment. This test is required under the SEA legislation and can highlight areas of conflict, or potential conflict, at a high level within the LTP. The next part is the main assessment stage, and this focused on the policies and interventions (actions) of the draft LTP. These were considered to be the key parts of the LTP which, in combination, will dictate the nature and scale of likely effects on the various aspects of the environment and community that need to be considered in SEA. As well as the identification of effects, recommendations for actions to reduce (mitigate) them were also developed and an assessment was made on their likely significance.

In addition to this main part of the assessment, various “cross-checks” were carried out between different parts of the LTP to check for consistency and comprehensiveness of coverage. Finally, consideration was given to possible cumulative effects of the LTP policies and interventions in combination with each other. This is important in order to check whether impacts in combination are likely to be significant, even if individually they are unlikely to be so.

Findings

Assessment of prioritisation of LTP3 Goals

The LTP3 Strategy document refers to the possible need to prioritise LTP3 Goals in the case of severe funding restrictions. The proposed number one priorities are “Stronger Economy through Regeneration” together with “Maintenance of the Transport Asset”. The second priority is proposed to be “Carbon Reduction”. The other goals are proposed to be considered as a group, with no order of priority amongst them. The SEA assessment of this prioritisation is that “Maintenance of the Transport Asset” needs to be the main priority in a situation of severely restricted funding. The other Goals should be considered as a group, with “special” priority interventions being identified from the priority interventions already identified under each Goal in order to ensure a balanced programme of delivery across all the goals, albeit a reduced one.

Assessment of objectives and policies

Various recommendations were generated out of the assessment with regard to amending LTP objectives, policies and supporting text. These recommendations are highlighted in yellow boxes in sections 5.1 – 5.37 of the main report.

Recommendations were made in relation to 32 of the 35 draft policies and two of the 15 draft objectives. Recommendations ranged from changes to policy / objective wording, to additions to the supporting text, to complementary measures that should be executed through the County Durham Plan which is being developed in parallel with the LTP, but over a longer timescale. Providing a link between the LTP development process and the County Durham Plan development process is considered to be an important role of the SEA.

Assessment of draft interventions

Assessment of the draft interventions (actions) which were submitted to the SEA Team in July 2010 generated a range of recommendations. Some of these recommendations were for the inclusion of additional interventions against particular policies, and some were concerned with prioritisation of submitted interventions. The latter represented a pre-emptive move in the light of potential funding cuts which could restrict the range and / or number of interventions that could be resourced.

A table showing all the recommendations made on the set of draft interventions is included in Section 5.77.1.

Assessment of priority interventions – first three years

The LTP3 programme for the first three years is outlined in the Capital Programme on pages 18-20 of the final LTP3 Delivery Plan. This sets out “Budget Heads” which can effectively be considered as “Measures” or “Projects” of the LTP. They relate to one, or a number of the Priority Interventions identified for the first three years of the LTP which are set out under the relevant LTP3 Goal in the draft LTP Strategy Document. They are reproduced again below:

Goal: Stronger Economy through Regeneration

- Existing infrastructure on transport / economic corridors (priority corridors)

- Connectivity for people to workplace (reliable highway links and cycling, walking and public transport)
- Highway network capacity for housing growth (location of new housing in relation to transport connections and improvement of connections if necessary)

Goal: Carbon Reduction

- Targeted publicity campaigns (public transport, cycling, walking and other low carbon practices)
- Personal / workplace travel planning
- Improve perceptions of bus travel
- Promote car-sharing
- Electric vehicle charging points
- New rail halts

Goal: Safer and Healthier Travel

- Implement schemes and measures from the Road Safety Action Plan
- Target young drivers, motorcyclists and vulnerable road-users
- Walking and cycling, particularly daily journeys between home and work

Goal: Better Accessibility to Services

- Bus infrastructure development
- Promote and improve the Link 2 Service in response to demand
- Continue to support the community transport sector
- Bus priority measures
- Expand coverage of real-time information
- Increase awareness and use of travel-line
- Expand smart-ticketing
- Support use and redevelopment of existing railway assets (Leamside, Durham Coast, Bishop/Wearsdale lines)
- Improve congestion points on key transport corridors
- Expand UTMC initiative

Goal: Improve Quality of Life and a Healthy Natural Environment

- Carry out traffic modelling to develop the AQMA Action Plan
- Implement AQMA measures
- Improve on-street public transport facilities
- Encourage low emission bus use in problem areas
- Promote electric vehicles
- Limit speeds to suit road conditions and environment
- Keep HGVs to the DCC Freight Map routes
- Ensure locations and extent of improvements are assessed to minimise impact
- Ensure standard and condition of footways linking key centres and PT facilities enhance surroundings
- Introduction of further pedestrianised zones
- Improve accessibility of rights of way

Further information on each of the Budget Heads is included in Section 5 of the LTP3 Delivery Plan. The LTP3 Appendices document also presents information about individual budget heads and measures in the three year programme. All of these sources were used to establish a

picture of the actual activity that will take place under each budget head in the three year LTP3 programme as a basis for identifying and evaluating potential impacts and generating recommendations for mitigation measures. The results of this process are set out in Section 5.79 of the SEA Report.

If all mitigation measures set out are implemented it is considered that non of the listed Budget Heads in the three year programme are likely to have a significant negative impact. One exception to this is the proposed new Peterlee Rail Station, for which there was not enough information at the time of assessment to assess potential impacts, including any on the nearby Durham Coast Special Area of Conservation and Site of Special Scientific Interest. Further information is now included in the final LTP3 Appendices document about a preferred, broad location for a new rail station on the Durham Coast Line. Based on the information collected to date, out of seven investigated sites, the Sea View 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, and as part of Environmental Impact Assessment is being incorporated into this process

Assessment of Maintenance Programme

There was very limited information in the Budget Table on likely maintenance schemes in the three year programme, so the assessment had to be made on the basis of very broad areas of activity: Road Maintenance, Bridge Maintenance and Street Lighting. The ability to make detailed recommendations was restricted by the lack of information and focused on the need for advance assessment of areas where maintenance schemes are proposed in order to inform working methods and design to avoid or mitigate negative impacts and enhance positive impacts. More information in LTP3 on major maintenance scheme proposals would be useful.

Assessment of Priority Interventions – After First Three Years

The SEA has focussed on the schemes within the first three years as these are where significant effects can be evaluated with greater certainty. However, a looser assessment of the indicative longer term programme has been undertaken and includes consideration of potential schemes such as the Northern and Western Relief roads and a New Park and Ride Site. These are included at appendix J. Full assessments of these schemes will be needed if they appear in a future three-year programme.

Summary and Conclusion from Main SEA Report

In addition to the general findings referred to under each sub-heading above, the SEA main report concludes with the following key points:

SEA of policies recommended strengthening of policies 1,2,3,4,5,12,13,17,19,20,23 and 35 to enhance positive effects. SEA also recommended inclusion of policies pertaining to driver information, demand management, priority corridors/whole town approach. It was also recognised that the development of a transport strategy for each sub County in line with the production of the County Durham Plan would be beneficial for prioritisation of policies to each area. The cumulative effects of the policies were assessed and can be mitigated providing that:

- A demand management policy is implemented
- New road infrastructure is only considered when all other options or combination of options have been examined and found not to be capable of meeting intended objectives

- LTP3 adopts carbon targets and implements adaptation measures on the highways network
- Transport developments to ensure no net loss of biodiversity
- Infrastructure to be in keeping with locality and schemes that contribute toward traffic calming/speed management that avoid creating additional highways clutter are prioritised.

SEA made a number of recommendations regarding the prioritisation of draft intervention measures and the development of additional interventions where none were supplied against a policy area. On the whole the recommendations were reflected by the prioritised interventions in the Delivery Plan. However, in section 5.110 which undertook a cross check of interventions against the policies, the following further interventions were recommended for consideration for inclusion in LTP along with a number of suggestions as to how LTP should clarify its' approach toward for example encouraging active and sustainable school travel:

- Compliance with Disability Discrimination Act measures
- Funding of replacement or new buses for community transport organisations
- Renewal of older, noisier bus fleets
- Quieter road surfaces
- Climate Change adaptation risk assessments
- Security enhancement measures
- Car/coach parking
- Contribution to bringing services to people in rural areas
- Broadband provision (Digital Dale project)
- Subsidising Type 2 bus services
- Concessionary fare alternatives for those unable to access bus services
- Sustainable urban drainage infrastructure
- Measures to improve access to biodiversity/heritage
- Improving green infrastructure related to transport networks
- Environmental assessments

SEA recommended a number of mitigation measures in relation to LTP3 policies and the priority interventions. Given that the mitigation measures are implemented LTP3 should not have any significant adverse effects in its first three years, and should contribute positively to improving the sustainability of County Durham's transport system. However, to eliminate any areas of uncertainty identified by SEA it is advised that potential impacts associated with the construction, maintenance and improvement of transport networks and infrastructure upon the environment, health, community safety etc are examined on a site specific / project level in advance of proposed schemes being planned in detail. In the first three-year programme, this applies in particular to the proposed Peterlee Rail Station.

This SEA project included a Health Impact Screening exercise. On the whole policies and interventions in the first three years of LTP3 are considered to contribute positively to the health of residents in County Durham. Early integration of the Rights of Way Improvement Plan into the LTP would strengthen the likelihood of progress in this area through raising its profile and linking it with funding and transport schemes.

Changes made to LTP3 as a result of SEA and Consultation

Substantial changes to goals, objectives and policies within the LTP3 Strategy Document were made as a result of SEA. A summary of changes made are highlighted in the bullets below:

- Strengthening of the objective on minimising environmental impact by including the wording “and seek solutions that deliver long term environmental benefit” so it reads; “Minimise impact of transport on the natural environment, heritage and landscape and seek solutions that deliver long term environmental benefit”.
- Guarding against a narrowing of focus onto three overarching goals (maintenance, economic development and carbon reduction) in a situation of severely restricted funding, in order to maintain a balance of priority across all six goals
- Improving integration between different policy areas by modifying wording of policies and / or contextual information
- Including a new policy on Demand Management to recognise its importance in the development of sustainable transport systems
- Including wording at the end of the policy on protecting the natural and historic environment to recognise the legal requirement for Habitat Regulations Assessment of projects emerging over the LTP plan period

However, changes made to the Delivery Plan were not all 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.

The 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.

Additions to the three-year programme in the Delivery Plan

| Economic / Transport Corridors | |
|--|--|
| A693 Corridor – C11 Oxhill Junction | Improvement of traffic signals to relieve congestion on A693 into Stanley |
| A693 Corridor – C5 Pelton / Ouston Junction | Signalisation of junction to relieve congestion on the A693 |
| A691 Corridor – Sniperley Roundabout | £500,000 earmarked in year 1 for roundabout improvements |
| A690 Corridor – C13 Belmont Business Park Junction | £175,000 earmarked in year 1 and £300,000 in year 2 for junction improvements |
| Whole Town Approach | |
| Durham City – Bus Station | £30,000 earmarked in year 1 for small-scale improvements |
| Durham City – North Road | No specific details of schemes are set out (see page 67 of LTP3 Appendices) but £40,000 is earmarked for year 3. |
| Bishop Auckland – Accessibility Improvements | £20,000 earmarked in years 2 and 3 for small scale improvements |
| Consett – Bus Station | £25,000 earmarked in year 1 and £200,000 in year 2 for |

| | |
|---|--|
| | major refurbishment |
| Consett – Traffic Management | £30,000 earmarked in year 1 for small scale improvements |
| | |
| Stanley – Bus Station | £30,000 earmarked in year 1 for small scale improvements |
| | |
| Seaham – B1404 / B1285 Junction | Improvement of traffic signals to relieve congestion at this junction in Seaham |
| | |
| Chester-le Street – Rail Station | £20,000 earmarked in year 2 for small scale improvements |
| Chester le Street – Parking Control | £30,000 earmarked in year 1 for parking controls |
| Chester le Street – DDP Scheme | £10,000 earmarked in year 1 and £10,000 in year 2 for small scale improvements |
| | |
| Spennymoor – Accessibility Improvements | £20,000 earmarked in year 1 and £30,000 in year 2 for accessibility improvements |

Given the details included in LTP3 about transport interchanges (bus and rail stations), and specifically that improvements will be focused on achieving good accessibility for all users and improving comfort and facilities within interchanges, it is considered that the improvements to Durham City Bus Station, Stanley Bus Station and Chester-le-Street Rail Station are unlikely to cause significant negative effects, providing other policies in the LTP are adhered to in the course of their planning and implementation. Similarly, improvements to signalisation at junctions at Oxhill (A693), Pelton / Ouston junction (A693) and B1404 / B1285 junction at Seaham are small scale measures to manage traffic flow at existing junctions and are considered unlikely to have significant negative effects. Traffic management in Consett, Parking Control and DDP schemes in Chester le Street and Accessibility Improvements in Bishop Auckland and Spennymoor fall into the same category. Ensuring cumulative impacts due to increased highway clutter on the townscape will be particularly important from the latter group of schemes.

This leaves the A691 Sniperley Roundabout improvements, the A690 Belmont Business Park junction improvements and proposals for North Road in Durham City as larger schemes where significant impact may be possible. Out of these, the scheme for North Road in Durham City is currently undefined (see page 67 of the LTP3 Appendices document) and is therefore not possible to appraise. It is likely that transport measures funded through the LTP will be only one part of a larger scheme, and assessment of the scheme as a whole will be important, especially given the proximity of North Road to the World Heritage Site and other heritage assets.

Potential improvements to the Sniperley roundabout, in particular, are bound up with wider plans to deliver new housing and transport improvements to the area around Durham City and need to be modelled and assessed as part of a suite of potential scenarios for housing and transport infrastructure. The modelling process will progress during March and April 2011 and assessment will be possible when that is complete. This will be conducted as part of the Sustainability Appraisal of the County Durham Plan Core Strategy, which will make decisions on the numbers and location of new housing and associated infrastructure, and which is being produced after LTP3.

Improvements to the Belmont Business Park Junction will include signalling the slip road junction off the A690 with the road into Belmont, widening the junction at Belmont Business Park entrance and improving capacity at the mini-roundabout forming the junction into Belmont. Following

assessment it is concluded that no significant environmental impacts are likely from Belmont Business Park Junction improvements.

Monitoring

The indicators proposed for monitoring aspects of LTP3 pertaining to the SEA, and for which a report should be compiled and appended to the LTP3 progress report at the end of each three-year rolling programme are:

- Number of rights of way improved and changes in usage on stretches of public rights of way that have been subject to improvements
- Total length of and change in usage of the cycle network
- Transport schemes under LTP3 that improve priority economic corridors
- Number of business travel plans
- Number of flooding incidents seriously affecting transport networks
- Length of new / widened road constructed and area of land take involved
- Transport schemes under LTP3 adversely affecting SSSIs
- Transport schemes under LTP3 adversely affecting Local Wildlife / Geological Sites
- Transport schemes under LTP3 leading to creation or positive management of BAP habitat
- Transport schemes under LTP3 adversely affecting Landscape Conservation Priority areas
- Transport schemes under LTP3 positively affecting Landscape Improvement Priority areas
- Transport schemes under LTP3 adversely affecting listed / registered / scheduled heritage assets:
 - Listed buildings
 - Conservation areas
 - Historic Parks and Gardens
 - Historic Battlefields
 - Scheduled Monuments
- Transport schemes under LTP3 contributing to positive measures / management of listed / registered / scheduled heritage assets:
 - Listed buildings
 - Conservation areas
 - Historic Parks and Gardens
 - Historic Battlefields
 - Scheduled Monuments
- Use of reclaimed materials in road construction / maintenance under LTP3

Abbreviations

| | |
|-------|---|
| AONB | Area of Outstanding Natural Beauty |
| AQMA | Air Quality Management Area |
| CDP | County Durham Plan |
| CDPCT | County Durham Primary Care Trust |
| DaSTS | Delivering a Sustainable Transport System |
| DCC | Durham County Council |
| DDA | Disability Discrimination Act |
| DfT | Department for Transport |
| DPD | Development Plan Document |
| GP | General Practitioner |
| HGV | Heavy Goods Vehicle |
| HIA | Health Impact Assessment |
| HRA | Habitat Regulations Assessment |
| LTP | Local Transport Plan |
| NATA | New Approach To Appraisal |
| NMP | Network Management Plan |
| PROW | Public Right of Way |
| PT | Public Transport |
| SAC | Special Area of Conservation |
| SEA | Strategic Environmental Assessment |
| SPA | Special Protection Area |
| SPD | Supplementary Planning Document |
| SSSI | Site of Special Scientific Interest |
| TAMP | Transport Asset Management Plan |
| TWG | Taxi Working Groups |
| UTMC | Urban Traffic Management and Control |

1. Introduction

1.1 Purpose of this Report

- 1.1.1 The County Durham Local Transport Plan has been prepared by Durham County Council to set out the strategic objectives, policies and targets for developing transport systems and services in the County from 2011. An accompanying delivery plan presents in more detail how the objectives, policies and targets will be delivered over the first three years. The delivery plan will be reviewed and updated at regular intervals.
- 1.1.2 European Directive 2001/42/EEC ('the SEA Directive') requires that the preparation of Local Transport Plans includes a Strategic Environmental Assessment (SEA) to ensure environmental considerations are systematically addressed in the process and integrated into the decisions made and policy options selected. The SEA is also undertaken to ensure that any significant adverse effects are identified and mitigated as far as possible, both in the preparation and implementation stages of the plan.
- 1.1.3 This document is the Environmental Report resulting from the Strategic Environmental Assessment of the Durham County Council's Local Transport Plan 3 which comprises a transport strategy and delivery plan. The Strategic Environmental Assessment has been undertaken by Durham County Council's internal SEA officers
- 1.1.4 This report summarises the main outcomes of the SEA process. The SEA requirements are detailed in Table 1.

Table 1: SEA Requirements for the Environmental Report of the Local Transport Plan 3

| SEA Requirements for Sustainability Appraisal Final Report | Location |
|--|--|
| a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes | <ul style="list-style-type: none"> • Section 1 • Section 4 • Appendix A • Scoping Report |
| b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme | <ul style="list-style-type: none"> • Section 4 • Appendix B • Scoping Report |
| c) The environmental characteristics of areas likely to be significantly affected | <ul style="list-style-type: none"> • Section 4 • Appendix B • Scoping Report |
| d) Existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC | <ul style="list-style-type: none"> • Section 4 • Section 5 • Appendix B • Scoping Report |
| e) Environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation | <ul style="list-style-type: none"> • Section 4 • Appendix A |
| f) The likely significant effects on the environment, including on issues such as biodiversity, population human health, fauna, flora, soil, water, | <ul style="list-style-type: none"> • Section 5 • Appendix C |

| | |
|---|--|
| air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. | <ul style="list-style-type: none"> • Appendix D • Appendix H • Appendix I • Appendix J |
| g) The measures envisaged to prevent, reduce and fully as possible offset any significant adverse effects on the environment of implementing the plan or programme | <ul style="list-style-type: none"> • Section 5 |
| h) Outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties encountered in compiling the required information | <ul style="list-style-type: none"> • Section 3 • Section 5 • Section 8 |
| i) A description of the measures envisaged concerning monitoring in accordance with Article 10 | <ul style="list-style-type: none"> • Section 9 |
| j) A non-technical summary of the information provided under the above headings | Non Technical Summary i-v |

1.1.5 The Environmental Report is structured as follows:

Section 1: Introduction – Introduces the report and the SEA, details the background to the Local Transport Plan 3 and provides an overview of Durham County

Section 2: Strategic Environmental Assessment Process – Provides an overview of the requirement for SEA, and the SEA process adopted by Durham County Council.

Section 3: Assessment Methodology – Provides an overview of the SEA methodology used to complete the assessment

Section 4: Overview of Scoping Stage – provides a summary of the baseline conditions and key environmental issues associated with Durham County Council

Section 5:

- Assessment of LTP3 Objectives – provides detail on the compatibility of the LTP3 objectives against SEA objectives
- Assessment of LTP3 Policies – provides detail on the outcomes of the SEA process for the publication Local Transport Plan 3 policies along with any recommendations arising from the assessment
- Assessment of LTP3 Draft Interventions – provides detail on the outcomes of the SEA process for the publication Local Transport Plan 3 draft interventions along with any recommendations arising from the assessment.
- Assessment of LTP3 Priorities – provides detail on the outcomes of the SEA process for the publication Local Transport Plan 3 priorities along with any recommendations arising from the assessment

Section 6: SEA Summary – LTP3 draft publication – provides a summary of the SEA recommendations and findings at the draft LTP3 publication stage

Section 7: SEA Stage D – includes detail on who was consulted and when

Section 8: Changes to the LTP3 following Consultation and SEA

Section 9: Monitoring – includes the proposed monitoring framework

1.2 Background to Local Transport Plan 3

- 1.2.1 The Local Transport Act 2008 retained the statutory requirement for local transport authorities to produce and review Local Transport Plans (LTPs) and underlying policies. The Act changed some of the aspects of the requirement and the Department for Transport (DfT) issued statutory guidance on 16 July 2009 clarifying these changes. This guidance refers to previous Government guidance set out in the document ‘Delivering a Sustainable Transport System’ (DaSTS)¹. In it, the previous Government sets out five key goals and 18 related challenges for transport policy. These replace the shared priorities contained within the previous LTP2 guidance.
- 1.2.2 The Coalition Government promoted no change to national policy as set out in the DfT guidance on the preparation of third-generation local transport plans. LTP3 has therefore been structured around the national transport goals and challenges within transport policy of the previous government, embedded within Delivering a Sustainable Transport System (DaSTS).
- 1.2.3 The five national goals that LTP3 needs to reflect include:
- Support Economic Growth
 - Reduce Carbon Emissions
 - Promote Equality of Opportunity
 - Contribute to Better Safety, Security and Health
 - Improve Quality of Life and a Healthy Natural Environment

For County Durham, the five national transport goals are complemented by a sixth – ‘Maintenance of the Transport Asset’, to reflect the importance of the highway network and other transport infrastructure.

Whilst LTP3 needs to reflect the national goals and challenges in moving toward a more sustainable transport system, it is recognised that LTP3 also need to address local issues and priorities. As a result LTP3 has been aligned to also reflect Durham County’s priorities which are outlined in the following documents:

- Sustainable Community Strategy
 - Regeneration Statement
 - Local Development Framework (County Durham Plan)
 - Local Area Agreement
 - Council Plan
- 1.2.4 The third Local Transport Plan (LTP3) for County Durham is being drawn up to cover the period from April 2011 onwards. It is the successor plan replacing the second local transport plan (LTP2) which covered the previous five year period from April 2006 to March 2011. The notable difference between LTP2 and LTP3 is that LTP2 saw priority being afforded to better accessibility whereas with LTP3, the emphasis has now shifted to ensuring that transport plays its part in supporting economic growth through regeneration in County Durham.

¹ Delivering a Sustainable Transport System: Consultation on Planning for 2014 and beyond – DfT, November 2008

- 1.2.5 LTP3 has two main parts: A Transport Strategy looking at least 10 years ahead, setting out:
- what it is hoped to be achieved over the period
 - the main issues facing residents and visitors to the County
 - the actions needed to take to achieve objectives

and a Delivery Programme setting out:

- options for the physical schemes and measures needed to achieve objectives
 - how transport asset and services will be managed, maintained and improved
 - how performance will be monitored
- 1.2.6 Unlike previous local transport plans, where the delivery programme was fixed for a period of 5 years, it is a rolling programme showing the first 3 years in some detail, which is reviewed and updated to reflect progress and the level of funding that becomes available.

1.3 Overview of County Durham

- 1.3.1 Most of the county is rural in nature, with settlement patterns centred on 12 main towns and over 300 other smaller settlements, many of them former colliery villages. Research has shown that 79% of residents live within a three mile radius of their town centre. The population of County Durham is just under 500,000 with approximately 210,000 households.
- 1.3.2 The City of Durham is the county's most significant centre, dominated by a Cathedral and Castle setting recognised as one of the country's few World Heritage Sites. Bishop Auckland also has a strong historical past and is an important centre of population playing a vital role in its part of the county.
- 1.3.3 The economic history of the county, its agricultural heritage and the development of coal mining in particular, have shaped and defined the cultural tradition of the county and its many communities. Its people have a strong sense of identity with the county and with their town or village, and there is a distinctive local culture and sense of community, particularly in the smaller settlements. As a result of the dispersed pattern of settlement in the county that has evolved in the past, there are many communities in the present day that experience problems of remoteness.
- 1.3.4 Many parts of the county have high levels of deprivation with as much as one third of the population living in areas which are adjudged to be amongst the 20% most deprived nationally. The highest levels of deprivation are concentrated mainly in East Durham, North West Durham and around the Bishop Auckland, Crook and Willington areas in South West Durham.
- 1.3.5 In planning for the future development of the county, the County Durham Plan proposes four delivery areas/areas of opportunity:
- Central Durham
 - North and East Durham
 - South Durham
 - West Durham

The characteristics and needs of the delivery areas are described in the following sections.

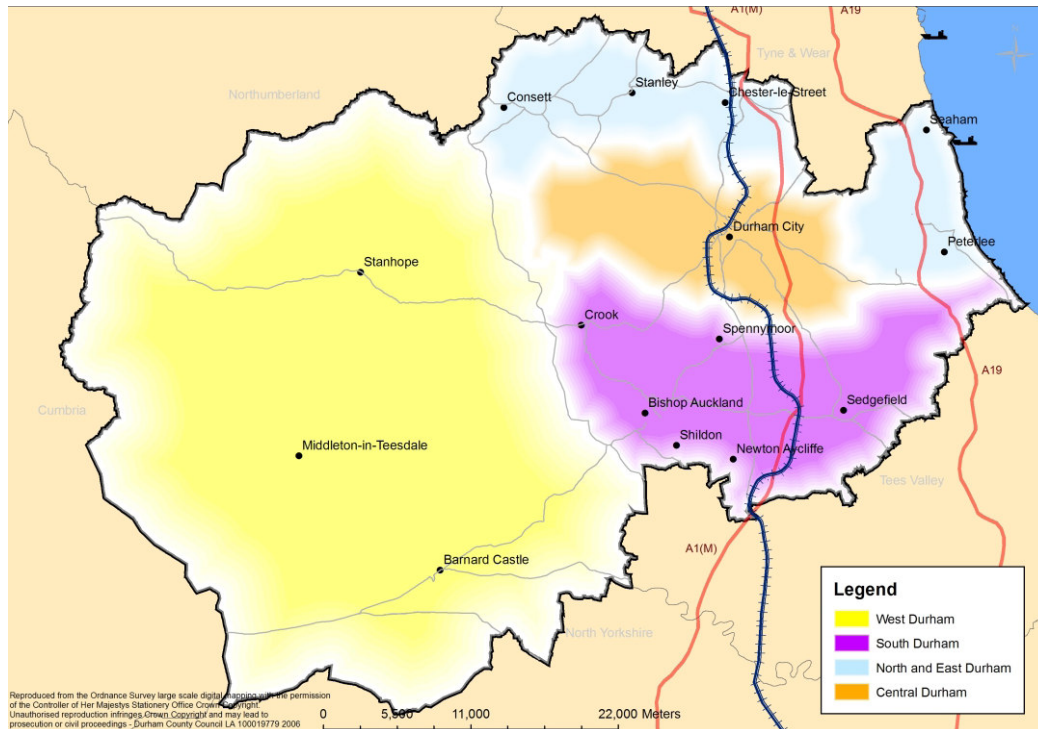


Fig 1: Sub County Areas as used by the County Durham Plan

1.4 Central Durham

1.4.1 Central Durham is defined as not only the built-up area of Durham City, but also those adjoining settlements with strong links to the City. Its retail catchment area (i.e. the area from which a high percentage of people travel to shop in the City) provides a good indicator of the locality. Research (Donaldsons, 1997 & GVA Grimley, 2009) has shown this area covers some 30 settlements from Lanchester in the west to Ludworth in the east to Sacriston in the north and to Coxhoe in the south. Population within Central Durham is around 100,000, which is around 20% of the county total.

1.4.2 Durham City is the county town and its largest settlement of 42,000 (8.5% of the county total). However, the city's unique character and setting, supporting the internationally renowned Cathedral and Castle World Heritage Site, combined with Durham City's importance as an administrative, educational, employment, service and tourist centre, belies its relatively small size. Its importance to the region was recognised in the now redundant Regional Spatial Strategy (RSS) where it was defined as the main settlement outside the Tyne and Wear City Region, noting also its links to the Tees Valley City Region. The RSS also identified the city as one of five strategic public transport hubs in the north-east and despite its demise, the importance of Durham City within the North East remains.

1.5 North and East Durham

1.5.1 North and East Durham bear the scars of the rise and fall of a heavy industry-reliant past (mining, steel, etc), but in spite of this there are significant economic opportunities.

The most visible spatial legacy of the industrial past is the dispersed settlement pattern of small urban areas, separated from one another by tracts of open countryside. A distinct local culture and sense of community has been retained within the area's population of approximately 220,000, nearly 45% of the county total.

- 1.5.2 The economic structure of this area remains particularly weak with low levels of employment in growth sectors. Although levels of deprivation have been reduced in some areas, levels of joblessness, poor health, poverty and dependency are high. Car ownership is low, particularly in East Durham, reflecting further the extent of social deprivation.
- 1.5.3 The housing stock in many areas in North and East Durham is dominated by terraced housing but despite having a range of listed buildings and conservation areas, the quality of the urban environment can be poor. Notwithstanding, there is an abundant supply of previously developed land and buildings.
- 1.5.4 Consett was formerly reliant on steel making, heavy industry and coal mining but the economy has undergone radical restructuring under ongoing regeneration initiatives by the local authority and the former Regional Development Agency. Its need for a strong linkage with the Tyne & Wear City Region will be an important consideration in relation to connectivity over the plan period.
- 1.5.5 Chester-le-Street is located close to Junction 63 of the A1(M) and enjoys a direct connection with the East Coast Main Line railway. The town is also in close proximity to the Tyne and Wear city region as well as being the venue of Durham's International Cricket ground at the Riverside where new hotel and conferencing facilities are planned. The recently established green belt and issues of flood risk however constrain expansion of the town to the south and east.
- 1.5.6 Peterlee was founded in the late 1940s as a new town. It is a significant employment base within the county, accommodating considerable manufacturing employment on its large industrial estates. The town centre lacks cultural and entertainment facilities and the evening economy is weak.
- 1.5.7 Seaham is County Durham's only coastal town and port. The town centre was initially developed around the harbour in the early 1800s but continued to expand following the establishment of collieries (now closed) and more recently, new housing developments. Within the last ten years, the town and its economic well-being has benefited from relocation of facilities and operations of the Seaham Harbour Dock Company, which has enabled the development of a new and more modern town centre at Byron Place.
- 1.5.8 Stanley is one of the principal centres for employment, retailing and other services in the north of the county. Although formerly reliant on coal mining, the town and its economy have undergone radical restructuring, although deprivation and the quality of the town centre are still significant issues to be resolved.

1.6 South Durham

- 1.6.1 The towns and villages of South Durham form part of the Tees Valley City Region. Up to 130,000 people, which is around 26% of the county's resident population, live, in common with other parts of the county, in an area with a dispersed settlement pattern.

- 1.6.2 Similarly to North and East Durham, the economic structure of the area is particularly weak with low levels of employment in growth sectors. Much of South Durham is also a priority area for housing renewal given the high levels of poor standard housing, particularly terraced.
- 1.6.3 Bishop Auckland has rich roman and medieval origins as well as important historical buildings such as the Bishop's Palace. The town has an attractive centre and market place as well as it being the major service centre and transport hub for South Durham. Its historic origins, and more recently its regenerated centre, has reinforced its role as the major residential, commercial and employment location for this part of Durham following significant developments in recent years.
- 1.6.4 Newton Aycliffe was one of the original "new towns" first developed in the 1950s. Its town centre is a reflection of the architectural style of that time and is in need of major redevelopment. With a population of around 25,500, it has become a major housing and employment centre in the south west of the county being in close proximity to the A1(M). Newton Aycliffe boasts the regionally significant Aycliffe Business Park, home to 250 companies employing 8,000 people, mainly in the manufacturing sector.
- 1.6.5 Shildon is a small town with a population of around 10,000, which has a rich railway-related historical past through the role it played in the birth of the railways. The town centre serves its local community by offering a range of convenience and comparison shopping, complementing the more extensive offer in nearby Bishop Auckland. It hosts a regionally significant tourism attraction in "Locomotion", which is the annex for the National Railway Museum.
- 1.6.6 Spennymoor is defined as a Regeneration and Growth Point town and will be a focus for housing growth, adding to its current population of around 17,000. With investment in the fabric of the town centre over recent years through a number of funding initiatives, the town now plays an important role in providing a range of everyday goods and services. However, a number of vacant sites within the town centre (at Cheapside for example), and a need for further investment, at Festival Walk, would further improve the town.
- 1.6.7 Crook, with a population of around 8,000, has close links to Willington and surrounding villages. The gateway town is situated on the A689, the main route leading into Weardale. Given the relatively limited services and facilities in the town, its population has a strong reliance on Durham City and Bishop Auckland for the full requirement of goods and services.

1.7 West Durham

- 1.7.1 West Durham comprises the area to the west of the A68 which is typically characterised by attractive, sparsely populated, countryside. It includes the attractive market towns of Barnard Castle, serving much of Lower Teesdale, Middleton-in-Teesdale serving Upper Teesdale and Stanhope serving upper Weardale. Around these are numerous settlements, mostly relating to an agricultural heritage but some with industrial roots.
- 1.7.2 A traditional agricultural economy is found in the area although rural diversification has

been necessary to bolster farming activities in some instances. Employment opportunities outside traditional rural activities are mostly within the rural service centres, notably Barnard Castle, but, given the limitations of the local employment base, longer distance commuting to Darlington and Bishop Auckland for example is also common.

- 1.7.3 Housing development has traditionally been low, with the majority concentrated in the main centres, notably Barnard Castle. There is a scarcity of affordable housing, compounded by the attractiveness of the area to commuting incomers and second-home owners. Reliance on the private car is high given the difficulty of serving the many dispersed and remote communities by public transport.
- 1.7.4 Barnard Castle, in the regional sense, is defined as a Rural Service Centre and is a significant heritage/tourism destination. It is a historic market town situated within the heart of Teesdale and is considered to be one of the top 50 most historically and architecturally important towns in Britain.

2. Strategic Environmental Assessment and other Requirements

2.1 Purpose of SEA

- 2.1.1 An essential consideration when drawing up planning documents is their effect on the environment and people's quality of life, both now and in the future. To help address this, a Strategic Environmental Assessment is carried out alongside the preparation of the Local Transport Plan (LTP) to make sure environmental issues are taken into account at every stage.
- 2.1.2 SEA is a required process by virtue of SEA Directive 42/2001². Article 3 requires that plans are the subject of an environmental assessment where they are likely to have significant effects on the environment. The aim of the SEA Directive is:

"... to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes, with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment."
(2001/42/EC)

- 2.1.3 The process required in the UK is as prescribed in the SEA Regulations 2004. To assist in undertaking SEA of LTPs, the government has issued guidance³ which

² Directive 2001/42/EC of The European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment

³Strategic Environmental Assessment for Transport Plans and Programmes. TAG Unit 2.11. Draft Guidance. Department for Transport (April 2009).

integrates the SEA Directive's requirements with the existing transport appraisal processes: the New Approach to Appraisal (NATA).

- 2.1.4 The SEA of County Durham's LTP3 is therefore being carried out in accordance with the SEA Directive and with reference to Transport Analysis Guidance (TAG) Unit 2.11 'Strategic Environmental Assessment Guidance for Transport Plans and Programmes' published by the Department for Transport (DfT) in April 2004. The SEA will incorporate the Health Impact Assessment (HIA) of LTP3 which is also required under the statutory guidance.

2.2 SEA Process

- 2.2.1 The SEA process is outlined by government guidance and is shown in Figure 2 overleaf. This report represents stage C of the process.

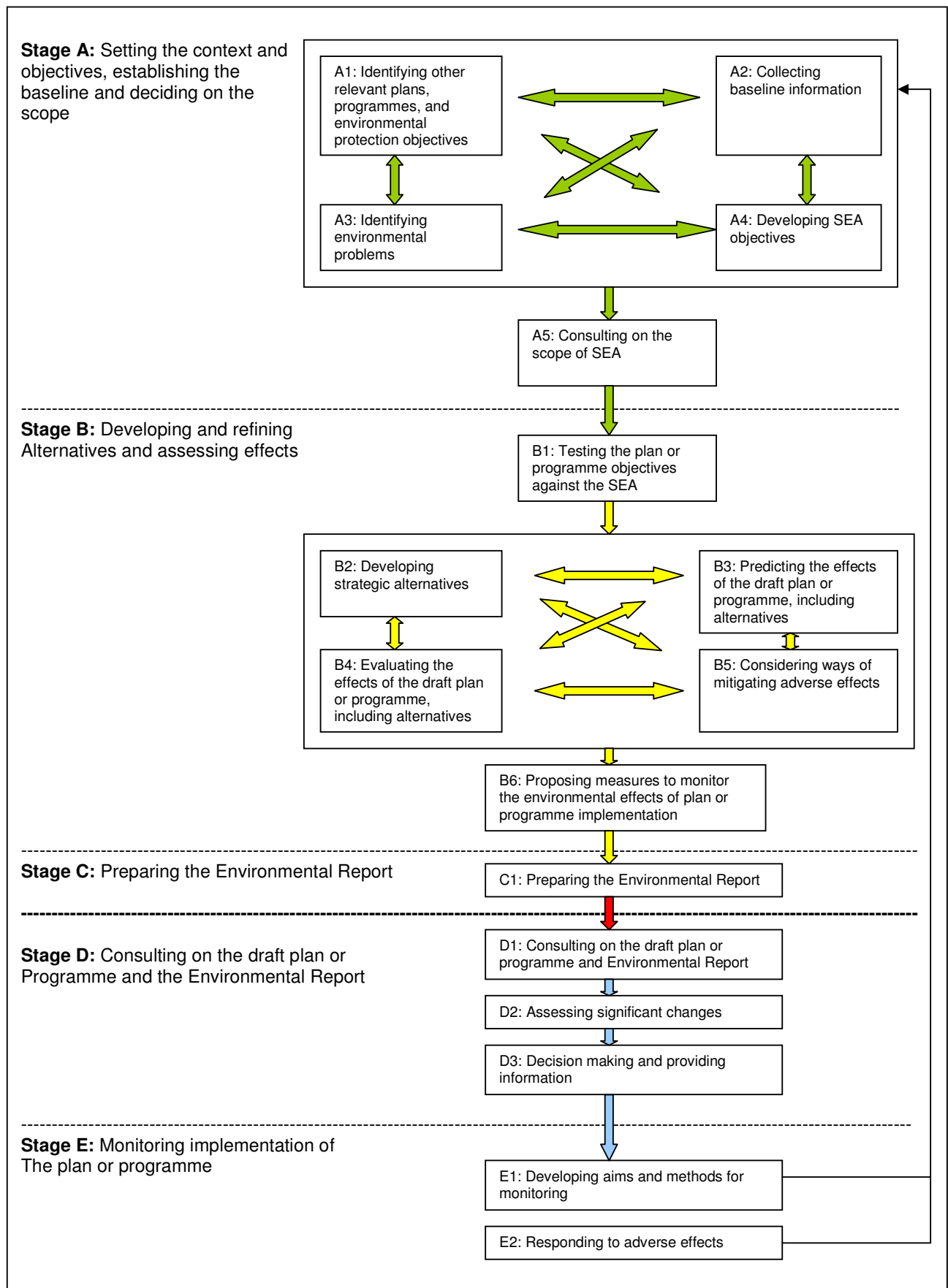


Fig 2: The SEA Process

2.3 Health Impact Assessment

- 2.3.1 The DfT LTP3 guidance indicates that consideration of 'Human Health' is required in an SEA and that a Health Impact Assessment (HIA) is an integral part of the SEA to identify and inform health issues in plans.
- 2.3.2 Undertaking an HIA as part of the SEA should provide an evidence base to help the decision making process in developing an effective LTP and to mitigate the negative effects on health and well-being (whether physical and/or mental health). In addition it should help:
- Secure consistency between LTP3 and work associated with Sustainable Community Strategies and Local Area Agreements
 - Coordinate public health concerns in respect of air quality, noise and climate change relating to LTP3
 - Contribute to the wider agenda relating to quality of life and reducing health inequalities
- 2.3.3 Draft guidance by the Department of Health aims to help authorities assess the health effects of their plans and programmes and is based on current good practice. The guidance recommends that the assessment of the impact of local transport plans should consider the following topics:
- Transport to work, shops, schools and healthcare
 - Walking and cycling
 - Community severance
 - Frequency and severity of crashes
 - Collisions causing injury and fatal accidents
 - Air pollution, noise
 - Ageing population and increasing disability
- 2.3.4 This report has used the draft guidance to undertake a Health Impact Screening exercise as part of the SEA. The findings are reported as part of the overall SEA findings. An additional expert Health Impact Assessment is being carried out by an expert group as part of the consultation exercise on LTP3. This will particularly look at the draft LTP3 in the context of changing health legislation.
- 2.3.5 In developing the approach to undertake the HIA as part of the SEA of County Durham LTP3 the following guidance was used:
- Draft Guidance on Health in Strategic Environmental Assessment, Consultation Document, Department of Health 2007
 - Improving Health in the North East through Transport Solutions; Atkins, Cavill Associates, University of Oxford, University of Newcastle; March 2009

2.4 Habitat Regulations Assessment

- 2.4.1 Habitat Regulations Assessment is required to establish whether LTP3 is likely to have any significant effects on the integrity of the European network of sites of importance for biodiversity. This include Special Areas of Conservation (SACs) established for the conservation of habitats under EC Directive 92/43/EEC (the Habitats Directive), Special Protection Areas (SPAs) established for the conservation of bird species under EU Directive 79/409/EEC (the Birds Directive), and Ramsar Sites, established under the

Ramsar Convention to conserve wetlands of international importance. Collectively, these internationally important sites are referred to as Natura 2000 sites.

- 2.4.2 A Habitat Regulations Assessment has been carried out in parallel with the Strategic Environmental Assessment to establish whether any aspects of the LTP3 are likely to cause any significant effects on the integrity of the European network of Natura 2000 sites, and to determine any necessary mitigation or compensation measures. This process was reported on separately, and has been used to inform the biodiversity findings of this report.

2.5 Further Assessment

- 2.5.1 LTP3 has also been subject to a separate Equalities and Diversity Impact Assessment and a Rural Proofing exercise.

3. Assessment Methodology

3.1 Stage A (Scoping)

- 3.1.1 The first stage of the Strategic Environmental Assessment (SEA) of the third Local Transport Plan was scoping (Stage A). As detailed in figure 1 this stage involved setting the context of the SEA, establishing the baseline position, identifying environmental problems and developing SEA objectives. The scoping stage for the Core Strategy DPD was undertaken between March and May 2010. The following sections summarise the outcomes.

- 3.1.2 One of the first tasks of the SEA (Stage A) involved a review of other plans, programmes and environmental protection objectives relevant to the LTP3. The purpose of the review as part of the SEA was to ensure that relationships between these other documents were fully explored and to ensure that the relevant environmental objectives were taken on board throughout the SEA. The table contained within Appendix A provides a detailed list of the plans and programmes reviewed including the implications identified for the LTP3 and the SEA process. A list of the plans, policies and programmes reviewed is detailed in Table 2. The key messages from the context review are summarised in section 4.

Table 2: Relevant Plans, Policies and Programmes

| Plans Policies and Programmes | Year |
|---|------|
| International and European Community | |
| Ramsar Convention | 1971 |
| The European Landscape Convention | 2000 |
| White Paper: European Transport Policy for 2010: Time to Decide | 2001 |
| The Kyoto Protocol | 2005 |
| The Aarhus Convention | 2005 |
| EU Climate Action and Renewable Energy Package | 2008 |
| EU Council Directive 80/68/EC Groundwater Directive | 1980 |
| EU Council Directive 06/118/EC Groundwater Daughter Directive | 2006 |
| EU Council Directive 92/42/EC Habitats Directive | 1992 |
| EU Council Directive 97/49/EC Birds Directive | 1997 |
| EU Council Directive 00/60/EC Water Framework Directive | 2000 |
| EU Council Directive 01/42EC Strategic Environmental Assessment Directive | 2001 |
| EU Council Directive 02/49/EC Environmental Noise Directive | 2002 |
| EU Council Directive 04/35/EC Environmental Liability Directive | 2004 |
| EU Council Directive 08/50/EC Air Quality Directive | 2008 |
| National | 1981 |

| | |
|--|------|
| Wildlife and Countryside Act (as amended) | 1992 |
| Protection of Badgers Act | 1994 |
| Biodiversity: the UK Action Plan | 1996 |
| National Cycling Strategy | 1997 |
| Hedgerows Regulations | 1999 |
| Sustainable Distribution: A Strategy | 2000 |
| The Urban White Paper | 2000 |
| The Rural White Paper | 2000 |
| Transport White Paper: Better for everyone | 2000 |
| Transport Ten Year Plan | 2000 |
| Tomorrow's Roads: Safer for Everyone | 2000 |
| Countryside and Rights of Way Act | 2001 |
| The Historic Environment: A Force for our Future | 2002 |
| Working with the Grain of Nature: A Biodiversity Strategy for England | 2003 |
| Sustainable Communities: Building for the Future | 2004 |
| The Future of Transport | 2004 |
| Walking and Cycling : An Action Plan | 2004 |
| Safer Places: The Planning System and Crime Prevention | 2005 |
| Securing the Future - The UK Government Sustainable Development Strategy | 2006 |
| Climate Change: The UK Programme | 2006 |
| Strong and Prosperous Communities: The Local Government White Paper | 2006 |
| Natural Environment and Rural Communities Act | 2007 |
| Toward a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World | 2007 |
| Manual for Streets | 2007 |
| Air Quality Strategy | 2007 |
| Conserving Biodiversity in a Changing Climate: Guidance on Building Capacity to Adapt | 2007 |
| Good Practice Guide on Planning for Tourism | 2008 |
| Climate Change Act | 2008 |
| Local Transport Act | 2008 |
| Delivering a Sustainable Transport System | 2008 |
| Healthy Weight, Healthy Lives. A cross Government Strategy for England | 2008 |
| All Landscapes Matter | 2008 |
| State of the Natural Environment | 2008 |
| Future Water - A Water Strategy for England | 2008 |
| Groundwater Protection Policy and Practice | 2008 |
| Strategy for Sustainable Construction | 2009 |
| The UK Renewable Energy Strategy | 2009 |
| Low Carbon Transport: A Greener Future | 2009 |
| Guidance on Local Transport Plans | 2009 |
| The Environmental Damage Regulations | 2009 |
| Safeguarding our Soils - A Strategy for England | 2010 |
| Active Travel UK Strategy | 2010 |
| Flood and Water Management Act | 2010 |
| The Conservation of Habitats and Species Regulations | 2010 |
| Countryside Character Volume 1 | |
| Planning Policy Statement 1: Delivering Sustainable Development | 2005 |
| Planning Policy Statement Supplement: Planning for a Low Carbon Future in a Changing Climate | 2007 |
| Planning Policy Statement 3: Housing | 2006 |
| Planning Policy Statement 4: Planning for Sustainable Economic Growth | 2009 |
| Planning Policy Statement 5: Planning for the Historic Environment | 2010 |
| Planning Policy Statement 7: Sustainable Development in Rural Areas | 2004 |
| Planning Policy Statement 9: Biodiversity and Geological Conservation | 2005 |
| Planning Policy Statement 23: Planning and Pollution Control | 2004 |
| Planning Policy Statement 25: Development and Flood Risk | 2006 |
| Planning Policy Statement Supplement: Development and Coastal Change | 2010 |
| Planning Policy Guidance 2: Greenbelts | 1995 |
| Planning Policy Guidance 13: Transport | 2001 |
| Planning Policy Guidance 14: Development on Unstable Land | 1990 |
| Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation | 1991 |
| Planning Policy Guidance 20: Coastal Planning | 1992 |
| Planning Policy Guidance 24: Planning and Noise | 1992 |
| Regional | |
| Leading the Way: Regional Economic Strategy | 2006 |
| River Wear Catchment Flood Management Plan Scoping Report | 2006 |
| Better Health, Fairer Health: NHS | 2008 |
| Integrated Regional Framework for the North East | 2008 |
| The North East of England Plan Regional Spatial Strategy to 2021 | 2008 |
| North East England Climate Change Adaptation Study | 2008 |
| North East Strategy for the Environment | 2008 |
| River Basin Management Plan – Northumbria River Basin District | 2009 |
| Heritage Counts North East Regional Report | 2009 |
| Local | |
| County Durham Geological Conservation Strategy | 1994 |

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|--|------|
| County Durham Minerals Local Plan | 2000 |
| Durham City Vision Traffic and Transport Strategy | 2004 |
| County Durham Tourism Strategy | 2005 |
| Durham Heritage Coast Management Plan | 2005 |
| County Durham Climate Change Action Plan | 2005 |
| County Durham Environment Strategy | 2005 |
| Durham Cathedral and Castle World Heritage Site Management Plan | 2006 |
| County Durham Local Transport Plan 2 | 2006 |
| Barnard Castle Vision | 2007 |
| Rights of Way Improvement Plan | 2007 |
| County Durham Biodiversity Action Plan | 2007 |
| River Tyne to Flamborough Head Shoreline Management Plan 2: Non Technical Summary for Easington Area | 2007 |
| County Durham Economic Strategy | 2008 |
| County Durham Landscape Strategy | 2008 |
| North Pennines AONB Management Plan | 2009 |
| Revised Municipal Waste Management Strategy for County Durham | 2009 |
| County Durham Regeneration Statement | 2009 |
| County Durham Sustainable Community Strategy | 2010 |

3.2 Baseline

- 3.2.1 Recent work for the Sustainability Appraisal of the County Durham Local Development Framework (now re-named the County Durham Plan) has established an environmental baseline for the County which was used to form the basis of the baseline for the SEA of LTP3. More detail was added on transport-related aspects to ensure that it was fit-for-purpose for LTP3. Additional data was gathered from a review of the plans, policies and programmes and from a range of social, economic and environmental data sources.
- 3.2.2 The baseline data set out current conditions within the County and provided a way of identifying the environmental problems that are affecting the County, as well as helping to identify any opportunities that the third local transport plan could address and potential future trends without the application of LTP3.
- 3.2.3 Due to the geographical and social variations in the County environmental problems and constraints manifest themselves differently in different areas. As a result, the four delivery areas identified by the County Durham Plan (Local Development Framework) were utilised to enable analysis and discussion of issues in a more locally focussed way
- 3.2.4 The baseline conditions provided the basis against which significant effects of the LTP3 were predicted. Detailed baseline information collated during Stage A is provided in the Scoping Report and within Appendix B of this draft Environmental Report. The findings of the baseline assessment is summarised in section 4 of this report.
- 3.2.5 Minor difficulties arose in the collection of some types of baseline data. In April 2009 County Durham became a unitary authority following local government reorganisation (LGR), having previously been a two-tier shire county with a county council and seven district councils. As a result, locating data from previous districts was not always possible and it was not always possible to amalgamate data from seven previous districts to reflect the County as a whole due to slight differences in data collection. Further to this, as the four sub-areas have only recently been identified following LGR, work on dis-aggregating some county-wide data sets to the areas is still continuing
- 3.2.6 Limitations arose in the collection of the following data types:
- Proportion of transport construction projects utilising recycled aggregates
 - Congestion – average waiting times
 - Number/% of walking trips

- Tourism related trips to respective parts of the County

3.3 Key Environmental Problems

3.3.1 An analysis of the baseline data and trends presented enabled the identification of current environmental issues and problems in Durham County and the four related sub areas. The identification of which provided an opportunity to define key issues for the third Local Transport Plan. The key environmental issues are documented in section 4 of this report.

3.4 Developing the SEA Objectives

3.4.1 Following the examination of existing plans and programmes, and considering the significant environmental issues identified as a result of analysis of the baseline position, a set of draft SEA objectives were prepared. In the preparation of the objectives the links between the topics that are required to be covered under the SEA directive and the sub objectives of NATA (New Approach To Appraisal) were made. The SEA objectives specify a desired direction for change and were used to assess social, economic and environmental effects of the LTP3. The objectives are a key component of the SEA Framework

3.4.2 Figure 3 shows the process followed in the development of the sustainability objectives. The link to the earlier Stage A1-A3 tasks is shown.

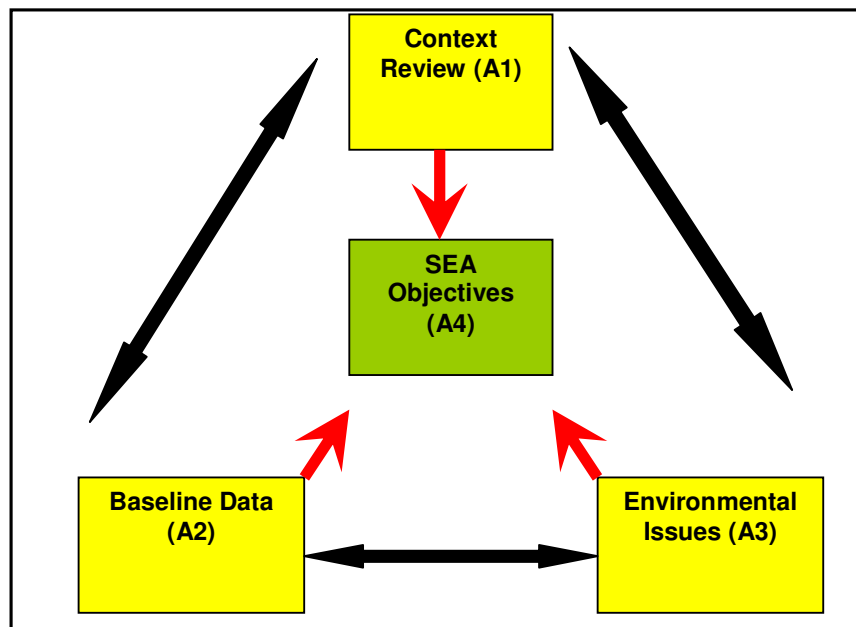


Fig 3: SEA Objectives Process

3.5 Developing the SEA Framework

3.5.1 Following from the formulation of objectives a Strategic Environmental Assessment Framework was created. The SEA Framework provides a way in which environmental effects can be described, analysed and compared. It is central to the SEA process and consists of the SEA objectives, more detailed decision making criteria and indicators that could be used to monitor the implementation of the LTP3. The SEA Framework is detailed within Section 4 of this report.

3.6 The Scoping Report

- 3.6.1 The output of this stage (Stage A) was a SEA Scoping Report which was issued to the statutory consultation bodies (i.e. Natural England, English Heritage and the Environment Agency), and other key stakeholders in May 2010. The Scoping report was also made available on Durham County Council's website:
<http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=5685>
- 3.6.2 This provided the opportunity for a range of organisations to comment on the proposed SEA framework for use in appraising the LTP3. Comments received were recorded and have been accounted for in the SEA process. Following consultation the Scoping Report was published in June 2010.

3.7 Stage B: Developing and Refining Alternatives and Assessing Effects

- 3.7.1 The second stage (Stage B) of the SEA of the LTP3 involved an assessment of draft LTP3 policies contained within the Transport Strategy document and LTP3 objectives, draft interventions and prioritised interventions within the Delivery Plan document. The objectives were subject to a simple compatibility test with the SEA objectives (section 3.8). The policies and interventions were the focus of the main SEA as these are considered, between them, to direct the actual impacts of the LTP (sections 3.9, 3.10 and 3.11). In addition, the consideration of options for the LTP was focused at the level of interventions and it is necessary for the SEA to have an influence on options development and selection. The timescales for options development and selection within the overall timescale for the completion of the LTP draft for consultation did not allow for the SEA to have a great deal of influence on the prioritisation of options in the draft LTP. The prioritised options are, however considered retrospectively in the assessment of the impacts of the draft LTP.
- 3.7.2 Stage B was undertaken between July and October 2010. In order to score the policies, objectives and interventions against the SEA framework a scoring system was devised. A guide to the scoring system is shown in Table 3.

Table 3: SEA Scoring System

| Effect on the SEA Objective | Symbol |
|---|--------|
| Likely to have a very positive effect | ✓✓ |
| Likely to have a positive effect | ✓ |
| Minor effect or no clear link | 0 |
| Uncertain or insufficient information to determine effect | ? |
| Likely to have a negative impact | × |
| Likely to have a very negative impact | ×× |
| Could have both positive and negative effects depending on implementation | ✓/× |

3.8 Assessment of LTP3 Objectives

- 3.8.1 LTP3 contains fifteen objectives which are strongly based on the Government's national challenges. The delivery of the LTP3 objectives will ensure that Durham County will fulfil the national goals and will ensure contribution to the objectives of the County Durham Plan and the Regeneration Statement. The LTP3 objectives were tested against the SEA

objectives to identify both potential synergies and inconsistencies. In order to test the objectives' compatibility, an assessment matrix was produced which can be viewed in Appendix C. The outcome of the assessment is discussed further in section 5.

3.9 Assessment of LTP3 Policies

- 3.9.1 LTP3 contained thirty five policies within the Transport Strategy document which contribute to the national goals and objectives. The policies were assessed against the SEA framework to determine impact against the SEA objectives. Following assessment recommendations were given as to how each individual policy could be strengthened to enhance positive effects or re-worded to avoid negative effects. Further mitigation measures were also highlighted where appropriate and the links between the various LTP3 policies were highlighted. Further consideration was given as to whether the policies would have any particular effect on the four sub County areas and how the policies could better link and align with the forthcoming County Durham Plan. Following individual assessment the cumulative effects of the combined policies were considered against the SEA framework. The full assessment matrices of the individual policies and cumulative effects can be viewed in Appendix D and are summarised in section 5.
- 3.9.2 A further exercise was undertaken to cross check the policies with the key issues identified both in the Transport Strategy document and the Delivery Programme. The key issues and the policies have not been directly linked through the LTP3 document preparation process. However, for the purposes of SEA it was recognised that both the key issues and the policies will be utilised to justify the projects and schemes delivered on the ground which is where environmental effects will occur. The policies were therefore cross-checked with the key issues to ensure that the current key issues and policy list is adequate in terms of complementing the key transport issues for County Durham. The outcome of the cross-check exercise is documented in section 5.

3.10 Assessment of Potential Interventions

- 3.10.1 Forty two potential interventions were initially drafted for consideration for inclusion in the LTP3 Delivery Programme. The interventions are essentially options for schemes or measures that could be brought to bear in addressing the key issues that were identified in the LTP3 Transport Strategy document. For the purposes of SEA the interventions were further linked to the LTP3 policies in recognition (as discussed above) that the policies will be utilised along with the key issues over the life of the plan to help justify delivery of particular schemes and measures.
- 3.10.2 In the process of appraising the potential interventions against the SEA framework the following factors were considered:
- Are the options likely to have any adverse effects?
 - Can these be prevented, reduced or offset?
 - Can positive effects be enhanced?
 - Who are likely to be the 'winners and losers' for each option? (related largely to sub County areas)
 - Could other options/alternatives be considered that would contribute to delivery of the policies?
- Other considerations included:
- Are there other policies that the interventions would help deliver?

- If a policy had no interventions aligned to it (stance policy) was it agreed that there are no realistic options for the delivery of the stance policy?

3.10.3 Following assessment against the SEA framework recommendations were given as to which option or options would bring about the most desired social, economic and environmental effects. Where appropriate, recommendations were also given as to which option should be prioritised with a mind to current and anticipated financial austerity. As with the assessment of the LTP3 policies mitigation measures were highlighted to offset potential negative effects and the links with the County Durham Plan were outlined. The full assessment matrices of the potential interventions can be viewed in Appendix H and are summarised in section 5.

3.11 Assessment of Priority Interventions

3.11.1 From the forty two potential interventions the LTP3 process has prioritised measures based on affordability and alignment with national goals and objectives. The measures prioritised are identified in the Capital Programme within the Delivery Plan. At the time of writing integrated transport schemes are programmed till 2021 and maintenance schemes are programmed till 2016.

3.11.2 Assessment against the SEA framework of the priority interventions was undertaken where the intervention was not originally assessed as a prior potential intervention or was not covered by the SEA of the relating linked policy. Greater focus was given to priority measures to be delivered in the first three years (2011/14) due to greater certainty that these measures will be delivered. Therefore the significant effects of the plan on the environment relate to interventions to be undertaken in the first three years. However, other major scheme interventions outlined in the capital programme beyond the first three years were also considered against the SEA framework.

3.11.3 A further cross check was undertaken to ensure that the priority interventions were supported by policy and that policy areas put forward had not been overlooked in terms of interventions to deliver them. A further cross check was undertaken to ensure that the SEA recommendations made at earlier stages of the process were reflected by the Capital Programme in the Delivery Plan. An assessment of the cumulative effects of the priority interventions was also undertaken. The assessment matrices of the priority interventions to be delivered in the first 3 years of LTP3 are detailed in Appendix I and are summarised in section 5. Assessment of major schemes beyond the first 3 years of LTP3 are included in Appendix J.

3.11.4 Difficulties were initially encountered in terms of assessing the specific effects of interventions relating to priority corridors and a new rail station on the Durham Coast Line. There is a lack of detail currently as to the measures to be included regarding the three corridor areas such as width of the corridor and whether measures to promote walking and cycling will be incorporated or not. It was also not possible to assess the detailed impacts of a new rail station as the specific location of the station is in the process of further consultation after which further feasibility studies and assessment will be required. Please refer to section 8.

3.12 Incorporation of Health Impact Assessment

- 3.12.1 A Health Impact Assessment was incorporated into stages A and B of the SEA process. During stage A (the scoping stage) input was gained from health stakeholders into which health related plans, programmes and policies to include in the context review, verification of health related baseline data associated issues and approval of the health SEA objective within the SEA framework.
- 3.12.2 During stage B (the assessment stage) regular meetings were held with Durham County Council's Health Improvement Policy Officer to ensure that the SEA had sufficiently covered the health impacts of the individual policies, potential interventions and prioritised interventions.

4. Overview of Stage A (Scoping)

4.1 County Durham LTP3 SEA Scoping Report

- 4.1.1 Following consultation, the SEA Scoping Report was published in June 2010. This report documents in detail the findings of Stage A and should be referred to along with the accompanying appendices as a companion document to this report. However, for ease of reference the key findings from Stage A are summarised within this section.

4.2 A1 Context Review: Key Principles

- 4.2.1 Following the review of the Plans, Policies and Programmes documented in Table 2 the following key principles were identified. These principles were taken into account in the development of LTP3 and the SEA process:

- Encourage a change in behaviour toward more sustainable forms of transport and reduce greenhouse gas emissions;
- Ensure new infrastructure is adaptable to climate change;
- Ensure that everyone has easy, affordable access to services and address current accessibility issues;
- Enable access to green infrastructure and activities that benefit health
- Address safety issues and reduce fears about personal security;
- Improve connectivity and expand walking and cycling networks;
- Protect and enhance water, soil, air, biodiversity and geodiversity;
- Protect and enhance landscape character and heritage;
- Support and enhance sustainable economic development; and
- Involve residents and stakeholders in the preparation of LTP3.

4.3 A2 LTP3 Baseline Overview

4.3.1 Following review of the Plans, Policies and Programmes it was then necessary to collate baseline information to find out how Durham County is performing against the key principles and if performance is improving or getting worse. As mentioned in section 3.2 an environmental baseline was established for the County and the four sub areas through the SEA/SA of the County Durham Plan. More detail was added on transport related aspects to ensure that it was fit for purpose for LTP3. Baseline information is summarised in Table 4. Green columns identify indicators which are performing better than national/regional averages, targets and /or previous County figures, whereas orange columns identify indicators that are falling slightly below target. Red columns identify indicators that are significantly below target.

Table 4: Baseline Information

| Indicator | Baseline Situation | Area Significantly Affected | Future trends without LTP3 |
|--------------------------|--|--|---|
| Environment | | | |
| Carbon dioxide emissions | CO ₂ emissions from road transport have reduced by 1 kilo tonnes from the 2005 baseline in County Durham and are lower than emissions from the Industry and Commercial and Domestic sectors. Road Transport emissions in County Durham are lower than the North East and UK average. | All areas | Increasing car ownership and additional road schemes may result in traffic growth increasing the level of CO ₂ emissions. Without LTP3 transport CO ₂ emissions are therefore most likely to increase |
| Flood risk | Flood risk is likely to increase over the next 25 years due to the impacts of climate change | All Areas | The LTP3 can influence flood risk by ensuring the incorporation of SUDS with transport infrastructure and by enhancing and helping to create areas of open space for walking and cycling. Without LTP3 adaptation measures may not be implemented |
| Air Quality | Air quality in the County is generally good with the exception of Nitrogen Oxide levels in Durham City from congested traffic at peak times. | Central Durham | Without LTP3 private car use and levels of congestion are likely to increase across the County. This could affect overall air quality with significant effects on levels of Nitrogen Dioxide |
| Land | There are significant areas of contaminated land in County Durham due to its mining and industrial heritage | South Durham | Without the LTP3 there could be an increased level of run off of transport related pollutants to water and land. However, this is unlikely to increase the number of contaminated sites in the County overall |
| River Quality | Data shows an overall reduction in biological and chemical quality of rivers in Durham County with half of all water bodies not likely to meet the required 'good status' by 2015 | -Central Durham -North and East Durham -South Durham | Without the LTP3 there is likely to be an increase in the run off of transport related pollutants to water and land which would impact on ecological and chemical quality |
| Groundwater Quality | Predicted status of County Durham's groundwater remains poor by 2015 | -Central Durham -North and | The LTP3 is not likely to have an impact on the qualitative status of groundwaters. However, in the absence of the LTP3 there |

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| | | East Durham -South Durham | is likely to be an increase in the run off of transport related pollutants to water and land which would impact on chemical quality |
| Biodiversity and Geodiversity | Durham County contains a wealth of biodiverse and geological interest with 6 SAC's, 3 SPA's, 1 Ramsar site, 1 International Biosphere Reserve, 6 National Nature Reserves, 88 SSSI's 31 Local Nature reserves, 1 UNESCO European and Global Geopark, 5 National nature reserves of geological importance, 13 geological SSSI's, 1 RIG and 69 local geological sites. Durham County also hosts a wide range of BAP habitats and species. Geological sites of interest in the County tend to be in a favourable condition but there has been a decline in the proportion of sites designated for wildlife purposes that are in a favourable condition. The trend in BAP habitats and species in the County is also generally in decline. | All areas but West Durham in particular | Potential for an increase in disturbance to species resulting from increased traffic growth and impact to habitats and species through potential decline in air quality |
| Sustainable travel behaviour | <ul style="list-style-type: none"> Limited public transport provision in some areas –with poor east-west connectivity Forecasts for growth in car ownership in the County are amongst the highest levels in the Country 17.3% increase in the number of cycling trips undertaken in County Durham Increase in the uptake of school travel plans with the majority of schools in the County with one now. But 2.8% increase in journeys to school by car and 2.4% reduction in journeys made by public transport Overall increase in public transport journeys per year but reduction in satisfaction with local bus services Few rail trip destinations are from the County to a location within the County | Limited public transport relates to West Durham | <ul style="list-style-type: none"> Likelihood that some areas with poor accessibility will remain Car ownership is likely to increase further as the level and quality of alternative modes of transport and services will remain the same Cycling tips may decrease as the amount of investment in cycle paths, cycle parking and routes may decrease increase in non-sustainable mode choice to school due to a decrease in investment improvements to routes to school and in school travel planning Public transport journeys may decrease due to a decrease in investment. |
| Heritage | <ul style="list-style-type: none"> Data shows that a lower % of listed heritage is at risk | All areas but heritage | <ul style="list-style-type: none"> May lead to an increased need for road building which could affect |

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| | <p>compared to the regional and national average. However, the target should be to ensure that 0% of heritage is on the heritage at risk register in County Durham. The greatest proportion of heritage at risk is in the West Durham sub area</p> <ul style="list-style-type: none"> Data shows that 1 in 7 conservation areas at risk in County Durham with a greater proportion in the West Durham sub area Durham Castle and Cathedral WHS has been removed from the Heritage at Risk register Locally important buildings may be at risk from development and other pressures as they have not yet been classified and may not be taken into account in decision making 9.7% of Scheduled Ancient Monuments are at risk | <p>assets in Central Durham and West Durham are particularly significant</p> | <p>heritage and increase vibration from traffic levels</p> <ul style="list-style-type: none"> Traffic management was seen to be a particular issue in the regions conservation areas. Without the LTP3 traffic levels could increase requiring further management schemes The transport and accessibility objectives of the WHS management plan may not be met No specific effect on physicality of SAM's. However, the LTP3 can influence accessibility and understanding of heritage in the County. Without the LTP3 accessibility to heritage assets may not improve |
| Landscape | <p>North Pennines AONB – Hard engineering, lighting schemes and highways signage is having an urbanising effect – Growth of tourism in areas will increase traffic on local roads so careful management will be required – Provision of public transport to the area is a particular challenge</p> <p>Durham Heritage Coast - Durham Coast rail route passes along the entire length of Durham's heritage coast but only one passenger stop exists at Seaham</p> <p>Lack of greenbelt for North Durham</p> <p>General - Changes in working and commuting patterns have led to increased traffic levels on rural roads. The tranquillity and rural character of the countryside between towns and villages is eroded in places by the presence of major highways and other busy roads</p> | <p>All areas but landscape in West Durham and North and East Durham is particularly significant</p> | <ul style="list-style-type: none"> Reduced potential to contribute to reducing transport related issues in the AONB and contribute to transport targets Reduced potential to contribute to reducing transport related issues in the Durham Heritage Coast and contribute to transport targets Potential increased pressure to develop on defined and undefined green belt areas due to increase in traffic levels / congestion County Durham's landscape character and tranquillity is likely to be eroded further by an increase in traffic and possibly new roads. This will increase the semi-rural / urban fringe quality of the landscape |
| Economy | | | |
| GVA | <p>The % of GVA that County Durham contributes to the national economy is</p> | <p>All areas</p> | <p>GVA is likely to decrease further without LTP3 as actions will not be implemented to</p> |

| | | | |
|----------------------|--|--|---|
| | decreasing and is below regional figures. | | ensure that issues such as congestion are tackled and that economic growth in the County is supported by appropriate transport infrastructure and schemes |
| Employment by sector | Overall important sectors within the County include manufacturing, distribution hotels and restaurants and public administration, education and health. However, employment is increasing in two sectors only (distribution, hotels and restaurants and tourism). | All areas | Without the LTP3 the necessary infrastructure and related schemes may not be put in place to support those sectors where employment is increasing or encourage sectors where employment is in decline and below regional and national averages to establish themselves in County Durham |
| Tourism | Tourism is a growing sector within County Durham and as such may increase the number of trips to and within the County as a result, particularly in the summer months. Currently, the car is the main mode of transport for tourists to the County with low percentages choosing sustainable modes | Applies largely to Central Durham, North and East Durham and West Durham | Without LTP3 the car will continue to be visitor's main mode of transport to visit the County and to make trips within the County. Potential for tourism related traffic to increase |
| Travel to work | Data shows that the main mode of transport to get to work in County Durham is the car. This may be on account of the rural nature of the County where often the car is the only feasible mode of transport at present. | All areas | Without LTP3 travel behaviour and choice of transport mode to access employment is unlikely to change |
| Congestion | 5 of the most intense congestion hotspots identified are related to traffic flows from and to Durham City | Central Durham | Without LTP3, traffic congestion is likely to get worse at existing hotspots, with the potential for more places to become hotspots due to lack of measures to manage demand for car travel or direct it to relieve pressure points |
| Social | | | |
| Population | <ul style="list-style-type: none"> Data shows a 3.5% increase (17,401) in the County's population overall by 2026 Net projected increase in inward migration of 16,000 people by 2026 Data shows a 125% increase in those aged 85+ and a 74% increase in those aged 75+ by 2026 | All areas | <ul style="list-style-type: none"> Services and infrastructure may not match demand Services may not match needs |
| Deprivation | Data shows that over half of the population (58.3%) live within areas deemed to be the top 10% or 30% wards nationally deprived. The AAP areas with the highest levels of deprivation include (highest first): <ul style="list-style-type: none"> Easington Bishop Auckland and Shildon Stanley | -North and East Durham -South Durham | <ul style="list-style-type: none"> Levels of deprivation could increase in relation to barriers to access to services |
| Influence | Data shows that the majority of residents 76.3% don't believe that | All areas | Could decrease further as decisions on transport priorities could be taken without |

| | | | |
|--|---|--|--|
| | they can influence decisions. This is 4.3% below the regional and national average | | community involvement |
| Life expectancy | Male and female life expectancy is below the national average and there are large disparities in life expectancy across the County | North and East Durham has particular health inequalities | LTP3 could play a part in reducing health inequalities by improving walking and cycling facilities, infrastructure and information in wards with low levels of life expectancy. Without LTP3 investment in schemes may not occur |
| Access to primary health care | Data shows a slight increase in access to primary health care which is well above local targets set. However, there may be disparities in access to health services across the County | May apply particularly to West Durham | May become a sustainability issue if investment in improving access to health care is not sustained, particularly in light of an ageing population. |
| Public confidence | Data shows that perceptions of anti-social behaviour are higher than the national and regional average | -South Durham -North and East Durham | May remain below national and regional averages. LTP3 can help to improve walking routes and street lighting schemes etc |
| Children killed or seriously injured in road traffic | Shows a 4% increase in the % of children killed or seriously injured in road traffic accidents. 1% behind local targets set in 08/09 | Uncertain | Without LTP3 there will be a reduction in investment in road safety schemes and initiatives such as speed management. This could result in a further increase in the number of child casualties |

4.4 A3 Key Issues and Problems

4.4.1 Following the review of relevant plans, policies and programmes and an analysis of the baseline information it was possible to identify the following key issues and problems for Durham County. These are summarised in Table 5.

Table 5 Key Issues and Problems

| Issue/Problem | Implications for LTP3 |
|---|---|
| High levels of deprivation – including employment deprivation | LTP3 must not contribute to further deprivation, whether environmental, social or economic. It must contribute to reducing social exclusion by improving accessibility and supporting regeneration. Integration with regeneration schemes will be crucial. |
| Degraded urban environments with traffic levels contributing to community severance in some areas | Sustainable transport solutions are needed to reduce the need to travel and reduce the impact of traffic on communities. Integration with regeneration schemes such as the Urban and Rural Renaissance Initiative will be crucial. |
| Difficult access to services, transport, local jobs and leisure opportunities in some areas and for some groups | LTP3 must contribute to improving access to jobs, services, transport and leisure opportunities by a range of modes, especially in areas which currently have poor access. Catering for the access needs of vulnerable groups such as the elderly and mobility impaired is fundamental to the development of high quality transport systems and services. |
| Limited public transport provision in some areas – with poor east-west connectivity | Improve public transport services and frequencies where possible and develop community transport solutions. |
| Declining satisfaction with bus services | Remove barriers to public transport access, improve services and transport related infrastructure and information. Develop community transport solutions |
| Rising levels of car ownership and use, including for tourist / visitor trips | Sustainable transport solutions are required to improve accessibility by more sustainable travel modes: public transport, cycling and walking. |

| | |
|--|---|
| | <p>Demand management measures (e.g. parking charges, congestion charges, school & workplace travel plans) are also required to influence travel behaviour.</p> <p>Integration with County Durham Plan (LDF) will be crucial in order to reduce the need to travel through the location of development.</p> |
| Growth in tourism sector | <p>Growth in the tourism sector is important for the County's economy but has implications for transport networks and the environment. Currently the car is the main mode of transport for visits to and within the County. LTP3 to promote and enhance sustainable transport modes for tourists and visitors</p> |
| Hotspots of traffic congestion at peak times | <p>Implement demand management measures and encourage / improve alternatives to the private car</p> <p>Improve bus services and frequencies.</p> <p>Consider appropriate junction improvements and other infrastructure schemes in priority areas where demand management alone cannot achieve required traffic reductions</p> |
| Road safety | <p>LTP3 will need to continue to invest in safety measures such as pedestrian crossings and speed management measures at priority locations, as well as meeting design requirements for safety aspects of new infrastructure.</p> |
| Greenhouse gas emissions | <p>Implement sustainable transport solutions including public and shared transport, cycling and walking schemes and low carbon fuels and technologies. Integration with the County Durham Plan (LDF) will be crucial.</p> <p>Increasing the proportion of freight that is moved by rail is likely to make a significant contribution to CO2 emission reductions</p> |
| Inevitable impacts of climate change | <p>Locate and design schemes to avoid or reduce flood risk. Increased use of Sustainable Urban Drainage schemes has potential to contribute.</p> <p>Recognise the role that transport networks and their associated green infrastructure can play in providing valuable ecosystem services that assist in the management of, and adaptation to climate change (e.g. carbon storage, drainage and water retention, species movement).</p> |
| Poor levels of health and wide geographical variation in health levels | <p>Further investment in provision for and promotion of cycling and walking has potential to contribute to better health levels.</p> <p>Improving access to health services and facilities, sports facilities as well as public green space will also contribute.</p> <p>Reducing impacts of traffic on communities is needed to ensure good air quality and road safety and avoid unacceptable noise disturbance and community severance</p> |
| Public confidence / fear of crime | <p>LTP3 will need to invest in measures that help the population feel safe whilst using transport facilities in the County. Appropriate lighting schemes, secure luggage and cycle storage, CCTV and safety measures on walking and cycling routes are examples.</p> |
| Increasing and ageing population | <p>Improving access to town centres, and other key services by all modes will help develop a transport system that better caters for an older population. Reducing the need to travel is a</p> |

| | |
|---|--|
| | <p>priority.</p> <p>Transport Services and infrastructure will also need to match overall population growth.</p> |
| Diversity in landscape and unique sense of place | Ensure LTP policies / schemes are informed by the evidence base distilled into these strategic documents as a means of conserving and enhancing landscape character, local distinctiveness and heritage. |
| Quality of nationally recognised landscapes | Ensure LTP schemes are in accordance with objectives and constraints relating to the North Pennines Area of Outstanding Natural Beauty and the Durham Heritage Coast. |
| Richness of heritage assets | <p>Ensure information and policy on historic environment, heritage assets and their setting is collected and analysed before the planning of schemes, and appropriate conservation and/or mitigation measures implemented.</p> <p>Identify opportunities to improve condition of and / or access to heritage assets as part of relevant schemes.</p> |
| Deterioration or loss of heritage assets | <p>Ensure information and policy on historic landscape, heritage assets and their setting is collected and analysed before the planning of schemes, and appropriate conservation and/or mitigation measures implemented.</p> <p>Identify opportunities to improve condition of and / or access to heritage assets as part of relevant schemes.</p> <p>Take measures to reduce levels of highways and street furniture clutter.</p> |
| Richness of ecological and geological assets | Ensure information on biodiversity and geodiversity is collected and analysed before the planning of schemes, and appropriate avoidance, conservation and/or mitigation measures implemented. |
| Habitat deterioration / fragmentation and wildlife conservation | <p>Transport schemes can have an adverse affect by severing habitats and causing fragmentation as well as the impact of any land-take required and associated destruction of habitat and harm to associated species. Measures to protect transport infrastructure from climate change impacts (e.g. sea level rise) can impact upon the ability of biodiversity to adapt. Transport corridors can also play a positive role in biodiversity conservation and enhancement if planned and managed sensitively.</p> <p>Light and noise pollution are associated with increases to transport networks and this also needs to be taken into account and adverse effects avoided or minimised.</p> |
| Carbon absorption assets | Trees, woodland and peatlands are important sinks of carbon dioxide as well as contributing to landscape character and quality in some areas. |
| Variable water quality | <p>Expansion of transport infrastructure can increase surface run-off to water bodies and contribute to pollution.</p> <p>Using effective interceptor and treatment methods in schemes will ensure this is prevented and could contribute to an overall improvement in water quality. The effects of increased frequency of intense rainfall events due to climate change needs to be taken into account.</p> |
| Pockets of contaminated land | Avoiding and reducing flood risk from transport schemes will help contain the threat of contamination leaching from existing |

| | |
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| | <p>sites.</p> <p>Collecting information on potentially contaminated sites before the planning of schemes will enable appropriate measures to be taken to remediate or contain any contamination, as appropriate.</p> |
| Generally good air quality, but issues at some specific locations | <p>Air quality is an issue at some congestion hotspots at peak times. Nitrogen oxides from traffic are the chief concern.</p> <p>Improving and encouraging alternative travel modes to the private car will be important.</p> <p>Appropriate junction improvements and other infrastructure measures may also be needed.</p> <p>There needs to be an awareness that air pollution critical loads are being breached at some European designated biodiversity sites in the County, and this could have implications for schemes which increase traffic near to affected sites.</p> |
| Pockets of high quality agricultural land | Ensure the best quality and most versatile agricultural land is not taken up in transport schemes. |
| Need for greater re-use and recycling of waste | Increasing the proportion of recycled materials in transport maintenance and construction schemes will help increase minerals recycling and reduce energy consumption. |
| Impact of waste management operations on communities and the environment | <p>Heavy vehicles carrying waste contribute to local cumulative environmental impact in some areas.</p> <p>Transport measures that reduce this impact or prevent continued impact will help the situation.</p> |
| Richness of minerals resources | Reserves of some high quality minerals will be protected for potential future extraction and these locations should be identified before planning new transport infrastructure projects. |
| Impact of minerals operations on communities and the environment | <p>Heavy vehicles carrying minerals contribute to local cumulative environmental impact in some areas.</p> <p>Transport measures that reduce this impact or prevent continued impact will help the situation.</p> |

4.5 A4 Developing the SEA Framework

4.5.1 In order for the LTP3 to contribute to the key issues and problems identified above in table 5 it was necessary to develop SEA objectives against which LTP3 objectives, policies and interventions could be assessed. The SEA objectives are a key part of the SEA framework. Table 6 sets out the inter-links between the SEA objectives for the LTP, the topics that are required to be covered under the SEA Directive and the sub-objectives of NATA (New Approach To Appraisal) which should also inform the SEA of LTP3.

Table 6: SEA Objectives

| LTP3 SEA Objective | SEA Directive Topics | NATA Sub-objective |
|--|--|---|
| To improve access to services, facilities and employment for all | <ul style="list-style-type: none"> Population | <ul style="list-style-type: none"> Community severance Access to the transport system |
| To promote safe and secure communities | <ul style="list-style-type: none"> Population | <ul style="list-style-type: none"> Accidents Community severance |

| | | |
|--|--|--|
| | | <ul style="list-style-type: none"> • Security |
| To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport | <ul style="list-style-type: none"> • Human Health • Population • Air | <ul style="list-style-type: none"> • Local air quality • Physical fitness |
| To reduce deprivation and support a sustainable local economy | <ul style="list-style-type: none"> • Material Assets • Population | <ul style="list-style-type: none"> • Public accounts • Business Users and Providers • Consumer Users |
| To reduce the need to travel and promote sustainable transport options | <ul style="list-style-type: none"> • Climate Factors | <ul style="list-style-type: none"> • Noise • Local Air Quality • Greenhouse gases • Physical Fitness |
| To reduce the causes of climate change | <ul style="list-style-type: none"> • Climate Factors | <ul style="list-style-type: none"> • Greenhouse gases • Local air quality |
| To respond and enable adaptation to the inevitable impacts of climate change | <ul style="list-style-type: none"> • Climate Factors • Water | <ul style="list-style-type: none"> • Landscape • Townscape • Water environment |
| To protect and enhance biodiversity and geodiversity | <ul style="list-style-type: none"> • Biodiversity • Flora • Fauna • Landscape | <ul style="list-style-type: none"> • Landscape • Biodiversity |
| To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment | <ul style="list-style-type: none"> • Landscape • Biodiversity • Cultural Heritage | <ul style="list-style-type: none"> • Landscape • Townscape • Heritage • Noise |
| To protect and enhance cultural heritage and the historic environment | <ul style="list-style-type: none"> • Cultural Heritage • Landscape | <ul style="list-style-type: none"> • Landscape • Townscape • Heritage |
| To protect and improve air, water and soil resources | <ul style="list-style-type: none"> • Human Health • Water • Soil • Material Assets | <ul style="list-style-type: none"> • Water environment • Landscape |
| To reduce waste and encourage the sustainable and efficient use of materials | <ul style="list-style-type: none"> • Material Assets • Climate Factors | <ul style="list-style-type: none"> • Population • Landscape • Greenhouse gases |

4.5.2 Following the formation of SEA objectives, the SEA framework was completed. The SEA framework includes the SEA objectives and sub objectives (indicators will be developed and added to the framework as part of Stage E Monitoring) The draft SEA Framework was included in the SEA Scoping Report which was published for consultation in June 2010. The final amended version of the SEA Framework which was used to assess the LTP3 objectives, policies and interventions against is shown below.

Table 7: SEA Framework

| SEA Objectives | Sub-objectives |
|--|--|
| To improve access to services, facilities and employment for all | <ul style="list-style-type: none"> • Improve the affordability of public transport services • Improve access to transport services for the elderly and/or those who are mobility impaired • Improve access to services, facilities and employment for those living in rural parts of the County • Involve the community in decisions regarding |

| | |
|--|--|
| | local transport services |
| To promote safe and secure communities | <ul style="list-style-type: none"> • Reduce road traffic accidents and pedestrian/cyclist deaths and injuries • Reduce impact of HGVs on communities • Reduce the fear of crime on public transport |
| To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport | <ul style="list-style-type: none"> • Increase and develop local cycling and walking networks • Encourage healthy travel through promoting workplace and school travel plans, and awareness campaigns • Improve accessibility to health facilities, sports facilities and open spaces for informal recreation • Maintain good air quality and improve it where it is a problem • Avoid community severance by traffic • Ensure noise levels from transport are kept to acceptable levels |
| To reduce deprivation and support a sustainable local economy | <ul style="list-style-type: none"> • Support the regeneration of deprived areas • Improve accessibility to jobs and services and reduce social exclusion • Improve connectivity with the rest of the region • Improve accessibility to major towns • Support the movement of freight • Reduce road congestion |
| To reduce the need to travel and promote sustainable transport options | <ul style="list-style-type: none"> • Improve and promote the public transport system in ways which encourages greater patronage (information, ticketing, frequency, reliability, journey times) • Promote uptake of workplace and school travel plans • Implement demand management measures • Develop and promote local cycling and walking networks |
| To reduce the causes of climate change | <ul style="list-style-type: none"> • Reduce the demand for travel • Develop low carbon transport systems, including cycling, walking and electric vehicle infrastructure • Support the increased use of rail for freight movement • Increase use of recycled materials in transport construction and maintenance schemes |
| To respond and enable adaptation to the inevitable impacts of climate change | <ul style="list-style-type: none"> • Reduce flood risk associated with transport infrastructure • Ensure ability of infrastructure to withstand weather extremes |
| To protect and enhance biodiversity and geodiversity | <ul style="list-style-type: none"> • Do not cause fragmentation/severance of priority habitats or adversely affect sites of national, regional or local importance • Ensure no significant adverse effect to the integrity of sites of European importance (use Habitats Regulations Assessment) • Ensure light, noise, disturbance, air pollution and run off from transport schemes do not adversely affect designated sites or listed species • Design and manage transport corridors and associated infrastructure to contribute positively to habitats and habitat networks |

| | |
|--|---|
| | <ul style="list-style-type: none"> • Improve understanding of and appropriate access to biodiversity in the County |
| To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment | <ul style="list-style-type: none"> • Plan and design transport schemes to protect and enhance landscape character • Ensure transport schemes are not in conflict with the objectives of nationally designated or defined landscapes (AONB and Heritage Coast) and contribute to objectives where possible • Improve accessibility to the countryside |
| To protect and enhance cultural heritage and the historic environment | <ul style="list-style-type: none"> • Ensure transport schemes do not adversely affect designated heritage assets or non-designated assets of local importance • Ensure archaeological assessment is carried out in advance of planning transport schemes • Improve accessibility to historic environmental assets where appropriate |
| To protect and improve air, water and soil resources | <ul style="list-style-type: none"> • Ensure schemes will not contribute to increased flood risk or water pollution • Reduce run-off to drain systems by using sustainable urban drainage systems/green infrastructure • Ensure schemes will not contribute to land contamination • Protect the best and most versatile agricultural land |
| To reduce waste and encourage the sustainable and efficient use of materials | <ul style="list-style-type: none"> • Increase use of recycled materials in transport construction and maintenance schemes |

5. Stage B (Assessment)

5.1 Assessment of LTP3 Objectives

5.1.1 In order for the LTP3 to meet the national goals a number of objectives were developed that are strongly based on the Government's national challenges. These are detailed in Table 8.

Table 8: Assessment of LTP3 Objectives

| Goals | Objectives |
|---|---|
| A stronger economy through regeneration | 1. Maintain or improve reliability and predictability of journey times on key routes for business, commuting and freight |
| | 2. Improve connectivity and access to labour markets of key business centres |
| | 3. Deliver transport improvements required to support sustainable housing provision |
| | 4. Ensure transport networks are resistant and adaptable to shocks such as economic shocks, adverse weather, accidents, attacks and impacts of climate change |
| Reduce our carbon output | 5. Reduce greenhouse gas emissions |
| Safer and healthier travel | 6. Reduce the risk of death or injury from accidents |
| | 7. Reduce costs to health of transport including air quality impacts |
| | 8. Improve health by encouraging and enabling physically active travel |
| Better accessibility to services | 9. Reduce crime, fear of crime and anti social behaviour on transport networks |
| | 10. Ensure disadvantaged people in deprived or remote areas can access employment opportunities, key services, social networks |

| | |
|---|---|
| | and goods |
| Improve quality of life and a healthy natural environment | 11. Reduce numbers of people and dwellings exposed to high levels of transport noise |
| | 12. Minimise impacts of transport on natural environment, heritage and landscape |
| | 13. Improve the whole journey experience for transport users |
| | 14. Integrate transport into streetscapes and connections between neighbourhoods |
| Maintaining the Transport Asset | 15. To ensure the transport asset is fit for purpose to meet the demands of a regenerated County Durham and the effects of climate change |

5.1.2 To ensure that the LTP3 can contribute to addressing key issues and problems the objectives must accord with the principles of the SEA objectives set out in the SEA framework (table 7). To achieve this, the LTP3 objectives were tested to determine their compatibility with the SEA objectives using the scoring mechanism outlined in section 3.7.

5.1.3 The outcome of the SEA of the LTP3 objectives is outlined in full in appendix C. A summary of the main conflicts, mitigation measures and suggested changes to objective wording is detailed below.

Table 9: Conflicting LTP3 Objectives

| LTP3 objective | SEA objective | Commentary | Mitigation | Proposed revised objective |
|----------------|---------------|--|---|--|
| 1 | 2 | Enabling increased traffic flows and speeds likely to have a negative effect on safety | Traffic calming measures on key routes may be required | No change suggested |
| 1 | 3 | Increased traffic flows and speeds may contribute to increased noise and air quality impacts affecting health. | Measures implemented will need to be complemented by attractive sustainable transport modes and disincentives to reduce travel growth on key routes | No change suggested |
| 1 | 6 | Maintaining or improving journey times on key routes may involve creating more road space to allow greater flows of traffic, leading to increased carbon emissions | Measures implemented will need to be complemented by attractive sustainable transport modes and disincentives to reduce travel growth on key routes | No change suggested |
| 1 | 8,9&10 | Maintaining and improving journey times on key routes is likely to encourage and enable more traffic / travel which will impact on biodiversity, landscape character and heritage, particularly if new road schemes are built as part of meeting objective | Prioritise measures that would improve reliability and predictability of journeys through reducing car travel first as opposed to building greater road capacity. | No change suggested |
| 2 | 2 | May enable an increase in traffic flows with commuting/ freight traffic potentially making communities less safe | | Improve connectivity and safety of access to labour markets of key business centres |
| 2 | 5 | Improved accessibility and connectivity does not necessarily | Sustainable access and connective measures | No change suggested |

| | | | | |
|---|---------|---|--|---------------------|
| | | involve the promotion of sustainable transport options. In fact it may increase overall travel | should be considered as part of this objective. For example, connectivity of cycle lanes, improvements to bus services to employment sites etc | |
| 2 | 12 | Improving connectivity may require additional transport infrastructure which involves significant use of materials | Ensure use of recycled materials in construction and recycling of related construction waste | No change suggested |
| 4 | 8,9 &10 | Specifically related to coastal areas – measures to protect transport infrastructure from coastal erosion rates caused by climate change may not be compatible with biodiversity, landscape or heritage interests | Design and location of defences etc to reduce impact on biodiversity, landscape and heritage as far as possible | No change suggested |
| 6 | 8 | Reducing risk of death or injury from accidents conflicts with biodiversity interest where safety measures require intensive management of road verges or hedge lines | Consider scheduling of management regimes to reduce impact | No change suggested |

Although no major conflicts were identified against LTP3 objective 12 it is recommended that this objective is amended to more strongly reflect the national challenge. Objective 12 should be reworded to: “Minimise impacts of transport on natural environment, heritage and landscape **and seek solutions that seek long term environmental benefits.**”

DCC Transport Planning Comments:

5.2 Assessment of LTP3 Policies

5.2.1 As mentioned in section 3, LTP3 initially contained thirty five policies which contribute to the national goals and LTP3 objectives. A summary of the assessment of the policies, including the health impact assessment is contained within this section and the full assessment matrices are contained in appendix D.

5.3 Policy 1 Young People and Children

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

5.3.1 This policy is principally concerned with improving the ability of young people and children to travel independently on networks in the County. Young people and children are a vulnerable group in terms of transport use, whose access to education, recreation and services needs special consideration. The policy will help to ensure this happens, having positive impacts on social and economic factors. The supporting text mainly highlights public transport as the key mode to focus on, but it should be remembered that cycling and walking can play an important role in the travel choices available to young people and children. The policy has positive benefits on some environmental factors due to the inherent benefits of reducing the reliance of young people on parental car travel for their transport needs. The policy applies equally to all areas of the County. However, in terms of measures to be applied under the policy, there will be variation in the opportunities

available to improve accessibility of the transport system to children and young people, especially between areas that are well served and poorly served by public transport.

- 5.3.2 The policy has potential for positive health impacts through the inclusion of improvements to accessibility by cycling and walking that should be linked to the policy. Cycling and walking improvements should be considered in all improvement schemes through the integrated route management approach embodied in Policy 3, and through the improvements to Transport Interchanges advocated by Policy 11.
- 5.3.3 In terms of links with the County Durham Plan (CDP), policy 1 will compliment objectives 11 and 16:
- To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and wellbeing
 - To ensure that the location and layout of new development reduces the need to travel and can be easily and safely accessed by all members of the community by all forms of transport to reduce carbon emissions and the impact of traffic on communities and the environment, and to minimise congestion

It is recommended that the supporting text of policy 1 should recognise the roles of cycling and walking in the suite of transport choices available to children and young people. Furthermore, delivering transport infrastructure and services that are safe for children to use needs to be an integral part of the delivery of this policy. The policy could be amended so that it reads:

“Improvements to the transport system will always take into account that it should be as attractive, **safe** and straightforward as possible for young people and children to use.”

DCC Transport Planning Comments: Agreed and amended

5.4 Policy 2 Less able, disadvantaged and older people

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:

- Continuing support of community transport services which help meet the needs of disabled people
- 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

- 5.4.1 Development of public/community transport and the walking environment to allow the elderly and less able residents to travel independently and to access services and facilities with ease will improve quality of life and will have spin off benefits for those who may struggle to access public transport etc for other reasons e.g. parents with young children. Implementation of the policy may also encourage sustainable travel

behaviour which may help to reduce greenhouse gas emissions and impacts of private car use on air, water and soil resources.

- 5.4.2 Development of the walking environment and ensuring that commercial and leisure activities comply with the Disability Discrimination Act (DDA) will help to encourage active travel and may improve ease of access to health and leisure activities which should have beneficial physical health effects and may also improve opportunities for social interaction which can be particularly key to improving the wellbeing of elderly residents. Social exclusion caused by reduced mobility will be reduced. Compliance with the DDA should also improve safety by reducing the risk of accident associated with access to facilities and services. However, improvements to public transport should also address safety concerns and increase confidence in use by elderly/disabled members of the community.
- 5.4.3 Uncertainties exist however, as to how far this policy will go to improve ease of access to facilities that provide opportunity for social interaction, increase access to biodiversity and the countryside and increase access to heritage and cultural assets.
- 5.4.4 In terms of variations across the County the population of rural West Durham is ageing quicker in the County than any other sub County area. The increase in ageing population for West Durham is higher than the national and regional average. This will undoubtedly have implications for Policy 2 and as a result the policy may need to be amended to ensure that the impact of impairments that affect a person's ability to travel in rural areas can also be addressed. Public transport may not be a viable option so other creative methods may need to be employed that find ways of bringing services and facilities to less able/elderly residents in rural areas. Policy 1 needs to link with Policy 33 Rural Areas
- 5.4.5 In terms of health impact the policy will encourage active travel and will help to improve ease of access to leisure facilities which may benefit physical health and aid social interaction which is beneficial for overall wellbeing. To improve the beneficial effects of this policy for health the policy should also aim to ease access to health facilities and to other facilities that provide opportunity for social interaction.
- 5.4.6 In terms of links with the CDP, Policy 2 will compliment CDP objective 11 "To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and wellbeing" and will contribute to emerging policy on climate change mitigation in terms of supporting use of sustainable transport. Policy 2 may also help to facilitate emerging policy on Minimising the Need to travel by car in terms of facilitating necessary bus infrastructure and improving walking links

The following recommendations regarding this policy were made: The policy should recognise the role of community transport not only to disabled people but also its importance to elderly/less able people living in rural communities. (Links with policy 33) Suggest amending policy to read:

“Continuing support of community transport services which help meet the needs of disabled people and also elderly/less able people living in rural communities.” Also recommend inclusion of: “Public transport and the walking environment will be developed to allow less able and elderly people to travel independently with confidence and ease and follow an active lifestyle.”

A definition of ‘walking environment’ should be included in the supporting text – does this include the rights of way network and access to the countryside? The policy should give consideration of how access to the countryside can be improved for less able, disabled and elderly residents. (Integration of Rights of Way Improvement Plan)

The policy also could benefit from being expanded to ensure that compliance with the Disability and Discrimination Act covers facilities that offer social interaction opportunities, access to wildlife site and cultural and heritage assets. Suggest amending policy to read:

“Promote compliance with the Disability Discrimination Act on access requirements to commercial and leisure activities, health facilities, facilities offering social opportunity (e.g. community centres, village halls etc), local wildlife sites, cultural facilities and heritage assets.”

improvements to public/community transport and the walking environment may not necessarily meet the needs of all less able, disadvantaged and elderly residents in terms of access to services (for example, those living in the most remote parts of the County) LTP should consider how services could be brought to these residents. Suggest inclusion of the following:

“The impact of impairments that affect a person’s ability to travel may also be reduced by funding innovative solutions/schemes that aim to bring services and facilities to the resident.”

5.5 Policy 3 Corridor Improvements

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.

- 5.5.1 This policy could bring significant benefits for economic, social and environmental factors. Most importantly, it allows the main travel routes to be managed, maintained and developed in an integrated and efficient way so that individual schemes can be brought forward at the same time as, or phased into, large-scale developments. This potentially provides not only the significant benefits of improved services, infrastructure, and accessibility, but also increased efficiency of resources, reduced disruption on key routes, and reduced impact on the environment (natural and built). Improved accessibility to

public transport and local services for all groups and encouraged use of sustainable/ alternative modes of transport will help to promote healthier lifestyles, decrease deprivation/ social exclusion, and reduce carbon emissions and traffic congestion. However, any improvements to routes and infrastructure need to be considered against sensitive habitats, species, landscapes, townscape, and the historic environment in order to protect and enhance their quality and character. The impact of this policy on the sub County areas is dependent on location of corridor improvement schemes

- 5.5.2 In terms of health impacts this policy encourages active/ alternative modes of travel which is likely to benefit physical and mental health. However, to strengthen the health benefits of this policy particular services should be highlighted that will have improved access via transport (e.g. “will allow better access to local services, such as health centres and sport facilities...”). This will not only improve general wellbeing but also aid social interaction.
- 5.5.3 Links between policy 3 and the following CDP objectives can be made:
- Spatial approach to new development (housing and employment) – approach yet to be decided.
 - Sustainable Development
 - Sustainable Design SPD
 - Accessibility of New Development
 - Potential Strategic Transport Routes
 - Traffic Congestion
 - Freight Transport
 - Minimising the Need to Travel by Car
 - Encouraging the use of Secondary and Recycled Aggregates

It is recommended that the policy is amended to read: “An Integrated Route Management (IRM) approach will be taken, on a priority basis, to improve travel corridors when programmed highway projects can be combined to provide more comprehensive benefits **(e.g. economic, social, and environmental) along routes; with particular emphasis on improving conditions for non-car users and those who are mobility impaired.**”

Suggestions for the supporting text:

- It is vital that climate change adaptation is considered in the development of this policy. It is suggested that how the policy plans to reduce the flood risk associated with transport infrastructure and ensure its ability to withstand weather extremes is included.
- The policy could be made more robust by adding that it will explore how to include improvements in communications (e.g. upgrading internet networks) as part of IRM. This will reduce the need to travel by allowing more people to work from home.
- Improvements to the cycling infrastructure should be broadened to ‘non-utility’ journeys so as to increase potential benefits.
- It would be beneficial to demonstrate how this policy links with the other LTP3 policies and those in the County Durham Plan.

If funding is unavailable certain important improvements to public transport and infrastructure, which may be considered ‘secondary’ in relation to other schemes (e.g. renewal/ upgrading of bus shelters and provision to drop kerbs), may not be taken forward – at least potentially not as quickly (depending on priorities). However, such improvements are vital to improving accessibility to transport and services around the County, particularly for those who are mobility impaired and taking the aging population into consideration. Schemes where an IRM approach can be taken with significant benefits for many groups should be given high-priority and taken forward, if and when sufficient funding is available. Ideally, if sufficient funding is available, it is recommended that due to the comprehensive benefits of this approach it should be integral to the decision-making and delivery of schemes when managing, maintaining and developing key routes.

DCC Transport Planning Comments: Agreed and amended. In relation to the supporting text utility journeys must be the focus of the plan in a reduced funding scenario.

5.6 Policy 4 Cross Boundary Connections

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.

- 5.6.1 This policy will increase the use of public transport, encourage more sustainable modes of transport, and discourage private car use which will potentially help reduce carbon emissions, improve air quality, improve physical and mental health (alternative modes of transport and access to services), reduce social exclusion, reduce congestion and so support businesses. However, options for sustainable, alternative, and active modes of transport should be emphasised and encouraged further to make this policy more robust and increase their positive impact. If residents of County Durham are making more regular journeys (utility and leisure) to either of the two city regions then it is essential that practical ways of minimising the number of these trips which are done via private cars are developed and taken forward. It is suggested that this policy should be linked to other initiatives that also seek to promote sustainable transport and reduce the need to travel options *within* the County and how they are integrated to maximise their benefit, particularly on social and economic factors. Safety for all should also be seen as an integral part of making improvement to public transport.
- 5.6.2 As the identified Regional Transport Corridors, A19 and A1 (M), are managed by the Highways Agency it is unlikely that this policy will have a significant impact on sustaining and improving their 'attractiveness'. However, it is vital that the County Council does work with neighbouring local authorities, the Highways Agency, and transport operators to manage and enhance key travel corridors and add value where possible – e.g. upgrade junctions and junction layouts at key congestion hotspots.
- 5.6.3 Improvements to the heritage rail link may not be sufficient to meet the transport need of those in West Durham, either because of personal circumstances or the absence of a nearby bus route/ service. Improvements may nonetheless have secondary benefits for tourism and the movement of freight. However, community transport and voluntary transport can help to increase accessibility for these residents, allowing more people, particularly elderly and disabled, access to shops, services and social facilities without having to rely upon the car. As the commercial viability of public transport (particularly bus transport) is decreasing, community transport organised and co-ordinated by the Council is arguably a more sustainable option and one that better meets the needs of residents for this part of the policy.
- 5.6.4 In terms of impact on the sub County areas in West Durham the policy should improve public transport services and increase accessibility to city regions and services. However, increased access may still be problematic in some areas with residents potentially having to use private car for part of their journey. In North and East Durham the policy could reduce congestion at 'hot-spots' due to increased use of public transport, in particular, the key congestion hotspots on the two regional transport corridors are the A19 / B1320 junction at Peterlee and the A167 / A693 Northlands Roundabout at Chester le Street, which also is a junction off A1 (M).

- 5.6.5 In terms of health impacts, increased use of public transport and therefore access to services is likely to have a positive impact on health – i.e. access to health centres, GPs, and recreational and sporting facilities. Increased access will also benefit physical and mental wellbeing. Increased use of public transport, encouraging more sustainable modes of transport, and discouraging private car use will help reduce carbon emissions; and therefore potential improve air quality which can impact on respiratory health.
- 5.6.6 Links between policy 4 and the following CDP objectives should be made:
- Spatial approach to new development (housing and employment) – approach yet to be decided.
 - North West Durham Green Belt Designation
 - Accessibility of New Development
 - Potential Strategic Transport Routes
 - Minimising the Need to Travel by Car

It is recommended that the policy is amended to read:

“The County Council will work with neighbouring local authorities, transport authorities and transport operators to **maintain and enhance the efficiency, value, and safety of the two regional transport corridors** within the region and beyond, as well as **make sustainable transport options available**. Particular attention will be given to public transport links into the **two city-regions** of Tyne and Wear and Tees Valley **as well as** ensuring that important transport links **and services** in the rural west of the County are not ignored.”

Other improvements to transport links in the West of the County should be explored and more initiatives highlighted. The Heritage rail link may have some secondary benefits (e.g. provide good transport links to aid tourism and freight movement), however, it seems unlikely that this scheme alone will provide a significant benefit for those in the west – rail network only covers a limited area and many people may still need to travel distances via private transport to get to stations. This argument would be made more robust if it explains how it is linked to other public transport initiatives and policies in this sub-area.

DCC Transport Planning Comments: Agreed and rewritten

5.7 Policy 5 Bus Travel

The public transport network will continue to be developed for the benefit of its users. 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. The County Council will specifically:

- Exploit all cost effective opportunities to provide bus priority measures.

- 5.7.1 This policy is principally concerned with aiding the free movement of buses along main transport corridors and approaches to town centres as opposed to directly encouraging

greater patronage or provision of services. The policy will ensure that new traffic schemes are of benefit to bus accessibility and competitiveness as a priority. This should contribute, together with policies aimed at improving bus infrastructure, to maintain and improve the functioning and attractiveness of the public transport system. It should be noted however, that bus priority measures can contribute to congestion depending on implementation. In terms of the sub County areas this policy has the most beneficial role to play in relation to the main towns in each sub County area and the key corridors into / out of them

- 5.7.2 In terms of health impacts the effect depends on how bus priority measures are delivered and whether they help to alleviate or create congestion. An increase or decrease in congestion will impact on air quality which in turn can impact on respiratory health. Furthermore, the effect of the policy depends on whether provision of bus lanes for example can be utilised by cyclists which may encourage active travel.
- 5.7.3 Policy 5 will compliment CDP objectives 1 and 11
- To ensure County Durham improves the economic performance of its main towns by maximising their connectivity, improving their attractiveness as business locations and investing in employment areas to address market failure
 - To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and wellbeing
- 5.7.4 Policy 5 will also contribute to emerging plan policy on climate change mitigation in terms of supporting use of sustainable transport. Policy 5 may also help to facilitate emerging policy on Minimising the Need to travel by car in terms of facilitating necessary bus infrastructure. The policy is also likely to reflect infrastructure provision in line with the settlement hierarchy. The policy may also strongly link with the proposed options on the relief roads in Durham City. Opportunities could be taken to provide bus priority measures along potential new routes and to encourage greater flow of bus services (and active travel measures) along routes that the relief roads intend to alleviate (Millburngate, A167)

It is recommended that the Bus Travel Policy needs to be considered alongside Policy 6 on Public Transport Information and Policy 7 on Bus Partnerships. Together, they give the strategic policy basis for improvements to the network and encouragement of patronage. Bus priority measures and other public transport improvements are very important in the context of the proposed housing growth in the County and potential effects on traffic levels which could impact on bus journey times. Links with the Priority Corridor measures set out in the budget table are key, and the "Whole Town Approach" in general.

Suggested amendments to the Bus Travel policy are as follows:

"The public transport network will continue to be developed to the benefit of its users." Suggest change to: "The public transport network will continue to be developed for the benefit of **all**."

Developing the public transport network for current users only may not encourage greater use by those who are currently not using public transport, also the change better addresses equality and diversity issues.

DCC Transport Planning Comments: Agreed and amended

5.8 Policy 6 Public Transport Information

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.

- 5.8.1 The provision of public transport information for all should help to improve access to public transport services and may help to overcome any current inequalities experienced (relates to health inequalities). Improvements to the provision and accessibility of public transport information may help to improve patronage which would have beneficial effects on greenhouse gas emissions. This policy applies equally to all parts of the County.
- 5.8.2 Policy 6 will compliment CDP objective 11 - To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and wellbeing.

No recommendations for change or mitigation were made following assessment of this policy.

5.9 Policy 7 Bus Partnerships

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.

- 5.9.1 Bus partnerships should provide the most beneficial mechanism for ensuring that bus operators and the County Council work together to increase bus patronage, accessibility and reduce congestion whilst offering value for money. This policy applies equally to all parts of the County
- 5.9.2 In terms of health impacts bus partnerships should provide the most effective way to increase patronage and reduce congestion. Reduced congestion should improve air quality where it is a problem – particularly in relation to respiratory health. Bus partnerships may also improve on current accessibility to health and recreation facilities.
- 5.9.3 Policy 7 will compliment CDP objective 1 and objective 11
- To ensure County Durham improves the economic performance of its main towns by maximising their connectivity, improving their attractiveness as business locations and investing in employment areas to address market failure
 - To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and wellbeing
- 5.9.4 Policy 7 will also contribute to emerging CDP policy on climate change mitigation in terms of supporting use of sustainable transport. Policy 7 may also help to facilitate emerging policy on Minimising the Need to travel by car in terms of facilitating necessary bus

infrastructure. Bus service improvements may become increasingly important as development increases and puts pressure on the capacity of existing transport corridors

It is recommended that the Bus Partnership will need to consider the impact of climate change on bus services and how to adapt to weather extremes.

DCC Transport Planning Comments: Don't need to include anything in LTP3

5.10 Policy 8 Passenger Rail

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.

- 5.10.1 Improvements to Bishop Auckland Station and provision of an additional station at Easington or Horden will help to encourage rail patronage and will have other beneficial effects related to; enhanced accessibility to the Heritage Coast and recreational opportunity; enhanced security for those waiting at stations; contribution to economic regeneration of coastal area; enhanced access to jobs and services and reduced greenhouse gas emissions and impacts to biodiversity, air water and soil resources from greater patronage.
- 5.10.2 Re-opening of the Leamside Line will also help to encourage rail patronage and may also support freight movement reducing the impact of both cars and commercial vehicles on environmental receptors. Re-opening of the Leamside line will improve access to jobs and services and would help to reduce congestion on the A1. However, impacts to communities adjacent to the line would need to be assessed in terms of safety issues and noise as would impacts to heritage and biodiversity along the corridor. This policy will enhance rail accessibility in North and East Durham, Central Durham and South Durham. Uncertain impacts regarding West Durham as the supporting text mentions the Weardale Rail line but this is not reflected in the policy
- 5.10.3 In terms of health impacts provision of an additional station on the Durham Coast Line at either Easington Colliery or Horden may encourage access to the coast and associated recreational benefits. This part of County Durham has the greatest health inequalities in the County. Provision of the additional station may encourage walking along the coast between Easington/Horden and Seaham station. Diversion of public rights of way may need to be undertaken along the Leamside line if re-opened and noise levels would need to be assessed for impact on adjacent communities.
- 5.10.4 Policy 8 will contribute to CDP objectives 1 and 11 and will contribute to emerging policy on climate change mitigation in terms of supporting use of sustainable transport. Policy 8 may also help to facilitate emerging policy on Minimising the Need to travel by car in terms of facilitating necessary rail infrastructure. The policy will also contribute to the aim of the County Durham Plan to reduce congestion and support freight transport

It is recommended that Ecological and Historical surveys as well as Landscape and Visual Assessments would need to be undertaken prior to re-opening of the Leamisde line. Appropriate mitigation measures would also need to be established prior to use of the line. The policy should further reflect the Weardale Rail Line.

DCC Transport Planning Comments: Surveys / assessments would happen as a matter of course / legislative compliance under EIA. No need for changes. However, Policy reworded to include "...Darlington to Bishop Auckland to Stanhope Line..."

5.11 Policy 9 Community Transport

Community transport organisations will continue to be supported for the benefit of their users and to build their ability to be self-sustaining.

- 5.11.1 Improving reliability, accessibility, efficiency of public transport (in this case perhaps using minibuses already purchased by community and voluntary organisations) for those most in need (i.e. those in remote locations, the elderly or mobility impaired people) will improve accessibility to facilities and services; improve accessibility to major towns, which will support the local economy; improve physical and mental health (e.g. access to health care and sporting facilities as well as socialising opportunities); and reduce social exclusion. Involving the community in decisions regarding local transport services will also ensure that the policy and services provided more effectively meet the local need and are more sustainable.
- 5.11.2 As the commercial viability of public transport, particularly bus transport, is decreasing and the fact that delivering an effective and well-used bus network/ service in some parts of the County (particularly the rural west) is problematic due to the dispersed nature of settlements, community transport organised and co-ordinated by the Council is arguably the most cost-effective sustainable approach that provides a significant positive impact. The benefits of this policy to the West Durham sub area will be greatest as this sub-area is particularly remote and rural, with limited access to public transport.
- 5.11.3 In terms of health impacts, increased accessibility to services, shops and social facilities will benefit social interaction and physical and mental health.
- 5.11.4 Links are to be made between policy 9 and emerging CDP policy in relation to:
- Spatial approach to new development (housing and employment) – approach yet to be decided.
 - Accessibility of New Development

It is recommended that in the face of reduced budgets that this policy is maintained and options of how to make it as cost-efficient as possible and how existing schemes can be built-up should be explored. This is because this policy supports vital services to local people which, if reduced would be likely to have a significant negative impact.

If the County Council is to assist with the purchase of minibuses or other vehicles for community transport, then the links with Policy 12 – Climate Change and Policy 32 – Air Quality need to be made to ensure vehicles demonstrate low emission and fuel efficient / green fuel technology.

Suggestions for supporting text:

- Highlight how community transport is being supported from non-LTP sources and funding – suggest citing examples of services and partnership groups that are in operation. There is extensive work being taken forward by the County Council and other external agencies that provide vital support/ advice and services which enable community transport to be delivered and that is outwith the LTP3 remit.
- Demonstrating how the LTP links with such services is strongly recommended to make this policy more robust.
- Highlight that links with policies 12 and 32 will be made in any procurement of vehicles

DCC Transport Planning Comments: 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.

5.12 Policy 10 Taxis

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.

5.12.1 Taxi Working Groups and Quality Taxi Partnerships should provide the most beneficial mechanism for ensuring that taxi operators and the County Council work together to increase patronage, accessibility and quality whilst offering value for money. Increased accessibility to services, shops, and employment will have a positive impact on social factors and help reduce social exclusion and improve health. Developing partnerships with taxi operators will maximise and co-ordinate accessibility benefits for residents in rural and urban parts of the County.

5.12.2 This policy will possibly benefit West Durham sub area most as residents are potentially more reliant on taxi services as an extensive and reliable public transport network cannot be successfully developed in this sub-area due to the remote and dispersed settlement pattern. Increased accessibility, availability and quality of a taxi service will have a positive impact.

5.12.3 In terms of health impacts the policy will help to sustain access to health facilities (GPs, hospital, sporting and recreational facilities).

5.12.4 Links are to be made between policy 10 and emerging CDP policy in relation to:

- Spatial approach to new development (housing and employment) – approach yet to be decided.
- Accessibility of New Development

No recommendations for change or mitigation measures were proposed as part of the assessment of this policy

5.13 Policy 11 Transport Interchange

Improvement to transport interchanges will take account of the needs of all users.

5.13.1 Making connections between public transport services easier will improve connectivity and the 'experience' of public transport, and so encourage patronage and improve access to services and facilities (e.g. employment, healthcare, sporting/ recreational facilities), which in turn will support the local economy, improve connectivity with the rest of the region; reduce social exclusion; improve accessibility to major towns; potentially reduce congestion and improve air quality; improve health and wellbeing; and reduce social exclusion.

5.13.2 It is important that this policy ensures improvements meet the particular needs of certain user groups, who often find access to public transport difficult (e.g. elderly, mobility impaired, and young people). Increasing people's confidence when using public transport (e.g. ease of access, safety, journey experience) will increase patronage. Moreover transport interchanges are located in main settlements in the County and so may not improve accessibility for all residents – e.g. those in the more remote parts in the west of the County.

5.13.3 In terms of health impacts of this policy SEA determined the following:

- Making connections between public transport services easier will encourage the patronage of public transport and therefore improve access to services and facilities - including healthcare services, recreational/ sporting facilities, and socialising opportunities. Access to such services and facilities will improve health and wellbeing and reduce social exclusion.
- If improvements to transport interchanges included providing better access to them (e.g. train stations and/ or bus stations) via foot or bicycle then this may encourage more healthy active travel; and thereby improve physical health.
- Improving the 'journey experience' of public transport will also have a positive impact on mental health as users' are likely to feel less anxious and more confident on services.
- If the public transport 'experience' is improved then this will encourage greater patronage; potentially reducing the number of trips done via private cars and improving air quality which can impact on respiratory health.

5.13.4 Links are to be made between policy 11 and emerging CDP policy in relation to:

- Spatial approach to new development (housing and employment) – approach yet to be decided.
- Accessibility of New Development

- Potential Strategic Transport Routes
- Minimising the Need to Travel by Car
- Sustainable Design SPD
- Tourism
- Leisure and Tourism in Durham City
- Green Infrastructure
- Landscape
- Biodiversity and Geodiversity
- Historic Environment

It is recommended that all improvements to transport interchanges should take the quality and character of the historic environment, biodiversity, and town/landscape into consideration, particularly if new infrastructure and land take is required.

Furthermore, considering the current budgetary constraints and the trend of public transport commercial viability, it is unlikely that that all desirable schemes under this policy will be able to be delivered. Therefore, it is suggested that options for potential schemes are prioritised where they can have most impact and positive benefit – e.g. prioritise improvements to key 'hubs' and where such sustainable modes of transport as cycling and walking can be incorporated.

DCC Transport Planning Comments: Agreed, but no text changes in LTP3 required

5.14 Policy 12 Climate Change and Carbon Emissions

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.

- 5.14.1 Ensuring that the transport system's vulnerabilities to climate change are addressed should ensure that in extreme weather events access to transport services and use of infrastructure are not compromised. This should ensure continued access to social and emergency services and will ensure minimal disruption to economic productivity. However, the policy does not perhaps address the need for new infrastructure to be adaptable to climate change.
- 5.14.2 Addressing carbon emissions through the requirements of the Council's Carbon reduction strategy should provide focus to the LTP3 in terms of prioritising which interventions should be undertaken. For this reason transport and climate change stakeholders will need to work together in the development of the strategy and transport daughter document. Measures that would help to reduce and increase absorption of carbon emissions to the benefit of other receptors such as health, economy, biodiversity, landscape, air, water and soil include:
- Increase and develop local cycling and walking networks
 - Encourage uptake of school and work travel plans
 - Increase patronage of public transport to reduce congestion in areas with poor air quality
 - Increase movement of freight by rail

- Improve accessibility to major towns within the County and the rest of the region through integrated public transport
- Increase broadband coverage to reduce the need to travel
- Develop electric vehicle infrastructure in the County
- Increase green infrastructure along transport corridors and the rights of way network
- Reduce/alter verge maintenance schedules
- Increase incorporation of sustainable drainage systems

5.14.3 Policy 12 applies to all parts of the County although different interventions may have greater impacts on reducing carbon emissions in rural/urban areas. For example, improving broadband coverage to help reduce the need to travel relates largely to rural areas.

5.14.4 In terms of health impacts ensuring that the transport systems vulnerabilities to climate change are assessed and addressed will ensure continuity of access to and availability of health, leisure and emergency services. Measures may be outlined in Durham County Council's Carbon Reduction Strategy that benefit health and wellbeing. For example, increase and improvements to walking and cycling networks.

5.14.5 In terms of the County Durham Plan, policy 12 will compliment objectives 7 and 8:

- To reduce the causes of climate change and support the transition to a low carbon economy by encouraging and enabling the use of low and zero carbon technologies and practises and ensure that new development is located, designed and constructed to minimise carbon emissions over its lifetime
- To adapt to the impacts of climate change and extreme weather conditions, including flooding, ensuring that new development is located away from areas of flood risk, does not contribute to flooding elsewhere and is designed to mitigate against flood risk.

5.14.6 Policy 12 will also contribute to emerging CDP policy on climate change mitigation and climate change adaptation. Reducing carbon emissions from transport and ensuring that the network can adapt to climate change is particularly important given the level of development proposed by the CDP. Adaptable infrastructure will be required to serve new developments and efforts will need to be undertaken through the CDP and LTP3 to ensure that growth in development does not exponentially increase growth in transport related carbon emissions.

It is recommended that greater detail is required as to why the policy is relying on the production of the Carbon Reduction Strategy (Low Carbon Masterplan) rather than setting out its own carbon reduction targets within this policy as required by guidance. The policy has reduced effects and limited weight without reduction targets. The policy could also outline some of the interventions expected to be undertaken (possibility to re-iterate those outlined under Policy 13 Noise). Furthermore, the policy needs to be more explicit as to the need for new transport infrastructure to be adaptable to climate change. The following inclusion is suggested:

“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.
New infrastructure will also be designed to withstand weather extremes.”

DCC Transport Planning Comments: 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

5.15 Policy 13 Noise

Noise pollution will be reduced through:

- Traffic reduction and traffic management
- Purpose built noise barriers in new roads near residential areas where there is a both an unacceptable noise problem and it is practical.

- 5.15.1 Traffic reduction and traffic management measures will have positive effects in terms of reducing noise, improving safety, air, water and soil quality and encouraging sustainable travel behaviour. Purpose built measures will address noise issues at source. However, traffic management measures and structural barriers can increase highways clutter and care will need to be taken that any additional highways infrastructure such as signs etc are in keeping with the local townscape and will not detract from the historic setting/character of settlements. In terms of impact on sub County areas Central Durham is likely to benefit most from this policy as the greatest level of new housing is proposed for this area. It can therefore be assumed that traffic volumes are more likely to increase in this area. Noise reducing measures should perhaps be prioritised to this sub County area.
- 5.15.2 In terms of health impacts the policy should have positive effects as noise can disturb sleep, cause cardiovascular and psycho physiological effects, reduce performance and provoke annoyance response and changes in social behaviour. Reductions in traffic may also improve air quality which can impact on respiratory health. Methods to reduce traffic may encourage active travel.
- 5.15.3 There are no specific policy links with the County Durham Plan. However, it is anticipated that managing noise will be an increasingly important issue given the proposed level of new housing and business development by the CDP and associated growth in traffic volumes. The CDP will also have a role to play in addressing noise to achieve sustainable communities with a good quality of life. The CDP and LTP3 will need to work together to ensure that noise is reduced through the design and location of development/infrastructure and through specific transport measures.
- 5.15.4 Traffic reduction and management is outlined in the supporting text as being the most effective way of bringing noise levels down. However, other measures could also be adopted such as encouraging use of electric vehicles, renewing older, noisier bus fleets and maintaining the quality of road surfaces. Reducing speeds will also help to reduce noise – Links to Policy 21 Speed Management options to be made clear. Purpose built noise barriers in new roads near residential area will also help to address new noise issues but may not address current noise issues experienced. It is suggested that the policy is widened out to include provision of barriers to improved roads too. Furthermore, care will need to be taken to ensure that the design, scale and type of noise reducing measure is appropriate to the townscape/landscape and will not detract from historical character or setting.

The following amendments are suggested to be made to the policy: “Noise pollution will be reduced through: Traffic reduction and traffic management, **vehicle improvements and continued road maintenance**, purpose built noise barriers in new **and improved** roads near residential areas where there is both an unacceptable noise problem and it is practical.”

DCC Transport Planning Comments: Generally agree but don't really have any sanction on encouraging vehicle improvements to reduce noise other than fleet so have included the wording " DCC fleet"

5.16 Policy 14 Walking

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.

- 5.16.1 By providing a well-maintained pedestrian network this policy will increase accessibility around the County – particularly for short ‘utility’ journeys. It is also positive that this policy seeks to improve the pedestrian network for urban and rural areas – the walking network may improve accessibility for those living in more remote areas by allowing part-journeys to be completed on foot. An urban and rural path network may also support the local economy through promoting its use for tourism and events. The impact of this policy on the sub County areas is dependant on location of improvements to the network.
- 5.16.2 In terms of health impacts this policy should have very positive effects particularly as:
- If promoted alongside a healthy lifestyles campaign, there is potential for this policy to have significant health benefits by providing opportunities for a low-impact, sustainable form exercise that can benefit everyone – i.e. either as part of a ‘utility’ journey or recreation and exercise.
 - Increased levels of physical activity will have positive impact on people’s mental health.
 - Linking the pedestrian network with other transport networks will also improve connectivity and access to services and facilities, which will improve wellbeing/ physical and mental health (e.g. access to health centres, sporting facilities, and social opportunities).
 - Increased levels of walking may also reduce congestion in urban areas, which may in turn improve local air quality.
 - The positive aspects of this policy could be enhanced for health if the pedestrian network was linked to other green infrastructure/ open space; work and school travel plans; other health initiatives and schemes such as the County Durham Physical Activity Strategy; and schemes were promoted with information on routes easily available to all.
- 5.16.3 Links are to be made between Policy 14 and emerging County Durham Plan policy relating to:
- Spatial approach to new development (housing and employment) – approach yet to be decided.
 - Accessibility of New Development
 - Minimising the Need to Travel by Car
 - Tourism
 - Leisure and Tourism in Durham City
 - Green Infrastructure
 - Landscape
 - Biodiversity and Geodiversity
 - Historic Environment

- Sustainable Development and Sustainable Development DPD

It is recommended that accessibility to services, facilities and employment could be improved more significantly by linking the pedestrian network to other transport networks (e.g. cycle paths, bus stations, railway stations, park and ride) so that connections can be easily made – if required. Accessibility could be increased further if it was ensured that the network was linked to open space and green infrastructure. To ensure accessibility is improved and maintained, however, it is important to ensure that improvements to the walking environment benefit all potential users and that footpaths are safe for all.

Ensure that the network provides for all forms of journeys and ability of users – not just for short journeys. A well-maintained walking network provides the infrastructure to carry out daily informal exercise and organised activities and so is a valuable tool in providing health intervention measures which improve wellbeing (physical and mental health). This will improve the potential positive impacts of this policy.

It is, however, important to ensure improvements to the pedestrian network take safety, maintenance, and appropriate signage into consideration so that it remains attractive and easy to use by all members of the public – particularly consideration should be made for those who may be easily discouraged from using a footpaths if they fear crime or accidents from poor maintenance (e.g. the elderly and those who are mobility impaired either through disability or health reasons).

All improvements to the pedestrian network should take the quality and character of the land/ townscape, biodiversity, and historic environment into consideration, particularly if re-routing, new infrastructure and/ or land take is required.

In a situation of limited funding in which all potential schemes may not be possible to deliver, it is suggested that options for potential schemes are prioritised where they can have most impact and positive benefit – e.g. prioritise easy-access and multi-benefit projects that are linked to other transport infrastructure. Advise that a key way of doing so is through integrated route management; and therefore there should be a link between this policy and policy 3 (Corridor Improvements).

DCC Transport Planning Comments: No text changes made in LTP3

5.17 Policy 15 Cycling

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.

- 5.17.1 By providing the appropriate infrastructure in new designs and travel plans – e.g. junction priority, alternatives to busy routes, cycle lanes/ paths, and cycle parking facilities – this policy will increase accessibility around the County. It is also positive that this policy seeks to improve the cycling network for urban and rural areas – the cycling network may improve accessibility for those living in more remote areas by allowing part-journeys to be

completed via bike. Increased levels of cycling, particularly for utility journeys at peak times, may also reduce congestion in urban areas which will in turn support the local economy.

5.17.2 However, if a considered integrated approach is not taken when improvements to the cycling network are made (e.g. cycle lanes and junction priority) then this could have a negative impact on congestion – i.e. restricting the capacity of certain roads for cars by adding cycle lanes may increase congestion. However, economic benefits may also be gained from an extensive and well-maintained cycle network as it could be promoted as an asset for tourism and sporting events. For instance, a well-maintained cycle network across the County (in urban and rural areas) could form the basis of sporting activities – e.g. “informal” sports such as mountain biking. The impact of this policy on the sub County areas is dependant on location of improvements to the network.

5.17.3 In terms of health impacts this policy should have very positive effects particularly as:

- The Cycling Strategy aims to produce an action plan for the contribution cycling makes to specific health targets in partnership with CDPCT – this will ensure a co-ordinated approach is taken towards improving health through the promotion of cycling in the County. There is therefore potential for this policy to have significant health benefits by providing opportunities for a low-impact and high-impact, sustainable form exercise that can benefit everyone – i.e. either as part of a ‘utility’ journey or recreation and exercise.
- Moreover by linking with other transport networks this policy will also improve connectivity and access to services and facilities, which will improve wellbeing/ physical and mental health (e.g. access to health centres, sporting facilities, and social opportunities).
- Cycling is also a good family activity and so can provide physical and mental health benefits for the whole family.
- Increased levels of physical activity will have positive impact on people’s mental health.
- Increased use of cycling as an alternative means of transport may also reduce congestion in urban areas, which may in turn improve local air quality.
- The positive aspects of this policy could be enhanced if the pedestrian network was linked to other green infrastructure/ open space; work and school travel plans; other health initiatives and schemes such as the County Durham Physical Activity Strategy; and schemes were promoted with information on routes easily available to all.

5.17.4 Links are to be made between Policy 15 and emerging County Durham Plan policy relating to:

- Spatial approach to new development (housing and employment) – approach yet to be decided.
- Accessibility of New Development
- Minimising the Need to Travel by Car
- Tourism
- Leisure and Tourism in Durham City
- Green Infrastructure
- Landscape
- Biodiversity and Geodiversity
- Historic Environment

- Sustainable Development and Sustainable Development DPD

It is recommended that accessibility to services, facilities and employment could be improved more significantly by linking the cycling network to other transport networks (e.g. footpaths, bus stations, railway stations, park and ride) so that connections can be easily made – if required. Accessibility could be increased further if it was ensured that cycle networks were linked to open space and green infrastructure. To ensure accessibility is improved and maintained, however, it is important to ensure that improvements to the cycling environment benefit all potential users and that cycle ways/ cycle lanes are safe for all.

It is important that sensitive landscapes and habitats are avoided where possible when considering extensions/ improvements to the cycle network so that the quality of SACs, SPAs, SSSIs, etc are not adversely affected. If new development is forced to re-route cycleways then plans should be subject to appropriate assessment to avoid damage/ fragmentation. However, re-routing cycleways can have a positive impact by taking pressure from usage away from sensitive habitats and biodiversity.

In a situation of limited funding in which all potential schemes may not be possible to deliver, it is suggested that options for potential schemes are prioritised where they can have most impact and positive benefit – e.g. prioritise easy-access and multi-benefit projects that are linked to other transport infrastructure. Advise that a key way of doing so is through integrated route management; and therefore there should be a link between this policy and policy 3 (Corridor Improvements). Also suggest that ways of advertising routes and cycle schemes are delivered.

DCC Transport Planning Comments: No text changes made in LTP3.

5.18 Policy 16 Security

Improvements to perceptions of, or actual, poor security will continue to be made to:

- Walking and cycling routes.
- Transport facilities including bus waiting areas.
- Design of new developments or upgrading of existing developments.

- 5.18.1 By improving the 'journey experience' and encouraging people to use public transport will provide the following benefits: increased access to services, facilities, and employment as well as reduced social exclusion; improved health and wellbeing from use of 'active' travel and access to GPs and sporting facilities; reduced congestion and carbon emissions which will improve air quality and support the local economy; and encourage/ promote more sustainable modes of transport. In terms of the impact of this policy on sub County areas there are potential improvements in accessibility to services in all parts of the County due to the range of transport infrastructure/ services that may be included under this policy. However, as improvements are likely to be prioritised to main settlements, at least initially, those living in more rural areas may not receive the same level of benefit (e.g. West Durham). Therefore there still may be accessibility issues for those in more remote parts of the County where public transport networks are less extensive or well-

maintained due to the dispersed nature of settlements and their distance from main towns.

- 5.18.2 In terms of health impacts increased use of public transport will improve access to GPs, sporting and recreational facilities which will improve wellbeing; access to main town and services will reduce social exclusion and improve mental health (opportunities for socialising); reduce congestion and improve air quality; and greater opportunities for 'active' travel (cycling and walking) will improve physical health.
- 5.18.3 Links are to be made between Policy 16 and emerging County Durham Plan policy relating to:
- Spatial approach to new development (housing and employment) – approach yet to be decided.
 - Sustainable Development
 - Sustainable Design SPD
 - Accessibility of New Development
 - Potential Strategic Transport Routes
 - Minimising the Need to Travel by Car
 - Tourism
 - Leisure and Tourism in Durham City
 - Green Infrastructure
 - Landscape
 - Biodiversity and Geodiversity
 - Historic Environment
- 5.18.4 It is vital that when improving safety on public transport services and in/ at public transport infrastructure the needs of all user groups are considered – i.e. the elderly, young people, and those who are mobility impaired often find accessibility difficult. This is particularly important for those who are reliant on public transport and a walking environment conducive to their needs to maintain a satisfactory quality of life. Each group will have different issues that need to be addressed, and for potentially different modes of transport, in order to feel safer. Measures that give users confidence to use public transport should be put in place. For instance teenagers may be encouraged to use the bus more regularly, and into the evening, if waiting areas were well lit, CCTV monitored, and had real-time information displayed; whereas elderly people or those with mobility issues may require dropped kerbs, raised bus stop platforms, low floor bus promotion, and ramps to be encouraged to use the bus or train.
- 5.18.5 All improvements to cycling and walking network and public transport infrastructure (existing and new) should take the quality and character of the historic environment, land/ townscape, and biodiversity into consideration, particularly if re-routing transport corridors and/ or land take is required.
- 5.18.6 Moreover the positive aspects of this policy could be multiplied if it was integrated with policies on lighting, walking, cycling, transport interchanges, corridor improvements, landscape, and the historic environment. For example, providing safe and secure cycle parking facilities at transport interchanges will also improve safety and reduce people's fear of crime, which will in turn increase usage - if there is not a safe and secure place for bikes to be parked then this will discourage users. Linking cycleways with public transport

interchanges will increase access further and allow an active travel option to be taken for at least part of some journeys.

Recommended amendments:

- Suggest that this policy would be more robust if specific options were added to this policy.
- The supporting text states how travelling environments should be clean, well maintained, landscaped/decorated, and lit where appropriate; however, this is not brought out in the policy itself. It is suggested that these actions should be brought out in the policy, particularly the impact of appropriate lighting.
- Suggest this policy should be more fully integrated into the other relevant LTP3 policies and schemes and demonstrate where such links are.

DCC Transport Planning Comments: 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"

5.19 Policy 17 Highway Maintenance

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.

5.19.1 The Transport Asset Management Plan (TAMP) is currently in draft form and when finalised should provide the means for Durham County Council to understand the value and liability of the County's asset base and make the correct strategic decisions, to ensure the Council can ensure the asset is exploited to its full potential and its value safeguarded. Once finalised, the TAMP will include life cycle plans for each asset, maintenance programmes and improvement programmes.

5.19.2 The TAMP will have positive sustainability effects in assisting with the provision of a timely and adequate programme of investment to*:

- Ensure continued access to and deliverability of services via the highways network
- Ensure safety of the highway network for all users
- Avoid need for greater requirements of investment
- Improve road surface condition reducing noise
- Ensure the upkeep of footways and cycleways which will help to maintain and encourage sustainable travel behaviour reducing carbon and other emissions
- Contribution of well maintained roads, footways, footpaths, streetlights, street furniture and public rights of way to the quality and liveability of public spaces.

*(It should be noted that the positive effects of the TAMP is reliant on funds being available to undertake maintenance works. However, the TAMP will help to prioritise the need for spend across the network).

5.19.3 Uncertainties exist however, as to what impact the TAMP will have in relation to ensuring assets adaptability to climate change, and whether highways maintenance and improvement schemes will contribute negatively or positively to biodiversity, landscape/townscape, historic environment and waste reduction. It is assumed that limited funding levels may not enable the TAMP to contribute further to sustainability objective over and above compliance with regulations. However, the TAMP should be an

aspirational document and set out the preferred direction and overall approach to highways maintenance from the outset.

- 5.19.4 The issue of highway maintenance is likely to impact on the West Durham sub area as unclassified roads form the largest proportion (nearly 60%) of the road network and are more prevalent in rural areas of the County. Durham County is in the bottom half of authorities in the UK for the state of unclassified roads but it has previously been difficult to justify the re-directing of scarce funding on to lesser used parts of the County highway network in the face of competing priorities and pressures from the well used principal and non-principal roads⁴. This trend is perhaps unlikely to change given that new development will be primarily toward urban parts of the County.
- 5.19.5 In terms of health impacts maintenance of the highway network in line with the TAMP should ensure continuation of investment in the County's roads in a timely manner ensuring that as a minimum no overall deterioration in local road condition should occur. Deterioration in road condition could impact on accessibility to health and recreation services and deliverability of health and emergency services. Implementation of the TAMP should ensure that road condition does not affect access to essential health services. Implementation should also ensure that road surface condition is improved which can contribute to reducing noise. The TAMP should also ensure the upkeep of footways and cycleways which will contribute to ensuring active travel.
- 5.19.6 In terms of links with the County Durham Plan the impact of increased development and therefore use of the highways network will need to be taken into account by the TAMP in terms of forecasting the vulnerabilities and liabilities of the highways network. Increased use of the network is likely to correlate with increased need for highways maintenance. As outlined below, increased pressure for maintenance spend is likely to be toward urban areas on principal and non principal roads.
- 5.19.7 The Code of Practice for Highway Maintenance Management as adopted by Durham County Council sets out how highway maintenance can contribute to sustainability. This policy relies on the TAMP and associated Highway Maintenance Management Plan to help deliver against this code. Currently in draft format the TAMP is likely to be effective in delivering against network safety and serviceability objectives. The TAMP will also ensure delivery against network sustainability in terms of minimising cost over time. However, as the TAMP is in draft format there may be opportunities to strengthen the document and/or associated daughter documents against sustainability objectives in terms of maximising value to the community and maximising the environmental contribution of highways maintenance.

⁴County Durham Local Transport Plan 2: First Progress Report for 2006-2008

Recommendations include:

In finalising the TAMP in terms of planning and programming of schemes opportunities should be sought to add value to the safety, priority, integrity or quality of:

- Footways and crossing facilities
- Cycle routes and crossing facilities
- Motorcyclists
- Horseriders
- Facilities for public transport and users
- Facilities for freight movement

The TAMP should be used to help facilitate delivery of Policy 12 Climate Change and Carbon emissions in terms of identifying the transport systems vulnerability to the forecast changes to the north east climate and actions to minimise any risks identified. A programme for risk assessments could be included.

The TAMP, Highways Maintenance Management Plan and/or associated daughter documents should identify how highways management will contribute positively to biodiversity, landscape/townscape, heritage and waste reduction. Measures that could be outlined include:

- Scheduling of works to avoid causing maximum disruption to breeding/nesting birds
- Use of native species in verge/soft landscaping schemes
- Use of Sustainable Urban Drainage (SUDs)
- Improvements to tree cover on appropriate parts of the footway and cycleway network
- Removal of highways clutter
- Use of appropriate highways signage, street furniture etc in historic settings / conservation areas
- Use of recycled materials in highway maintenance works

If it is not possible/appropriate to include the above recommendations within the TAMP or associated documents then the LTP3 policy could possibly be broadened to:

“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. **Maintenance of the highways network will also be required to maximise value to the community and to the environment.**”

The Highways maintenance policy also needs to be developed integrally with the Network Management Policy

DCC Transport Planning Comments: Text added

5.20 Policy 18 Bridge Maintenance

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.

- 5.20.1 Bridges and other highway structures are fundamental to the transport infrastructure because they form essential links in the highway network. As a result, a policy which will be needs based to deliver a safe, serviceable and sustainable highway network should have the following positive sustainability effects:
- Continued level of access to services, facilities and employment
 - Continued link and social connection between communities
 - Contribution toward active/sustainable travel through maintenance of walking and cycling bridges/underpasses
 - Support for the movement of freight through bridge strengthening measures
- 5.20.2 Consideration toward the preservation of historic structures should contribute toward the quality and character of land/townscape and protection of the cultural and historic environment. However, this policy relies on details within Structure Life Cycle Plans as to assets maintenance requirements. It is uncertain as to whether Structure Life Cycle Plans take into account the effect that extreme weather events can have – particularly on bridges that cross rivers, and whether maintenance/strengthening programmes are adequate.
- 5.20.3 In terms of sub County variations the policy applies to all areas although it may be that condition of highways structures in more rural parts of the County (West Durham) are in greater decline. The first progress report for LTP2 states that the condition of structures on principal roads is classed as 'good' whereas the condition of structures on non-principal roads is 'fair.' However, as this policy is 'needs based' priority may be given to the maintenance of structures on the principal road network (primarily urban areas) as these are vitally important to the economy of the County and are likely to receive a greater level of usage. Maintenance of structures in rural areas may be more based on safety considerations.
- 5.20.4 In terms of health impacts, the policy should ensure a programme of maintenance for walking and cycling over-bridges/underpasses etc which form an essential link for some communities to access health and recreation facilities, particularly for those without the use of a car. Well maintained walking and cycling over-bridges/underpasses etc should contribute to encouraging active travel which can benefit health and wellbeing.
- 5.20.5 The impact of increased development and therefore use of the highways structures will need to be taken into account by CDP policy and strategy in terms of forecasting the vulnerabilities and liabilities of structures on principal, non-principal and unclassified roads. Increased use of the highways network in general is likely to correlate with increased need for highways structures maintenance.

It is recommended that Structure Plans held within the Transport Asset Management Plan (TAMP – to be finalised) should be used to help facilitate delivery of Policy 12 Climate Change and Carbon emissions in terms of identifying the vulnerability of bridges and other highway structures to the forecast changes to the north east climate and actions to minimise any risks identified. A programme for risk assessments could be included

DCC Transport Planning Comments: This is included in surveys and no text is needed to be included in LTP3.

5.21 Policy 19 Street Lighting

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.

- 5.21.1 Provision of highway lighting in accordance with the Street Lighting policy document will have a number of positive sustainability effects including; improving night time road safety; reducing crime and fear of crime; reducing light pollution; protection of rural character and improvements to the vitality of urban areas; reducing and controlling energy demand; consideration of impact of lighting on biodiversity and on character of conservation areas.
- 5.21.2 However, the street lighting policy is primarily concerned with lighting of highways and may not sufficiently address reducing fear of crime related to the use of walkways, cycleways and public transport e.g. poorly lit bus shelters/railway platforms (Links to Policy 16-Security). As lighting could be part of the solution to addressing fear of crime barriers to use of sustainable transport modes the policy does not score as positively as it could do against objectives on safe and secure communities, health, sustainable transport and climate change. In terms of sub County variations roads in the rural countryside (West Durham) will continue to generally not be lit, except for roads through residential and industrial estates.
- 5.21.3 In terms of health impacts the street lighting policy aims to restrict obtrusive light (light pollution). Light pollution can cause adverse health effects such as increased headache incidence, fatigue, medically defined stress and increase in anxiety. However, as the policy is primarily directed at highways lighting it may not improve lighting along walkways and cycleways which could encourage greater levels of active travel for those where fear of crime is currently a barrier to more sustainable travel.
- 5.21.4 In terms of relationship with the County Durham Plan increased development may alter the demarcation of current zones for street lighting. In particular Zone E3 – Areas of Medium District Brightness (urban location) may need to be re-categorised in time to Zone E4 – Areas of High District Brightness (urban centres with high night time usage). In general increased development and new infrastructure is likely to increase the need for provision of new lighting and associated costs.

It is recommended that either Policy 16 Security needs to be widened out to ensure that lighting is included as an intervention measure or this policy needs to be broadened out to:

“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. **Provision of lighting to reduce fear of crime in relation to use of walkways, cycleways and public transport will also be made in appropriate locations.**”

DCC Transport Planning Comments: Included in Policy 16 so no action here (fear of crime was way down list of factors in recent household survey)

5.22 Policy 20 Road Safety

Measures will continue to be taken to reduce casualties on the highway network in partnership, through the implementation of the Road Safety Partnership Strategy

- 5.22.1 Road safety is clearly an essential element of the transport system that the LTP seeks to develop. Safe roads benefit communities, the economy and the environment. The partnership approach ensures the issue can be addressed from all angles in a strategically planned and co-ordinated way, based on robust evidence to direct resources to the areas of greatest need / impact. The policy links to many other policies in the LTP Strategy concerned with road-use and measures concerned with roads. The policy relates equally to all parts of the County.
- 5.22.2 Beneficial health impacts should be derived through the reduction of accidents. Indirect benefits on general well-being could also be achieved through increasing confidence and sense of security associated with different modes of transport.
- 5.22.3 The policy links with CDP objective 11: To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being.

It is recommended that although the link to the Road Safety Partnership Strategy is key, the LTP could have a more descriptive policy such as:

“Measures to improve road safety and reduce casualties will be implemented in a prioritised way and all new schemes will be designed and constructed with road safety as a key consideration. The partnership approach to improving road safety through the Road Safety Partnership Strategy will be continued.”

Where it is possible to design essential road safety signage and layouts to complement sensitive or historic features or landscapes, it would be beneficial to do so. Where it is not essential for standard regimes of verge cutting to ensure road safety, less intensive regimes would be beneficial.

DCC Transport Planning Comments: Incorporated

5.23 Policy 21 Speed Management

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.

- 5.23.1 Reducing road speeds will have a number of social, economic and environmental benefits in relation to; reducing the number of road traffic accident casualties; removing safety concern barriers to active travel; reducing barriers to accessing services, facilities and employment; reducing impact to biodiversity and improving access to and enjoyment of the countryside for walkers, cyclists and horseriders. However, care will need to be taken to ensure that appropriate speed reduction measures are implemented to ensure that a

reduction in speed positively contributes to reducing congestion and greenhouse gas emissions. This policy relates equally to all parts of County Durham.

- 5.23.2 In terms of health impacts slower traffic is beneficial to health as it reduces the stress levels brought about by noise and anxiety about traffic. Slower traffic will also ensure that physical access to health and recreation facilities will not be compromised and will help to reduce barriers to active travel caused by road safety concerns. For example, parents not allowing their children to walk/cycle to school due to negative perceptions of road safety.
- 5.23.3 In terms of relationship between this policy and the County Durham Plan the need for speed reduction measures across the County may need to be considered alongside proposed housing and employment developments which will be outlined in the Development Allocations DPD.

It is recommended that an overall view of safety issues and how the transport network currently operates will need to be taken to ensure the correct type of speed reduction measure are introduced in the most appropriate locations. No change to policy wording is recommended.

5.24 Policy 22 Traffic Calming

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.

- 5.24.1 Responding to appropriate requests for traffic calming from communities will help to address problematic roads where speed and/or volumes are affecting local quality of life. Positive effects of the policy include:
- Improving access to facilities, services, employment and social networks, particularly important for children, older and more vulnerable residents and adults without the use of a car.
 - Reduction in accidents
 - Reduction in noise and traffic related anxieties
 - Reduced barriers to active travel and therefore reduced impact of vehicles on environmental receptors.
 - Potential improvements for road users in the countryside – walkers, cyclist and horse riders
- 5.24.2 However, traffic calming measures can impact on landscape/townscape and historic character depending on implementation. For example, an increase in road markings and signs could result in an urbanisation effect and may not reflect historic character, whereas traffic calming through better street design could contribute to regeneration schemes and improve the overall character of settlements. This policy applies equally to all parts of the County although measures may need to be varied to ensure suitability in urban and rural areas (avoidance of urbanisation in rural areas).
- 5.24.3 In terms of health impacts responding to appropriate requests for traffic calming from the community will be beneficial to health as it reduces the stress levels brought about by noise and anxiety about traffic. Slower/less traffic will also ensure that physical access to health and recreation facilities will not be compromised and will help to reduce barriers to active

travel caused by current road safety concerns. Traffic calming measures may also encourage increased participation in local social activities which can benefit mental wellbeing, particularly for older and more vulnerable members of the community.

- 5.24.4 In terms of relationship between this policy and the County Durham Plan the need for traffic calming measures across the County may need to be considered alongside proposed housing and employment developments which will be outlined in the Development Allocations DPD.

It is recommended that further positive benefits could be achieved by ensuring that Traffic Calming measures contribute to:

- Regeneration of deprived townscapes - For example, creation of focal centres i.e. town square in Chilton.
- Biodiversity - For example through use of soft landscaping measures, use of planters, trees etc to contribute to traffic calming.
- Landscape/Townscape/Historic environment – through consideration of better street design measures where appropriate as opposed to increasing highways signs, road marking and highways furniture.

Further consideration could also be given to the merging of policies 21 and 22 as they are self serving

DCC Transport Planning Comments: No text required in LTP3

5.25 Policy 23 Traffic Management

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.

- 5.25.1 This policy seeks to reduce congestion and minimise the impact of disruptions on the road network. This will have a significant positive impact on improving access to jobs and services (particularly at peak times); connectivity within the County and with the rest of the region; access to major towns; the movement of freight; and reducing air and noise pollution (particularly at congestion 'hotspots'), which will help to protect the quality and character of sensitive habitats, town/ landscape, and the historic environment. Moreover, minimised disruption on the roads will enable public transport to be as reliable and frequent as possible, as well as not extending journeys done by car – improving the 'journey experience' will encourage people to use the road network and public transport, which again helps access and reduces social exclusion.
- 5.25.2 However, the Network Management Plan (NMP) seeks to 'consider the needs of all road users', but it does not set out how it will ensure user safety. Reference is made to how the transport authority will manage unforeseen incidents, which include road traffic accidents, however, nothing is stated about what safety measures will be taken to minimise the number of accidents/ casualties on the road network. Public confidence in the safety of the road network is key to ensuring that it is capacity is used by all – including pedestrians, cyclists, and motorists. There is also no reference to reducing the impact of climate change

or establishing mitigation measure for climate change adaptation. In terms of the management of the road network, this seems a vital policy area to integrate. The main congestion hotspots are in the Central Durham delivery area and so the benefits of this policy are likely to be felt most in this part of the County. However, improvements to the efficiency of the road network will benefit the County as a whole.

- 5.25.3 In terms of health impacts the policy will improve accessibility by attempting to reduce congestion and minimising the impact of disruptions on the road network. Easy access to health care, sporting/ recreational facilities and socialising opportunities will help to improve physical and mental health. The NMP also seeks to reduce traffic congestion and ensure the efficiency of the road network. This in turn will help to improve air quality, and in particular at congestions hotspots, which will help to improve physical health.
- 5.25.4 In terms of the relationship between this policy and the County Durham Plan parts of the road network in County Durham, particularly those around Durham City, now operate at or above capacity. With new housing proposed for different parts of the County there may be difficulties in sustaining this pressure, along with base traffic growth, within capacity of the overall transport system. The effect of new development on traffic volume can be significant; and therefore it is advised that opportunities to improve the capacity of the transport system through the development process should be sought, taking into account carbon reduction requirements, the need to improve all modes and the need to encourage greater use of other modes than the private car.

It is recommended that:

- As drafted the policy is ambiguous in what it seeks to achieve. Suggest redrafting as follows: “The Network Management Duty will be carried out in accordance with the priorities identified by the Council's Network Management Plan in order to **improve** the capacity **and efficiency** of the road network”. The policy is concerned with ensuring that the road network has the flexibility and capacity to deal with not only daily traffic flow, but also planned (i.e. works, incidents, or events) and unexpected disruptions (i.e. accidents and extreme weather) so that there is an ‘expeditious movement of traffic’.
- More detail in the supporting text would be beneficial and provide a more robust policy context.
- The maintenance of the County’s road network is vital to this policy; therefore it is advised that there is a link to policy 17.

DCC Transport Planning Comments: Agreed

5.26 Policy 24 Powered Two Wheel Vehicles

The County Council will work with local motorcycling representatives to address motorcycle issues, particularly safety education issues, throughout the County. These issues will include:

- 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

inexpensive motorised transport mode. All options could be integrated with the delivery of motorcycle driver safety training. In terms of sub County variations rural areas of the County (West Durham) are used by motorcyclists for recreational trips. Priorities may have to be drawn up about the provision of parking facilities at different locations in relation to their use for recreational and utility journeys.

- 5.26.2 In terms of health impacts the main health issues are related to safety issues, and these are incorporated within the proposed interventions.
- 5.26.3 Policy 24 will compliment CDP objective 11: To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and wellbeing

It is recommended that the integration of motorcycle audits in new road schemes should be the priority for the LTP as part of an integrated approach to route development / management. Improved parking facilities where appropriate should be incorporated as part of town/ settlement improvements. Revenue expenditure on motorcyclist safety training and engaging with motorcycle groups would support safety improvements and enable future improvements to be identified. Motorcycle parking needs to be appropriate in location, design and scale to local surroundings ([link to policy 35](#))

DCC Transport Planning Comments: No amendment required

5.27 Policy 25 Attitude Change

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.

- 5.27.1 Policy on attitude change is important in light of need to reduce CO₂ emissions from transport and curb traffic growth. Positive outcomes highlighted above are dependent on attitudinal change policy being successful, and there is evidence that success tends to depend upon punitive measures (disincentives) being introduced in addition to campaigns, promotions and infrastructure provision. Different issues in different parts of the County may require a tailored approach. Links with the County Durham Plan and the development planned for different parts of the County as well as carbon reduction targets and traffic levels should be recognised and factored in to more local approaches to demand management and attitude change.
- 5.27.2 In terms of health impacts successful attitudinal change should result in benefits to health through more people walking and cycling for journeys of appropriate lengths.
- 5.27.3 Policy 25 needs to link with CDP objectives 7,11 and 16:
- To reduce the causes of climate change and support the transition to a low carbon economy by encouraging and enabling the use of low and zero carbon technologies and practices and ensure that new development is located, designed and constructed to minimise carbon emissions over its lifetime

- To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being
- To ensure that the location and layout of new development reduces the need to travel and can be easily and safely accessed by all members of community by all forms of transport to reduce carbon emissions and the impact of traffic on communities and the environment, and to minimise congestion

It is recommended that this policy would benefit from being linked to a policy on Demand Management (perhaps combined with it) to set out the approach to helping meet CO₂ reduction requirements and curbing of traffic growth / congestion. Different approaches to attitude change / demand management may be required locally, in different parts of the County (e.g. different main towns) and would benefit from being set out in an overall development strategy for County sub-areas. This may form part of the LTP, or perhaps be presented in one of the County Durham Plan Development Plan Documents.

DCC Transport Planning Comments: New policy on demand management included

5.28 Policy 26 New Road Infrastructure

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.

- 5.28.1 New road developments have a significant and long-term negative impact on the environment. It is vital that alternative options and combinations of options for delivering the intended objectives are examined before a road scheme is taken forward. Conversely, the manner and extent to which any given road scheme will contribute to meeting the intended objectives should be modelled, tested and proven, including an assessment of possible side effects of the scheme in terms of shifting a problem elsewhere, or putting it off temporarily. In terms of impacts of this policy on different areas of the County, different areas of the County face different levels of problems relating to accessibility and / or congestion where road schemes may be one of the possible solutions.
- 5.28.2 In terms of health impacts use of resources on road schemes substantially reduces the amount of capital available for other schemes, including those that would be of benefit to health. Benefits can be derived from the improvement in air quality in congested areas, but care is needed to ensure the problems are not merely shifted elsewhere in space or time.
- 5.28.3 Policy 26 will need to link with CDP objectives 11 and 16:
- To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being

- To ensure that the location and layout of new development reduces the need to travel and can be easily and safely accessed by all members of community by all forms of transport to reduce carbon emissions and the impact of traffic on communities and the environment, and to minimise congestion

It is recommended that road schemes should only be considered when all other options or combinations of options have been examined and found not to be capable of meeting intended objectives, and where road schemes can be proven to provide a long-term solution, without shifting the problem elsewhere in space or later in time.

Road schemes, if taken forward, should be implemented as part of an integrated transport strategy for an area including complementary measures which ensure improvements to cycling, walking, public transport and measures to reduce the need to / demand for travel, as well as mitigation measures which seek to avoid, or compensate for, impacts on the environment. Such strategies should be produced for sub-areas of the County as part of the County Durham Plan

DCC Transport Planning Comments: Agreed and is as stated in policy

5.29 Policy 27 Road Charging and Workplace Parking

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.

- 5.29.1 Road charging and workplace parking charges offer a potential way of managing demand for car travel, but can only really work as part of a package of measures which simultaneously improve access by modes other than the car. Durham City is the most obvious place in the County where such measures might be implemented as part of an approach to tackling congestion and demand for car-parking. Earlier studies have shown that the introduction of road charging would have a significant positive effect on the congestion problem, but it is considered that the negative impact on the local economy, by discouraging the high level of discretionary trips to the City, undermines the overall viability of this option.
- 5.29.2 In terms of health impacts reducing congestion by road and workplace parking charges could have a beneficial impact on health levels, as well as providing revenue which could potentially be used for schemes which benefit health levels. Planning not to implement these charges thus avoids the opportunity for deriving these health benefits.
- 5.29.3 The stance set by Policy 27 can be considered to be linked with and complementary to LDF Objective 1.
- To ensure County Durham improves the economic performance of its main towns by maximising their connectivity, improving their attractiveness as business locations, and investing in employment areas to address market failure

The policy not to introduce road or workplace parking charges avoids the conflict with and dissatisfaction of motorists who may see these as unfair taxes on their travel. However, these methods could perhaps play an important role if not viewed on their own, but as part of an integrated transport strategy for Durham City. It is recommended that such strategies should be modelled, with consideration of charging incorporated. The possibility of new roads being built around Durham City does not prevent the consideration of road-user charging on the new roads, or other roads in the area. There is a need for more modelling of all options and different combinations of options. If a workplace car parking levy were to be introduced, it would really need to be part of a regional approach in order that the competitiveness of an area to attract employment and retain employees is not undermined.

DCC Transport Planning Comments: Agree with comments but no further textual addition in LTP3

5.30 Policy 28 Public Parking

On-street and public parking will be managed in order to:

- 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.

- 5.30.1 The management of public parking supply is important to manage the amount of cars coming into an area, where they park, and also influence people's choice of travel mode. It needs to be implemented in combination with other measures – such as parking restrictions and workplace travel plans. A differential approach in different main towns in the County may be required, depending on local issues and priorities. Each town merits and integrated transport strategy as part of an overall strategy for the area. Links with the CDP Core Strategy are key to developing this.
- 5.30.2 In terms of health impacts the policy will help people access health services. It contributes to improved accessibility by cycle by ensuring sufficient cycle parking is provided. Otherwise, it caters for a gradual increase in car use and parking demand.
- 5.30.3 Policy 28 can be considered to be linked with and complementary to CDP Objective 1,6 and 11
- To ensure County Durham improves the economic performance of its main towns by maximising their connectivity, improving their attractiveness as business locations, and investing in employment areas to address market failure
 - To strengthen County Durham's role as a visitor/tourist destination, building on and adding to, the strength of existing attractions, townscapes and landscapes, encouraging the development of new visitor attractions and accommodation, particularly capitalising on the assets of Durham City as a destination.

- To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being.

It is recommended that the positive effects of the policy (in relation to access to services, safety and security and economy) could be maximised by including commitment to improving parking for all relevant modes at interchanges where integration of modes is important – for instance at bus stations, rail stations, park and ride sites, and key interchanges on the Transit 15 network.

Furthermore the text refers to having each main town having a “pre-determined limit on long-term and short-term car parking spaces”. These limits should be set in LTP3 or if not the LTP should refer to the strategy where the limits are set out. Related to the parking limits LTP3 should include a policy or refer to strategy which sets out how the growth in demand for parking in each main town will be managed. This may require an integrated transport strategy for sub areas of the County.

DCC Transport Planning Comments: Durham County Parking Strategy deals with all parking issues and limits. Not up to LTP3 to set limits

5.31 Policy 29 Active and Sustainable Travel

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.

- 5.31.1 School Travel Plans are the main tool used to promote active and sustainable school travel. The vast majority of schools have now introduced school travel plans. Cuts in central Government funding are likely to reduce the human resource available to the County Council to support the development and implementation of plans. School Travel Plans cover the whole County
- 5.31.2 In terms of health impacts, health issues are typically built into school travel plans, which can be used both to promote physical activity in the journey to school and provide a practical link with health awareness and education aspects into classroom teaching. Overall School Travel Plans contribute significantly to the promotion of health awareness and promotion of physical activity.
- 5.31.3 Policy 29 can be considered to be linked with and complementary to CDP Objective 7 and 11:
- To reduce the causes of climate change and support the transition to a low carbon economy by encouraging and enabling the use of low and zero carbon technologies and practises and ensure that new development is located, designed and constructed to minimise carbon emissions over its lifetime
 - To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being

It is recommended that the policy and/or the accompanying text should be amended to reflect the current situation due to changes in Government spending priorities, as well as the fact that most schools now have travel plans.

DCC Transport Planning Comments: No change needed as any policy does not need to reflect short term spending availability.

5.32 Policy 30 Workplace Travel Plans

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.

- 5.32.1 Workplace Travel Plans can be used as part of a wider approach to reducing traffic and tackling congestion. Generally they need to be supported by “carrot and stick” methods in order to achieve modal shift in the journey to work. This policy applies to all parts of County Durham as workplace travel plans cover the whole County. However, they tend to be more effective in areas which are already affected by traffic congestion.
- 5.32.2 In terms of health impacts, health issues are typically built into workplace travel plans, which can be used both to promote physical activity in the journey to work and provide a practical link with health awareness initiatives.
- 5.32.3 Policy 30 can be considered to be linked with and complementary to GDP Objective 7 and 11:
- To reduce the causes of climate change and support the transition to a low carbon economy by encouraging and enabling the use of low and zero carbon technologies and practises and ensure that new development is located, designed and constructed to minimise carbon emissions over its lifetime
 - To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being

As with policy 29 this policy has perhaps become outdated due to changes in Government spending priorities. The County Council’s ability to provide the level of support for workplace travel plan development and implementation implied in the policy may need to be re-assessed.

DCC Transport Planning Comments: Don’t agree – workplace travel plans will continue to be used as an effective traffic reduction measure.

5.33 Policy 31 Freight

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.

- 5.33.1 Managing the movement of HGVs in the County is important to reduce the impact they have on the environment and communities as well as to help maintain traffic flows on key routes. Increasing opportunities for rail freight transport has long-term benefits to the sustainability of freight movement and therefore the economy as a whole. It offers particular benefits for County Durham due to its rural nature and the amount of minerals transported from extraction and processing sites in the County. In terms of sub County variations rail freight opportunities mainly exist down the central corridor of the County where the East Coast Main Line and Leamside Line run, and Wear Valley where the Weardale Railway runs. Road freight affects large parts of the County due to the dispersed locations of industrial activity, the presence of the A1 and A19 trunk roads and the presence of quarrying in the more rural west of the County.
- 5.33.2 In terms of health impacts there are benefits to health to be derived from managing HGV movements and reducing them by increasing transfer of freight from road to rail. Cumulative impact of HGVs on particular communities in particular needs to be managed.
- 5.33.3 Policy 28 can be considered to be linked with and complementary to CDP Objective 7 and 17:
- To reduce the causes of climate change and support the transition to a low carbon economy by encouraging and enabling the use of low and zero carbon technologies and practises and ensure that new development is located, designed and constructed to minimise carbon emissions over its lifetime
 - To promote and facilitate the movement of freight on the rail network

No recommendations were made with regard to modifying this policy

5.34 Policy 32 Air quality

Improved air quality will be pursued through:

- 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.

- 5.34.1 Air quality from traffic is the most common reason for Local Authorities in the UK to declare Air Quality Management Areas and the reason for the imminent declaration of an AQMA in Durham City. Air quality problems need to be set in the context of new development planned in the County, and the impact this will have on existing problem areas, as well as new areas. It needs to be determined that measures planned to reduce air pollution in one location, on their own or in combination with new development proposed, will not simply transfer it to another. In terms of policy impact on sub County areas there are major implications for Durham City in the Central Durham area. Other areas currently experiencing congestion problems may become the focus of air quality management initiatives as development under the County Durham Plan comes forward.

- 5.34.2 In terms of health impacts this policy should contribute to addressing air quality where it is a problem and improving air quality generally. Poor air quality can impact on the respiratory health of residents, particularly those suffering from current conditions such as asthma.
- 5.34.3 Policy 32 can be considered to be linked with and complementary to CDP Objective 13:
- To protect and enhance the County's natural environment, including its landscapes, its biodiversity and geodiversity resource, and its air quality, soil and best agricultural land, water resources, water quality, and trees and woodland.

Given the content of other parts of the LTP and proposals in the draft County Durham Plan Core Strategy Issues and Options Document, the policy and accompanying text lacks information about the potential creation of new roadspace to reduce congestion and potentially improve air quality in Durham City. Air quality assessments are needed to demonstrate and evaluate the likely effects of potential measures to improve an area with air quality problems, including any side effects on other areas. It is recommended that an integrated transport strategy for sub-areas within the County would be valuable to set air quality management measures alongside other transport schemes and other types of development planned for the area.

DCC Transport Planning Comments: Integrated approach to addressing AQMAs will be taken and subject to detailed traffic and pollution modelling

5.35 Policy 33 Rural Areas

Reducing the need to travel in rural areas will be addressed by providing support to:

- Extending the Broadband Network.
- Overcoming transport challenges in bringing services and goods to people instead of people needing to travel to those services.

- 5.35.1 Reducing the need to travel has multiple benefits to many policy areas, including health, climate change, air quality, biodiversity, landscape, historic environment and economic development. It is achievable, to a major extent, through the location of development, which is the responsibility of the County Durham Plan. Remote areas can benefit most from good access to the internet, but tend to be the hardest areas to provide for. This policy is particularly relevant to the West Durham Policy Delivery Area
- 5.35.2 In terms of health impacts, Health is benefited through the better provision of information on health, via the internet, and the mental health benefits of easier access to services overall (bringing health services to residents).
- 5.35.3 Policy 33 can be considered to be linked with and complementary to CDP Objective 7, 11 and 12:
- To reduce the causes of climate change and support the transition to a low carbon economy by encouraging and enabling the use of low and zero carbon technologies and practices and ensure that new development is located, designed and constructed to minimise carbon emissions over its lifetime
 - To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being

- To support and encourage the diversification of the rural economy whilst ensuring that the countryside is protected from unnecessary development

The policy on reducing the need to travel in rural areas is valuable. However, A policy on demand management in general is recommended, setting out the links with the County Durham Plan and compiling the different measures which the LTP can direct, some of which will be included under other policies. The County Durham Plan needs to set out an overall strategy for sub-areas of the County in which reducing the need to travel is incorporated.

DCC Transport Planning Comments: Agreed, policy on demand management added

5.36 Policy 34 Electric Vehicles and Charging Points

The development of a market for electric vehicles in the County will be supported by:

- 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.

5.36.1 The wider use of electric vehicles can contribute to reducing emissions from individual vehicles which collectively can help reduce air pollution in an area. It also offers a way of reducing carbon emission from traffic, providing electricity production in the National Grid continues to increase its use of renewable sources for generation. In terms of impact of this policy on sub County areas this policy is particularly relevant to the main towns within each Policy Delivery Area.

5.36.2 In terms of health impacts, health should be benefited through the reduction of vehicular emissions in the longer term.

5.36.3 Policy 34 can be considered to be linked with and complementary to CDP objective 7, and 13:

- To reduce the causes of climate change and support the transition to a low carbon economy by encouraging and enabling the use of low and zero carbon technologies and practices and ensure that new development is located, designed and constructed to minimise carbon emissions over its lifetime
- To protect and enhance the County's natural environment, including its landscapes, its biodiversity and geodiversity resource, and its air quality, soil and best agricultural land, water resources, water quality, and trees and woodland

This policy encourages early adoption of electric vehicles which would have multiple benefits. Extent and timescales set in policy are reasonable. It is recommended that a review of policy after 5 years is undertaken to assess whether extent should be widened and / or free parking for electric vehicles ceased. Careful selection and design of charging sites so as not to adversely affect heritage assets or historic townscapes is recommended.

DCC Transport Planning Comments: No text changes required in LTP3.

5.37 Policy 35 Natural and Historic Environment

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.

- 5.37.1 This policy is needed, but it needs to be clearer in its coverage of the natural and historic environment. The policy applies equally to all parts of the County.
- 5.37.2 In terms of health impacts indirect benefits to health can be gained through conservation and enhancement of an attractive and healthy environment with quality green spaces offering opportunities for informal outdoor recreation.
- 5.37.3 Policy 35 can be considered to be linked with and complementary to CDP Objective 7, and 13:
- To protect and enhance the County's natural environment, including its landscapes, its biodiversity and geodiversity resource, and its air quality, soil and best agricultural land, water resources, water quality, and trees and woodland

It is recommended that the policy is amended to: "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"

DCC Transport Planning Comments: Agreed and additional paragraph included to ensure screening of emerging project proposals under Habitat Regulations 2010

5.38 Links between Policies

- 5.38.1 During the SEA process it was recognised as a matter of course that a number of policies correlate with one another. The linkages identified between the policies are outlined in Appendix F. The policies found to have the most links with other policies and are therefore more reliant on other policies for their successful delivery include policy 9 Community Transport, policy 11 Transport interchange and policy 14 Walking.

5.39 Links between key issues and LTP3 Policies

- 5.39.1 As mentioned in section 3.9 a further exercise was undertaken to cross check LTP3 key issues with the draft policies in recognition that both key issues and policies will be utilised to justify projects and schemes delivered on the ground. A table is included in Appendix G which identifies which policies would help address the key issues and conversely which policies are affected by the key issues. In undertaking this exercise it was recognised that policies exist in relation to young people and children, less able disadvantaged and older people and freight but LTP3 does not include key issues relating directly to these subjects areas. It is therefore recommended that the issues surrounding young people and children, less able, disadvantaged and older people and freight in County Durham are recognised as key issues. This will help to strengthen the justification for spend toward these issues in the Capital Programme and will contribute toward a number of SEA objectives.

5.39.2 It was also further noted that the proximity of development to the key public transport corridor was highlighted as a key issue. This issue should be addressed by the County Durham Plan and not LTP3

5.40 Cumulative effects of Policies

5.40.1 Whilst the impacts of the individual policies have been identified, it is important to assess the cumulative impact of the policies to determine whether there are any policies that alone have insignificant effects but in combination with other policies generate significant positive or negative effects; or where several individual effects have a combined effect against social, economic and environmental receptors.

5.40.2 In order to record the cumulative effects of the policies it was first necessary to produce a table that summarises the effects of each policy against the SEA objectives. This table can be located in Appendix G. In determining cumulative effects the existing and future trends identified in the baseline were also considered.

5.40.3 The cumulative effects and their causes as well as measures which seek to avoid, mitigate or compensate for adverse impacts are detailed in table 10:

Table 10: Cumulative effects of Policies

| Cumulative Effect | Existing trend | Future trend | Affected Receptor | Causes | Possible Mitigation Measure |
|-----------------------------------|----------------|--------------|---|---|---|
| Access to services and facilities | | | -Local communities | Policies will improve access to public transport services and suitable alternatives particularly for the elderly and those who are mobility impaired | None required – but need to ensure that the wider community is involved in decisions regarding local transport services |
| Health | | | -Local communities | The majority of policies will help to improve access to health and recreation services and will encourage active travel. Indirect benefits can also be gained from policies which reduce noise and help to improve air quality. | Need to ensure that any new road infrastructure constructed incorporates walking/cycling routes and that impacts to health through noise and levels of air quality is considered |
| Increase in private car use | | | -Local communities -Local character and distinctiveness -Biodiversity -Air, water and soil resources | Despite policies addressing sustainable transport modes and attitude change the policies regarding New Road Infrastructure and Public Parking will cater for increased road trips by car and road freight and will | Only consider road schemes when all other options or combinations of options have been examined and found not to be capable of meeting intended objectives, and where road schemes can be proven to provide a |

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|------------------|--|--|-----------|---|--|
| | | | | <p>promote a certain amount of car use by supplying parking space, catering for an increase in car use and demand for parking</p> | <p>long-term solution, without shifting the problem elsewhere in space or later in time.</p> <p>Road schemes, if taken forward, should be implemented as part of an integrated transport strategy for an area including complementary measures which ensure improvements to cycling, walking, public transport and measures to reduce the need to / demand for travel, as well as mitigation measures which seek to avoid, or compensate for, impacts on the environment. Also need to consider disincentives to car travel along with provision of new road infrastructure.</p> <p>LTP3 to carefully set limits for each main town as to the number of new parking spaces to be created. New parking spaces to be combined with cycle parking infrastructure.</p> |
| Carbon Emissions | | | Worldwide | <p>Despite policies addressing sustainable transport modes and attitude change the policies regarding New Road Infrastructure and Public Parking will cater for increased road trips by car and road freight and will promote a certain amount of car use by supplying parking space, catering for an increase in car use and demand for parking. Policy 23 Network Management seeks to manage flow of traffic but not reduce</p> | <p>Measures as above re new roads and parking.</p> <p>LTP3 needs to adopt carbon reduction transport targets</p> |

| | | | | | |
|----------------------------------|--|--|---|---|--|
| | | | | actual number of trips and Policy 12 Climate Change and Carbon emissions does not set quantified carbon reduction targets. Impact of which may not lead to a reduction in carbon emissions – reduced effect | |
| Adaptation to Climate Change | | | Localised impacts to communities, environmental receptors and the economy | Most policies did not have any significant effects in relation to adaptation. However, policies relating to Network Management only make provision for winter weather and not other effects and the Climate Change and Carbon emissions policy does not address ability of new infrastructure to withstand weather extremes. Policies relating to New Infrastructure and Public Parking will increase areas of hardstanding, run off and therefore increase flood risk. | <p>Policies on Network Management and Climate Change to be strengthened as recommended.</p> <p>Sustainable Drainage Systems to be incorporated alongside potential new road infrastructure/parking areas. Increase green infrastructure.</p> |
| Habitat loss/species disturbance | | | Biodiversity | Re-opening of the Leamside rail line could impact on designated wildlife sites (air quality/noise) including Thrislington SAC. Policies on new road infrastructure will also increase noise and habitat disturbance and will result in habitat loss and fragmentation | <p>Priority should be to avoid adverse impacts. If not possible then mitigation should be considered. Only after that should compensation for unavoidable losses be considered.</p> <p>Full ecological surveys to be undertaken to assess effect of re-opening line and appropriate action to be taken to protect priority species and habitats</p> <p>New road infrastructure to be considered only when all other options or combinations of options have been</p> |

| | | | | | |
|---|--|--|---|---|---|
| | | | | | <p>examined and found not to be capable of meeting intended objectives. Infrastructure to avoid sensitive habitats/designated sites. Construction will result in the permanent loss of habitat which should be compensated for elsewhere in the County. Measures should be taken to protect priority habitats and species identified</p> |
| Deterioration of landscape character and historic environment | | | <p>-Local character and distinctiveness -Historic environment</p> | <p>Road safety signage and layouts tend to have an adverse effect on landscape/townscape and heritage setting. New road infrastructure will also have negative effects due to land take involved.</p> | <p>Where possible, design of road safety measures should be in keeping with locality and better street design (which can improve landscape/townscape) should be considered initially in preference to further signage, road markings etc.</p> <p>New road infrastructure to be considered only when all other options or combinations of options have been examined and found not to be capable of meeting intended objectives. Infrastructure to avoid sensitive landscapes - for example areas of high landscape value, North Pennines AONB, Durham Heritage Coast - and avoid impact on setting of the World Heritage Site and other nationally and locally important heritage assets, including built and non-built heritage.</p> |

5.41 Assessment of LTP3 Potential Interventions

- 5.41.1 An initial set of interventions were supplied for assessment in July 2010. The assessment of the potential interventions is outlined in Appendix H. As discussed in section 3.10 the interventions were linked to the draft policies in recognition that the policies will help to

justify spend on measures in the future despite the lack of linkage as a result of the LTP3 process. The assessment of the draft interventions is discussed under each of the related policy areas below.

5.42 Young People and Children Interventions

- 5.42.1 No interventions were suggested against policy 1. However, in recognition that it was recommended that this policy be amended to ensure that improvements to the transport system will always take into account that it should be safe, attractive and straightforward as possible for young people and children to use then interventions suggested under speed management could be linked to this policy. In section 5.39 it was recommended that the LTP3 recognises the transport needs of young people and children as a key issue. As a result a mechanism to attain the views and understand the transport needs of young people and children in the County is essential to delivering this policy. Capital and revenue can then be directed in part toward priority issues for young people and children which could include for example improvements to walking and cycling networks, bus travel, affordability and public transport information

5.43 Less able, Disadvantaged and Older People Interventions

- 5.43.1 Five interventions were linked to this policy. These included: a) financial support to community transport for bus replacement, b) Drop kerbs, refuges in road, raised bus platforms, low floor bus promotion, ramps, c) Improve transport information, d) extend real-time coverage, e) Ensure Disability and Discrimination Act compliance.
- 5.43.2 All interventions will improve access to services facilities and employment for all. Option b – Drop kerbs, refuges in road, raised bus stop platforms, low floor bus promotion and ramps are measures to deliver Option e – Ensure DDA compliance. All options will also contribute to promoting sustainable transport options, reducing private car related greenhouse gas emissions and impacts to air, water and soil.
- 5.43.3 Option a – Community transport may be particularly important for improving access to services and facilities in rural parts of the County where provision of public transport services may be inadequate. Option b and e may encourage walking and public transport use particularly for the elderly, disabled or those with children and may help to reduce risk related to trips and falls. These options may improve access to heritage and cultural assets although consideration will need to be given to the access improvement measure and whether this would affect the integrity of for example listed buildings. Compliance with the DDA is statutory and should be implemented as a matter of course. Options c and d should help to encourage public transport patronage.
- 5.43.4 In terms of sub county variations, option a – provision of community transport may help to alleviate deficiencies in public transport provision in West Durham.
- 5.43.5 In terms of health impacts, Options a and b/e will be particularly key to alleviating barriers to access to health and recreation services.
- 5.43.6 Policy 2 interventions will compliment CDP objective 11 – To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and wellbeing. Policy 2 interventions will also contribute to emerging CDP policy on climate change

mitigation in terms of supporting use of sustainable transport. Policy 2 interventions may also help to facilitate emerging policy on Minimising the Need to travel by car.

- 5.43.7 It is recommended that a combination of all five interventions would have the most beneficial effects in terms of removing barriers to accessibility and encouraging sustainable transport modes. However, given that delivery of all interventions may not be financially viable it is recommended that measures to ensure compliance with the Disability and Discrimination Act are undertaken as non-compliance is not a realistic alternative. Following this provision of community transport would be the next most beneficial intervention in terms of removing barriers to accessibility, particularly in rural areas. Options around improving transport information and extending real time coverage scored similarly.

5.44 Corridor Improvements Interventions

- 5.44.1 No interventions were suggested against policy 3. Interventions against this policy would not be applicable as the policy is required to recommend the preferred method for undertaking future transport works.

5.45 Cross Boundary Connections Interventions

- 5.45.1 No interventions were suggested against policy 4. However, the supporting text to this policy states that as a consequence of national and regional strategies the residents of County Durham may make more regular trips to either of the two city regions. As few as possible of these trips should be undertaken by private car so a range of more sustainable travel options must be available. The public should be encouraged, by whatever means are available, to use public transport rather than depend upon driving into the city regions. It is therefore essential that public transport links into Tyne and Wear and the Tees Valley from within the County are maintained and enhanced as part of the rejuvenation processes for the two city regions. In the rural west of the County the extent and provision of public transport is unavoidably reduced and the private car has to be more relied upon for access. However improvements to the heritage rail line between Darlington and Bishop Auckland and on to Eastgate could contribute to enhanced cross boundary connections.
- 5.45.2 It is recommended that interventions that consider improvements to cross boundary public transport links are considered.

5.46 Bus Travel Interventions

- 5.46.1 Three interventions were linked to this policy largely relating to improving bus priority. The interventions included a) Increase the number of bus lanes along main transport corridors, b) Increase the number of bus lanes on approaches to town centres, c) Increase the number of bus lanes on both in a balanced approach.
- 5.46.2 Provision of bus lanes can help to alleviate congestion if they encourage modal change from car to bus on congested routes due to comparative speed of journey. However, they can increase congestion / journey times for other modes if road-space is reduced for them in order to provide priority.
- 5.46.3 Increasing the number of bus lanes along main transport corridors is unlikely to benefit bus journey times to as great a degree as increasing the number of bus lanes on approaches to town centres where traffic volumes are more likely to be more significant. As a result,

assuming that sustainable travel choice is influenced in part by journey time option a is not as likely to increase bus patronage as option b. However, there could be some benefits to encouraging sustainable travel if bus lanes along main transport corridors could also be utilised by cyclists. Increasing bus lanes on main corridor routes may actually cause congestion as it is unlikely that main corridor routes would be widened to accommodate new bus lanes due to associated cost. Provision of bus lanes on approaches to town centres is most likely to benefit bus journey times due to associated traffic volumes at these points and encourage bus patronage and possibly cycling if bus lanes have a dual use. An increase in bus patronage would have beneficial environmental effects in terms of reducing greenhouse gas emissions and impacts to air, water and soil.

- 5.46.4 Increasing the number of bus lanes on both main transport corridors and approaches to town centres in a balanced approach may have beneficial effects if the balanced approach is to consider main corridor routes only where they are as congested as approaches to the town centre and bus lanes would serve to encourage greater bus patronage. The interventions apply equally to all parts of County Durham.
- 5.46.5 In terms of health impacts there is potential for beneficial health impacts if bus lanes can be utilised by cyclists too.
- 5.46.6 It is recommended that of the interventions, option c should be prioritised as it is likely to have the greatest impact on encouraging bus patronage and contributing to reducing congestion. Main corridor routes should only be considered if they are as congested as approaches to town centres. Consideration of whether bus lanes should also be utilised by cyclists and motorcyclists should be given and other alternatives could also be considered to ensure the free flow of buses as stated in supporting text i.e. Bus gates, Junction layouts & traffic signalling systems favouring buses, Parking controls along bus routes and enforcement of these, Road layouts designed to facilitate bus movement.
- 5.46.7 Policy 5, option c will compliment LDF objective 1 - To ensure County Durham improves the economic performance of its main towns by maximising their connectivity, improving their attractiveness as business locations and investing in employment areas to address market failure. Policy 5, option c will also contribute to emerging CDP policy on climate change mitigation in terms of supporting use of sustainable transport. Policy 2 interventions may also help to facilitate emerging policy on Minimising the Need to travel by car and Leisure and Tourism in Durham City and Locality.

5.47 Public Transport Information Interventions

- 5.47.1 No interventions were supplied against policy 6. However, the intervention 'Extend real-time coverage' was supplied against policy 2 so could reasonably be attributed to policy 6. Further to this it is recommended that the different methods of supplying information could be suggested as interventions. For example, internet, SMS messaging, call centres etc.

5.48 Bus Partnership Interventions

- 5.48.1 Two interventions were supplied against policy 7. These included a) develop partnerships with main bus operators and b) develop partnerships with main bus operators and smaller operators.

- 5.48.2 Developing partnerships with main bus operators will contribute to increasing bus patronage and reducing congestion in predominantly urban areas where main operators tend to serve. This partnership should maximise efforts to reduce congestion and improve air quality where it is a problem in the County. The partnership should also improve accessibility to the County's major towns. However, having a partnership with main operators only will not maximise efforts to improve services and increase patronage in rural areas which are predominantly served by smaller operators. As a result option b would maximise social exclusion and would go further to reduce greenhouse gas emission which tend to be higher in rural parts of the County due to remote properties off the gas network and dependence on private car use to get around.
- 5.48.3 In terms of health impacts, developing partnerships with main bus operators and smaller operators will maximise efforts to increase patronage and reduce congestion. Reduced congestion should improve air quality where it is a problem (mainly around urban areas covered by main operators) and will help to maintain air quality generally in rural areas (generally served by smaller operators). Improvements to air quality should be beneficial to respiratory health. Developing partnerships may also help to improve access to health and recreation facilities.
- 5.48.4 It is recommended that a bus partnership with main operators and smaller operators should be established (option b). A process for the community to feed its views into the workings of the partnership and to link with other related partnerships should be established if not already and the partnership should consider how to respond to the impact of climate change on services and infrastructure.
- 5.48.5 In terms of links with the CDP Policy 7 option b will compliment CDP objective 1 and objective 11. Policy 7 option b will also contribute to emerging CDP policy on climate change mitigation in terms of supporting use of sustainable transport. Policy 7 option b may also help to facilitate emerging policy on Minimising the Need to travel by car in terms of facilitating necessary bus infrastructure. Bus service improvements may become increasingly important as development increases and puts pressure on the capacity of existing transport corridors

5.49 Passenger Rail Interventions

- 5.49.1 Six interventions were supplied against policy 8. These included: a) provide new station on Durham Coast line to full specification, b) provide new station on Durham Coast line to minimal specification, c) Improve Bishop Auckland station, d) Improve station and link directly to Weardale Railway temporary rail halt, e) Improve track alignment to connect Weardale Railway directly to Bishop Auckland Station, f) Support reopening of Leamside line.
- 5.49.2 Provision of a new station on the Durham Coast line to full specification will ensure that maximum benefits are recognised in terms of encouraging visitors to stop and explore the coastline and associated towns. Provision of a new station to minimum specification may not encourage as many visitors to stop and therefore gain the maximum associated benefits in terms of health and recreation, access to heritage and biodiversity and economic spend that will help to regenerate coastal towns.
- 5.49.3 Improving Bishop Auckland station is likely to enhance access to rail services particularly for the elderly/disabled and /or mobility impaired. Improvements could help to reduce fear

of crime on public transport and support regeneration of Bishop Auckland generally. Improvements could also encourage greater patronage which will have beneficial environmental effects.

- 5.49.4 Improving Bishop Auckland station and linking directly to the Weardale Rail halt will have all the associated benefits as mentioned above in terms of station improvements and should also improve ease of access to services operated on the Weardale Rail line. Improved access to services on the Weardale Rail line may help to encourage access to the countryside and associated benefits and may help to support rural economies.
- 5.49.5 Improving the track alignment to ensure that the Weardale Rail line trains can physically stop at Bishop Auckland platform will improve ease of access to services operated on the Weardale Rail line and the associated benefits of this. However, this option may be at the expense of financially being able to undertake the improvements to Bishop Auckland station.
- 5.49.6 Re-opening of the Leamside line will be beneficial particularly for supporting the movement of freight and reducing congestion on the A1 trunk road. However, issues regarding safety of communities, noise and potential impacts to heritage and biodiversity would need to be addressed. Furthermore, this option may encourage a greater level of out commuting to Teesside and Gateshead whereas other rail options suggested would help to promote the County as a destination.
- 5.49.7 In terms of sub County variations, options a and b will improve access to and enjoyment of Durham's Heritage coastline in North and East Durham. Option c will contribute to the regeneration of Bishop Auckland in South Durham and options d and e may increase visitor numbers to Weardale in West Durham.
- 5.49.8 In terms of health impacts provision of a new station on the Durham coast to maximum specification will encourage greater access to the coastline and associated recreational benefits. This option is likely to have greater health benefits than other options as this part of County Durham has the greatest level of health inequalities. Improvements to links between Bishop Auckland station and the Weardale Rail line may encourage greater access to the countryside and associated recreational amenity. Mitigation measures may be required if the Leamside line is to be re-opened to reduce impacts of noise on the health and wellbeing of communities.
- 5.49.9 It is recommended, if money were not option that LTP3 delivers a new station on Durham Coast to full specification, delivers improvements to Bishop Auckland Station and improvements to track alignment to ensure that people can alight on and off the Weardale Rail line services onto Bishop Auckland platform (this may enhance ease of access further than providing a walkway to the temporary halt). The LTP3 should also strongly support the re-opening of the Leamside line if negative effects can be mitigated. However, it is recognised that this option does not have any direct financial implications.
- 5.49.10 However, as finance is limited it is recommended that money could be saved through prioritising option d: Improve Bishop Auckland station and link directly to Weardale Railway temporary rail halt over option e. Option d is likely to deliver the same level of benefits against SEA objectives as option e.

5.49.11 Policy 8 interventions will compliment CDP objectives 1, 6, 11 and 17. Policy 8 interventions will contribute to emerging CDP policy on climate change mitigation in terms of supporting use of sustainable transport. Policy 8 interventions may also help to facilitate emerging policy on Minimising the Need to travel by car in terms of facilitating necessary rail infrastructure. The policy will also contribute to the aim of the CDP to reduce congestion and support freight transport.

5.50 Community Transport Interventions

5.50.1 Three interventions were supplied against policy 9. These included: a) fund replacement of existing or provision of extra buses to existing Community Transport organisations, b) only support operators in sourcing their own funding, c) support operators with advice on revenue management.

5.50.2 The interventions were not tested against the SEA objectives because they all seek to provide support to community transport, and so have the same impacts and multi-benefits from what is outlined in the assessment of policy 9. Ideally it would be most beneficial to take forward all the above interventions as this approach would provide comprehensive support to community transport and the most benefit to the most people. However, considering current budgetary constraints, it is advised that Option a should be prioritised as it is the only real way that LTP3 can add significant value. This is because there are other sources of funding and non-financial support that is, and will continue to be, provided by other County Council Departments and external agencies. Interventions b & c, which are similar in their impact, are arguably options that LTP funding cannot be used for and are already being met by other parts of the Council and/ or external agencies.

5.50.3 In particular the Council and agencies provide vital non-financial support to community transport. For example, there is the 'access bus' (operated by DCC as part of social care services) which runs regular scheduled services taking older people and people with disabilities to day care centres across the County. These buses are then also used during 'out of hours' to take people to do food shopping or on trips out to leisure venues. There is also a hospital bus service in East Durham (PCT-funded with logistics managed by DCC), which is currently a pilot but is due to be rolled out in other areas of the County, that provides people access to health care facilities that could not otherwise get there via bus (and do not require an ambulance).

5.50.4 It is likely therefore that most of the aims of policy 9 will be met outwith the remit of LTP funding.

5.51 Taxis Interventions

5.51.1 Two interventions were supplied against policy 10. These included: a) work to establish Taxi Working Groups and Quality Taxi Partnerships in main towns, b) Work to establish Taxi Working Groups and Quality Taxi Partnerships with all operators.

5.51.2 The interventions were not tested against the SEA objectives because they have been defined by levels of process as opposed to different delivery options, and so do not have any further or different impacts compared to the overall policy. The potential impacts will remain the same whichever intervention is taken forward.

- 5.51.3 The approach taken as regards this policy will be dependent on budgetary constraints as opposed to any potential impact from the delivery of the scheme, and therefore will be irrelevant to the decision-making process on the above options. However, ideally it would be beneficial to establish TWGs and partnerships with all operators as this would ensure that positive impacts would be maximised. Where possible it would also be beneficial for a process for the community to feed its views into the workings of the partnership to be established and with the partnership considering how to ensure that a quality of service is maintained and residents' needs are met. However, taking budgetary constraints into consideration it is recommended that a decision is made on the basis of cost-effectiveness.
- 5.51.4 Taxis are commercial operations and therefore potentially need less support from the Council compared to some other public transport services – i.e. community transport. It is therefore recommended that, if necessary due to budgets, community transport is prioritised above such services as it provides vital support to arguably a broader cross-section of residents and yet still has significant positive impacts. Both services are important, particularly in more rural locations, but it is likely that community transport will require more support (not purely financial) from the County Council to maintain a satisfactory level of service.

5.52 Transport Interchange Interventions

- 5.52.1 No interventions were supplied against policy 11. However, interventions could have been supplied surrounding which bus stations, railway stations and park and ride sites require interchange improvements.

5.53 Climate Change and Carbon Emissions Interventions

- 5.53.1 No interventions were supplied against policy 12 as interventions may be suggested as part of Durham County Council's Carbon Reduction Strategy. However, the strategy for transport within this plan has not yet been completed and a number of interventions were suggested against other policies which could reasonably be linked to this policy. These include:
- Support reopening of Leamside Line
 - Promote realistic alternatives to the private car-public transport, walking and cycling
 - Introduce workplace parking charges using the revenue on public transport improvements
 - Encouragement of alternatives to the car for all regular trips
 - Encouragement of alternatives to the car for primarily regular shorter trips
 - Improve bus travel
 - Improve walking and cycle provision
 - Development of travel plans
 - Provide electric charging points
- 5.53.2 Other interventions which could be considered as part of efforts to reduce/absorb carbon emissions include; increasing green infrastructure along transport corridors, altering street lighting schedules where safe to do so, sustainable travel campaigns and promotions. These interventions need to be considered as part of LTP3 and could be included in the Carbon Reduction Strategy.

5.54 Noise Interventions

- 5.54.1 Four interventions were supplied against policy 13. These included: a) promote realistic alternatives to the private car-public transport, walking and cycling, b) Make the cost of all day parking a discouragement to use of the car, c) Introduce workplace parking charges using the revenue on public transport improvements, d) Noise barriers
- 5.54.2 Options a, b and c are options that would help to prevent the occurrence of noise whereas option d is a reactive measure to problem areas or to areas where an increase in noise will be inevitable due to new infrastructure for example. Options b and c could be viewed as methods to help facilitate the delivery of option a: To promote realistic alternatives to the private car, public transport, walking and cycling.
- 5.54.3 Option a scored most positively overall against social, economic and environmental objectives although little detail is provided as to what measures will be implemented to ensure that public transport, walking and cycling do become viable alternatives to the car across County Durham? Furthermore, as this option is focused on reducing noise as an outcome it is also anticipated that the option may be limited to predominantly urban areas where noise levels are more likely to be a greater issue.
- 5.54.4 Option b provides a disincentive to all day parking which may encourage a small shift to other transport modes but has a number of negative outcomes. The option may hinder further access to services for residents living in rural parts of the County where there is often no viable alternative for journeys than by private car and where due to distance travelled rural residents are more likely to combine trip purposes and require longer parking times. The option is also likely to have negative economic effects as increased cost of all day parking could discourage visitor trips to the County's towns and may impact on the vitality, viability and regeneration efforts of smaller towns. The Durham County Transport Infrastructure Fund Study 2008 indicates that the majority of trips into Durham city are discretionary, therefore increasing the cost of all day parking may discourage visits to the City centre and associated economic spend in favour of other regional conurbations. This could also have knock on negative effects on heritage which may be reliant on visitors to contribute to upkeep and maintenance.
- 5.54.5 Option c provides a disincentive to private car use for employed persons whilst using revenue from workplace parking charges to incentives public transport use through improvements. This option may help to reduce congestion during peak periods (and therefore noise at noisiest parts of the day) and may encourage uptake of sustainable travel modes depending on what improvements are made to public transport services. The Durham City Transport Infrastructure Study 2008 indicates that only reducing fares will affect any appreciable mode shift to public transport. Therefore, the effect of this option depends on what improvement measures are implemented.
- 5.54.6 Noise barriers as outlined in option d will have no impact on reducing levels of traffic but will help to reduce noise from traffic where it is a problem and should be implemented alongside new infrastructure or during highways improvements where necessary.
- 5.54.7 In terms of sub County variations, West Durham may be impacted upon by the interventions. The interventions suggested may not focus on rural areas due to noise levels predominantly being a current issue of more urban/built up areas and the focus of new development is toward urban areas. Care will need to be taken that measures to disincentivise private car use do not discriminate against rural residents.

- 5.54.8 In terms of health impacts, option a, should help to increase walking and cycling activity which should benefit health. Reduced traffic levels should also help to reduce noise and improve air quality which can impact on health and overall wellbeing. Option b may encourage healthy travel and help to reduce traffic in predominantly urban areas if cost increase is significant. As for option a, reduced traffic will help to reduce noise and improve air quality which can impact on health and wellbeing. However, this option may discourage access to health and recreational facilities for those living in rural parts of the County where private car use is often the only viable transport option and trips to urban conurbations are more likely to be full day trips due to distances involved in accessing locations such as Durham City. Option c may encourage a small increase in active travel and could reduce noise levels from peak period traffic flows. Health benefits could be gained if improvements to public transport included reducing the noise of bus fleets. (After heavy goods vehicles, buses have the highest noise emissions in traffic – renewing fleets can reduce noise). Finally, incorporating noise barriers in problem areas will help to ensure noise levels from transport are kept to acceptable levels reducing impact on health and wellbeing.
- 5.54.9 It is recommended that a combination of options will be required to help combat noise from traffic. The priority should be in the first instance to reduce traffic and reasonable measures to meet the requirements of option a should be sought and implemented. Of the potential options to reduce traffic (and therefore associated noise) extreme care will need to be taken with option b to ensure that pricing provides enough of a step change in favour of other modes (for example increased use of Park and Ride) without discouraging day trips and economic spend. Mitigation measures would also need to be put in place to ensure that rural residents are not discriminated against by this option as without vast improvements to public transport the car will continue to be for most the only viable method of transport.
- 5.54.10 Workplace parking charging could be initiated but is unlikely to have any affect unless the improvements to public transport include a reduction in fare – for example, free or drastically subsidised fares on the park and ride system during peak periods. This option could also be discriminatory to residents living in rural parts of the County if improvements to public transport do not include improvements to service etc to rural area.
- 5.54.11 Option d should be implemented as a matter of course when considering new road infrastructure or highways improvements in areas where noise is or is likely to be a problem. However, as option d is very much a reactive option it should be combined with reasonable preventative measures as promoted by option a and suggested by option c. Noise barriers will also need to be of a scale and design to ensure that their visual impact does not detract from the landscape/townscape or historic environment.
- 5.54.12 It is further recommended that other options are considered which would help to address noise but may not necessarily reduce traffic growth. These could include encouraging use of electric vehicles, renewing older, noisier bus fleets and maintaining the quality of road surfaces and reducing speed (Links to options within Policy 21 Speed Management)
- 5.54.13 There are no specific policy links with the County Durham Plan. However, it is anticipated that managing noise will be an increasingly important issue given the proposed level of new housing and business development by the CDP and associated growth in traffic volumes. The CDP will also have a role to play in addressing noise to achieve sustainable communities with a good quality of life. The CDP and LTP3 will need to work together to

ensure that noise is reduced through the design and location of development/infrastructure and through specific transport measures.

5.55 Walking Interventions

- 5.55.1 No interventions were supplied against policy 14 as measures for improvements to the urban and rural walking environment are contained with County Durham's Rights of Way Improvement Plan.

5.56 Cycling Interventions

- 5.56.1 No interventions were supplied against policy 15 as measures for improvements to cycling infrastructure etc are contained with County Durham's Interim Cycling Strategy 2009-2011

5.57 Security Interventions

- 5.57.1 No interventions were supplied against policy 16. However, measures to enhance sense of security such as soft landscaping, design of new infrastructure, and appropriate lighting could have been suggested as possible measures for prioritisation.

5.58 Highway Maintenance Interventions

- 5.58.1 No interventions were supplied against policy 17. However, given the backlog of under spend on highway maintenance in the County interventions relating to whether LTP3 revenue should be utilised to prioritise highways maintenance over other areas of revenue spend could have been considered. Further to this, interventions regarding whether a proactive or reactive approach to highways maintenance and certain road classes could have been considered. The ability of the highways network to adapt to extreme weather events should also be considered as an intervention measures as part of routine highway maintenance.

5.59 Bridge Maintenance Interventions

- 5.59.1 No interventions were supplied against policy 18. However, the way bridge maintenance is prioritised in works programmes could have usefully been assessed in the absence of a completed Transport Asset Management Plan and associated Life Cycle Studies. Assessment would help to ensure that the order of prioritisation currently utilised affords the best spend of revenue against social, economic and environmental (SEA) objectives. The ability of bridges to adapt to climate change should also be considered as an intervention measure as part of routine maintenance and strengthening.

5.60 Street Lighting Interventions

- 5.60.1 No interventions were supplied against policy 19. However, it was recognised that the street lighting policy document which policy 19 is based upon is primarily concerned with lighting of highways and may not sufficiently address reducing fear of crime related to use of walkways, cycleways and public transport. As a result, interventions relating to whether street lighting should just be primarily focused on lighting highway areas or should be focused upon highway areas and other areas of public use could be considered. Interventions that consider how to ensure lighting infrastructure becomes more energy

efficient in County Durham could also be considered. For example, type of lights, switching lights off, monitoring control systems etc.

5.61 Road Safety Interventions

- 5.61.1 No interventions were supplied against policy 20 as measures are included within the implementation plan of the draft County Durham and Darlington Road Safety Partnership Strategy 2009 and the Casualty Reduction Strategy.

5.62 Speed Management Interventions

- 5.62.1 Two interventions were considered against policy 21. These included a) Introduce 20mph zones and other measures in all local communities and b) Introduce 20mph zones and other measures in appropriate local communities.
- 5.62.2 Option a – Introducing 20mph zones and other measures in all local communities will have positive effects in relation to improving access to services, reducing pedestrian/cyclist deaths, encouraging active travel and reducing fears and anxieties related to traffic speeds. However, there is a danger that the indiscriminate introduction of 20mph zones may cause driver complacency in the mid to long term and may not sustain reduced traffic speeds. Indiscriminate introduction is not likely to take into account impact on traffic flows and congestion and is likely to lead to an unnecessary increase in highways clutter, which may be particularly out of keeping in conservation areas and some rural settlements. This option also does not tackle the issue of speed on rural roads.
- 5.62.3 Option b – Introducing 20mph zones in appropriate local communities will incur all the positive effects outlined for option a without any of the concerns regarding the indiscriminate allocation of zones. However, as for option a, this option does not tackle this issue of speed on rural roads. Therefore in terms of sub County variations the interventions may not be as effective in West Durham where the national speed limit is in operation on the majority of rural roads.
- 5.62.4 In terms of health impacts introducing 20mph zones should help to reduce traffic speeds. Slower traffic is beneficial to health as it reduces the stress levels brought about by noise and anxiety about traffic. Slower traffic will also ensure that physical access to health and recreation facilities will not be compromised and will help to reduce barriers to active travel caused by road safety concerns. For example, parents not allowing their children to walk/cycle to school due to negative perceptions of road safety. Reduced traffic speeds are more likely to be sustained by option b.
- 5.62.5 It is recommended that LTP3 should concentrate on implementation of option b. It is also suggested that the advice of the Department of Transport is followed in terms of selecting appropriate local communities. These are to be primarily residential in nature or in areas where pedestrian and cyclist movements are high (for example around schools or markets) and are not part of any major through route.
- 5.62.6 However, it is also recommended that the LTP3 considers interventions to reduce speeds on appropriate rural roads in the County from the national speed limit. The DFT A Safer Way: Consultation on making Britain's Roads the safest in the world suggests that 62% of all road fatalities in 2007 occurred on rural roads, which carry only 42% of traffic. High casualty figures suggest that speed limits are not at the appropriate level on some roads.

- 5.62.7 In terms of links with the County Durham Plan consideration of introduction of 20mph zones in new housing developments should be given and also in communities adjacent to new developments where traffic volumes are anticipated to increase.

5.63 Traffic Calming Interventions

- 5.63.1 No interventions were supplied against policy 22. However, SEA of policy 22 considered that positive or negative effects against landscape, heritage and regeneration efforts could be achieved depending on what sort of traffic calming measures are introduced to achieve traffic calming within communities. Interventions could therefore be utilised to consider whether in terms of measures, traffic calming through better street/village design (re-designs streets to emphasise to drivers that they are not just driving on a road but through a community where people live – measures could include narrowing of roads, removal of road markings/signs, incorporation of soft landscaping) should be prioritised in the first instance over hard engineering measures such as signs, barriers, speed humps, chicanes etc. Alternatively, interventions could consider use of hard engineering measures only or a mixture of hard and 'soft' measures.

5.64 Network Management Interventions

- 5.64.1 No interventions were supplied against policy 23 as due to the nature of the policy it is not applicable to include interventions.

5.65 Powered Two Wheel Vehicles Interventions

- 5.65.1 Three interventions were supplied against policy 24. These included a) engage with motorcycling groups, b) ensure motorcycle audit is carried out for all new road developments, c) improve the provision of motorcycle parking.
- 5.65.2 All interventions have positive implications against many SEA objectives due to improvements in safety and the promotion / enabling of an energy-efficient and relatively inexpensive motorised transport mode. Ideally if all options can be delivered they should be integrated with the delivery of motorcycle driver safety training. In terms of sub County variations rural areas of the County (West Durham) are used by motorcyclists for recreational trips. Priorities may have to be drawn up about the provision of parking facilities at different locations in relation to their use for recreational and utility journeys
- 5.65.3 In terms of health impacts, the main health issues are related to safety issues, and these are incorporated within the proposed interventions.
- 5.65.4 It is recommended that option b, Integration of motorcycle audit in new road schemes should be the priority for the LTP as part of an integrated approach to route development / management. Improved parking facilities where appropriate should be incorporated as part of town/ settlement improvements. Revenue expenditure on motorcyclist safety training and engaging with motorcycle groups would support safety improvements and enable future improvements to be identified. Furthermore, motorcycle parking needs to be appropriate in location, design and scale to local surroundings (link to policy 35)
- 5.65.5 In terms of links with the County Durham Plan interventions will support the delivery of objective 11: To ensure that all members of the community have access to employment,

educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and wellbeing.

5.66 Attitude Change Interventions

- 5.66.1 Four interventions were supplied against policy 25. These included a) encouragement of alternatives to the car for all regular trips, b) encouragement of alternatives to the car for primarily regular shorter trips, c) improve bus travel, d) improve walking and cycle provision.
- 5.66.2 The interventions all contribute to the impacts described in the SEA of policy 25. However, in terms of health impacts improving bus travel alone would not have the health impacts associated with other options and would not improve accessibility as much as if all relevant modes were addressed. Improving cycling and walking alone would not improve accessibility as much as if all relevant modes were addressed. It is important that all interventions are available for use under the LTP, although there may be a different focus in different locations, depending on the priority issues to be addressed.
- 5.66.3 The interventions supplied against policy 25 do not stipulate whether a mixture of incentives and disincentives will be utilised to achieve encouragement of alternatives to the car. For example, interventions against policy 13 include disincentives such as Make the cost of all day parking a discouragement to use of the car and Introduce workplace parking charges using the revenue on public transport improvements. LTP will need to decide what range of disincentives and/or incentives will be used/ tested.

5.67 New Road Infrastructure Interventions

- 5.67.1 No interventions were supplied against policy 26. LTP3 is being prepared in advance of the County Durham Plan which will set out how much development will take place in the County and where. As a result LTP3 will need to be reviewed as the County Durham Plan develops in order to ensure that new development is supported by appropriate road infrastructure.

5.68 Road Charging and Workplace Parking Interventions

- 5.68.1 No interventions were supplied against policy 27 as the policy states that there are no plans to introduce Road User Charging or a Workplace Parking Levy in County Durham as part of LTP3. However, introduction of workplace parking charges was considered as an intervention against policy 13.
- 5.68.2 As part of the assessment of policy 27 recommends that such strategies should be modelled, with consideration of charging incorporated. Links to policy 25 interventions regarding attitude change. There is a need for more modelling of all options and different combinations of options (use of disincentives and incentives to discourage car travel). If a workplace car parking levy were to be introduced, it would really need to be part of a regional approach in order that the competitiveness of an area to attract employment and retain employees is not undermined.

5.69 Public Parking Interventions

5.69.1 No interventions were supplied against policy 28. However, the supporting text of the policy refers to each main town having a “pre-determined limit on long-term and short-term car parking spaces”. These limits should be set in LTP3. Therefore, interventions regarding the limit in each main town could be considered.

5.70 Active and Sustainable School Travel Interventions

5.70.1 No interventions were supplied against policy 29 as the only realistic intervention relates directly to the policy i.e. implementation of school travel plans. However, as stated for policy 29 this measure may need to be reviewed due to changes in Government spending priorities and the fact that most schools in County Durham now have a travel plan.

5.71 Workplace Travel Plans Interventions

5.71.1 Three interventions were supplied against policy 30. These included a) Implement a DCC Travel Plan, b) Ensure new developments include a Travel Plan and c) support organisations developing travel plans.

5.71.2 The three interventions are all referenced in the text of policy 30, and as a result, all generate the same impacts as identified in the overall assessment of the policy. In a situation of restricted funding, where choices may have to be made about targeting resources on priority actions, the following order of priority is suggested, together with reasons:

- A) Implement a DCC travel plan: DCC is the biggest employer in the County and therefore has the most potential impact through implementation of a travel plan. DCC also needs to be demonstrating good practice and gaining experience if demands are going to be made of other organisations to implement travel plans.
- B) Ensure new developments include a travel plan: The planning process should be used to require travel plans of developments likely to generate traffic and impact upon transport networks.
- C) Support organisations developing travel plans: In a situation of restricted resource, support to developments may have to be achieved in a more reactive, rather than a pro-active way. The County Council’s experience of developing and implementing its own travel plan, could be communicated through seminars / workshops with other interested organisations. Events could also draw on experience of other partners with, or involved in, travel plans.

5.72 Freight Interventions

5.72.1 No interventions were supplied against policy 31. However, as the policy states that: 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, interventions relating to policy 8 could reasonably be applied to policy 31.

5.73 Air Quality Interventions

5.73.1 No interventions were supplied against policy 32. However, interventions were included as part of the policy text relating to; implementing action plans for any declared Air Quality Management Area; 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 and encouraging

organisations that operate vehicle fleets, buses and taxis to use only cleaner fuels and low emission vehicles.

5.73.2 However, for the sake of transparency it is recommended that new road infrastructure is considered as an intervention to possibly address air quality within the policy.

5.74 Rural Areas Interventions

5.74.1 No interventions were supplied against policy 33. However interventions including, extending the broadband network and bringing services and goods to people instead of people needing to travel to those services are included in the policy text and have been subject to assessment against SEA objectives.

5.74.2 Whilst, reducing the need to travel in rural areas is highlighted as the issue for the policy to address, ensuring residents of rural areas have equitable access to services and facilities is key. It is therefore recommended that additional interventions are considered within this policy including:

- Financial support to type 2 bus services
- Concessionary travel alternatives to bus passes where residents are not able to access a bus service. For example, taxi vouchers
- Measures to support community transport as included against policy 9.
- Measures to enhance passenger rail as included against policy 8.

5.75 Electric Vehicles and Charging Points Interventions

5.75.1 Five interventions were supplied against policy 34. These included: a) Exempt electric vehicles from parking charges for 5 years, b) Exempt electric vehicles from parking charges for more than five years, c) Provide electric charging points in main towns, d) Provide electric charging points in main towns and smaller towns, e) Develop planning guidelines for developments.

5.75.2 However, these interventions were also part of the policy text and their impacts were assessed as part of the SEA of policy 34. The interventions would all contribute to the impacts listed under the policy. In a situation of restricted funding the logical approach would be to focus on provision of charging points in main towns, exempting electric vehicles from parking charges for five years and developing planning guidelines for developments. Review of the policy after five years would enable experiences and achievements to be factored in, and changes made to the policy, if necessary.

5.76 Natural and Historic Environment Interventions

5.76.1 No interventions were supplied against policy 35 but in reality a whole host of interventions could and should be considered for inclusion by LTP. These could include for example:

- Sensitive maintenance regimes for verges and hedgerows
- Incorporation of green infrastructure with transport infrastructure, including along cycling and walking networks
- Prioritisation of traffic calming through better street/village design as opposed to additional engineering measures which can contribute to an urbanisation effect
- De-cluttering of the public realm
- Incorporation of sustainable urban drainage systems

- Increase appropriate access to heritage assets and biodiversity
- Measures to reduce private car use as linked to other policy areas
- Use of recycled aggregated in maintenance and construction schemes

5.77 Summary of Potential Interventions

5.77.1 As outlined in the sections above a number of additional interventions and alternatives have been recommended through the SEA process for consideration by LTP3. These are summarised in the following table along with the recommendations given on supplied interventions:

Table 11: Summary of Potential Interventions Recommendations

| Policy | Suggested and/or additional Interventions | Recommended Interventions |
|---|---|--|
| 1 Young People and Children | <ul style="list-style-type: none"> • Introduce 20mph zones and other measures in appropriate local communities • Young persons transport forum | Not applicable |
| 2 Less able, Disadvantaged and Older People | None | Combination of all interventions in the following order of priority: <ul style="list-style-type: none"> • Ensure DDA Compliance • Financial support to Community Transport • Drop kerbs, refuges in road, raised bus stop platforms, low floor bus promotion, ramps • Improve transport information and extend real-time information |
| 3 Corridor Improvements | None as not applicable | Not applicable |
| 4 Cross Boundary Connections | Interventions that consider improvements to cross boundary public transport links | Not applicable |
| 5 Bus Travel | <ul style="list-style-type: none"> • Bus gates • Junction layouts • Traffic signalling systems favouring buses • Parking routes along bus routes and enforcement of these • Road layouts designed to facilitate bus movement | Increase the number of bus lanes on both in a balanced approach |
| 6 Public Transport Information | <ul style="list-style-type: none"> • Extend real time coverage • Methods of supplying info (internet, SMS, call centres) | Not applicable |
| 7 Bus Partnerships | None | Develop partnerships with main bus operators and smaller operators |
| 8 Passenger Rail | None | Combination of following interventions: <ul style="list-style-type: none"> • Provide new station on Durham Coast line to full specification • Improve Bishop Auckland |

| | | |
|--|---|---|
| | | station and link directly to Weardale Railway temporary rail halt <ul style="list-style-type: none"> Support reopening of Leamside Line |
| 9 Community Transport | None | Combination of all interventions in following order of priority: <ul style="list-style-type: none"> Fund replacement of existing or provision of extra buses to existing CT organisations Support operators in sourcing their own funding Support operators with advice on revenue management |
| 10 Taxis | None | Work to establish Taxi Working Groups and Quality Taxi Partnerships with all operators |
| 11 Transport Interchange | Interventions which consider which bus stations, railway stations and park and ride sites require interchange improvements | Not applicable |
| 12 Climate Change and Carbon Emissions | <ul style="list-style-type: none"> Support reopening of Leamside Line Promote realistic alternatives to the private car-public transport, walking and cycling Introduce workplace parking charges using the revenue on public transport improvements Encouragement of alternatives to the car for all regular trips Encouragement of alternatives to the car for primarily regular shorter trips Improve bus travel Improve walking and cycle provision Development of travel plans Provide electric charging points Increase green infrastructure Street Lighting energy controls Sustainable travel campaigns | Not applicable |
| 13 Noise | <ul style="list-style-type: none"> Encouraging use of electric vehicles Renewing older, noisier bus fleets Quieter road surfaces Reducing speed | Combination of all interventions: <ul style="list-style-type: none"> Promote realistic alternatives to the private car Make the cost of all day parking a discouragement to the car Introduce workplace parking charges using the revenue on public transport improvements Noise barriers |
| 14 Walking | <ul style="list-style-type: none"> None | Not applicable |
| 15 Cycling | <ul style="list-style-type: none"> None | Not applicable |

| | | |
|---|--|---|
| 16 Security | Measures to improve security e.g. soft landscaping, design of new infrastructure, appropriate lighting | Not applicable |
| 17 Highway Maintenance | <ul style="list-style-type: none"> • Prioritisation of revenue spend towards highway maintenance or not • Proactive or reactive approach to certain road classes • Climate Change Adaptation measures | Not applicable |
| 18 Bridge Maintenance | <ul style="list-style-type: none"> • Priorities outlined in works programme • Climate Change adaptation measures | Not applicable |
| 19 Street Lighting | <ul style="list-style-type: none"> • Lighting of highways areas only or highways and other areas of public use • Interventions surrounding increasing energy efficiency of lighting | Not applicable |
| 20 Road Safety | None | Not applicable |
| 21 Speed Management | <ul style="list-style-type: none"> • Speed management on rural roads | Introduce 20mph zones and other measures in appropriate local communities |
| 22 Traffic calming | <ul style="list-style-type: none"> • Traffic calming through better street design • Traffic calming through hard engineering measures • Combination of hard engineering measures and better street design | Not applicable |
| 23 Network Management | None | Not applicable |
| 24 Powered Two Wheel Vehicles | None | Combination of interventions in the following order of priority: <ul style="list-style-type: none"> • Ensure motorcycle audit is carried out for all new road developments • Improve the provision of motorcycle parking • Engage with motorcycling groups |
| 25 Attitude Change | Further modelling of incentives and disincentives to discourage car travel i.e. Introduce workplace parking charges | Combination of all interventions: <ul style="list-style-type: none"> • Encouragement of alternatives to the car for all regular trips • Improve bus travel • Improve walking and cycling provision |
| 26 New Road Infrastructure | None | Not applicable |
| 27 Road Charging and Workplace Parking | Further modelling of incentives and disincentives to discourage car travel i.e. Introduce workplace parking charges | Not applicable |
| 28 Public Parking | Ranges of limits for each main town | |
| 29 Active and Sustainable School Travel | None | Not applicable – policy to be reviewed |
| 30 Workplace Travel Plans | None | Combination of all interventions in the following order of priority: <ul style="list-style-type: none"> • Implement a DCC Travel |

| | | |
|--|---|---|
| | | Plan <ul style="list-style-type: none"> • Ensure new developments include a Travel Plan • Support organisations developing Travel Plans |
| 31 Freight | <ul style="list-style-type: none"> • Support reopening of Leamside Line • Provide new station on Durham Coast Line • Improve Bishop Auckland station and connection to Weardale Railway | Not applicable |
| 32 Air Quality | New road infrastructure | Not applicable |
| 33 Rural Areas | <ul style="list-style-type: none"> • Financial support to Type 2 bus services • Concessionary travel alternatives to bus passes where residents are not able to access a bus service • Community transport measures • Improvements to Weardale Rail and Bishop Auckland to Darlington service | Not applicable |
| 34 Electric vehicles and Charging Points | None | Combination of following interventions: <ul style="list-style-type: none"> • Exempt electric vehicles from parking charges for 5 years • Provide electric charging points in main towns • Develop planning guidelines for developments |
| 35 Natural and Historic Environment | <ul style="list-style-type: none"> • Sensitive maintenance regimes for verges and hedgerows • Incorporation of green infrastructure with transport infrastructure, including along cycling and walking networks • Prioritisation of traffic calming through better street/village design as opposed to additional engineering measures which can contribute to an urbanisation effect • De-cluttering of the public realm • Incorporation of sustainable urban drainage systems • Increase appropriate access to heritage assets and biodiversity • Measures to reduce private car use as linked to other policy areas • Use of recycled aggregates in maintenance and construction schemes | Not applicable |

5.78 Assessment of Priority Interventions

- 5.78.1 Throughout July and August the number of potential interventions was expanded upon and refined. The LTP3 Strategy document refers to the possible need to prioritise LTP3 Goals in the case of severe funding restrictions. The proposed number one priorities are “Stronger Economy through Regeneration” together with “Maintenance of the Transport Asset”. The second priority is proposed to be “Carbon Reduction”. The other goals are proposed to be considered as a group, with no order of priority amongst them.

The SEA assessment of this prioritisation is that “Maintenance of the Transport Asset” needs to be the main priority in a situation of severely restricted funding. The other Goals should be considered as a group, with “special” priority interventions being identified from the priority interventions already identified under each Goal in order to ensure a balanced programme of delivery across all the goals, albeit a reduced one.

- 5.78.2 Only the first three years of the plan period, 2011/12, 2012/13 and 2013/14 have been considered in detail as beyond this point future uncertainties and pressures are likely to impact the programme and make any forward planning less reliable. Therefore, the significant effects of the LTP can only really be identified from the first three years of the plan period. Please refer to appendix I.

5.79 Assessment of Priority Interventions – First Three Years

- 5.79.1 The following sections outline the assessment of the priority interventions which are most likely to be delivered in the first three years of LTP.

5.80 Public Transport Information

- 5.80.1 The priority interventions to be funded in the first three years of LTP against public transport information include; expand coverage of real-time information and increases awareness and use of travel line. The priority intervention on expand smart ticketing is not currently covered by any budget head but could be included under public transport information if it were to be widened out to public transport information and ticketing.
- 5.80.2 The interventions were not scored against the SEA framework as the impacts are not considered to be over and above those outlined against policy 6 Public Transport Information and Policy 7 Bus Partnerships which can be linked to the priority intervention on expansion of smart ticketing. The interventions should compliment the policies by improving understanding and therefore accessibility and patronage of available public transport services in County Durham. However, there could be potential for impact on landscape / townscape and historic environment of increased real-time information units. This can be mitigated through location of units within bus shelters and interchanges, along with other public transport information media.

The recommendations made for intervention measures against policy 6 in section 5.47 have been reflected by the priority interventions included in the Capital Programme. The interventions are unlikely to have any significant negative impact provided mitigation measures relating to location of real time units are observed.

5.81 Community Transport

- 5.81.1 The priority interventions to be funded in the first three years of LTP against community transport include; promote and improve the Link 2 service in response to demand and continue to support the community transport sector.
- 5.81.2 The interventions were not scored against the SEA framework as the impacts are not considered to be over and above those outlined against policy 9 Community Transport. The interventions should compliment the policy by improving access to services and essential facilities for those who are unable to either access or utilise conventional public transport services.
- 5.81.3 The SEA of policy 9 recommended that existing schemes should be built up so the intervention relating to the Link 2 service will bring about positive benefits. However, it was recommended against the policy 9 draft interventions that in order for LTP3 to benefit community transport then continued support in the form of funding replacement of existing or provision of extra buses to existing community transport organisations should be prioritised over other forms of support to community transport organisations which could be provided by organisations other than Durham County Council. The intervention ‘continue to support the community transport sector’ is vague as to the method of support.

The intervention measure ‘promote and improve the Link 2 service’ relates well to the SEA recommendations of policy 9. However, the intervention ‘to support the community transport sector’ is vague in terms of how this will be achieved and it is recommended that support in the form of funding for replacement or extra buses is continued. The interventions are unlikely to have any significant negative impacts.

5.82 Bus Infrastructure

- 5.82.1 The priority interventions to be funded in the first three years of LTP against bus infrastructure includes bus infrastructure development. This measure is mainly concerned with improvement of bus-stops – both in terms of the waiting environment and the road markings needed to ensure good accessibility by buses at all times.
- 5.82.2 The interventions were not scored against the SEA framework as the impacts are not considered to be over and above those outlined against policy 5 Bus Travel, policy 7 Bus Partnerships and policy 16 Security. The intervention should compliment the policies in terms of aiding the free flow of buses and contributing to addressing feelings of insecurity at bus stops. However, there could be potential negative impacts on landscape / townscape and/or historic environment of bus shelters and associated street furniture in sensitive locations. Assessment of potentially sensitive sites to enable any mitigation measures through detailed location and/or design should be made.
- 5.82.3 The SEA of potential interventions relating to Bus Travel and Security recommended that additional interventions were considered in relation to parking routes along bus routes and enforcement of these and the design and improvement of infrastructure. The priority interventions therefore relate well to SEA recommendations.

The intervention measure relates well to SEA recommendations of prior potential interventions. The intervention is unlikely to have a significant negative impact providing that the mitigation measures set out are provided.

5.83 Bus Priority

- 5.83.1 The priority interventions to be funded in the first three years of LTP against bus priority include a range of possible measures such as re-allocation of road space for bus lanes, re-phasing of traffic signals, bus gates etc.
- 5.83.2 The interventions were not scored against the SEA framework as the impacts are not considered to be over and above those outlined against policy 5 Bus Travel and the assessment of potential interventions relating to bus lanes. Bus priority interventions should compliment the policy by making public transport a more attractive travel choice but care will need to be taken to ensure that measures do not contribute to congestion. Modelling and supporting measures will enable unreasonable impact to be avoided and a balanced approach to provision of bus priority measures should be taken. There could also be potential negative impacts in relation to landscape and historic environment from associated signage / highway clutter in sensitive locations. Assessment of potentially sensitive sites to enable any mitigation measures through detailed location and/or design should be made. Ecological / landscape assessment of larger schemes may be required to inform mitigation.
- 5.83.3 The SEA of potential interventions relating to bus priority recommended that further bus priority measures to bus lanes should be taken into consideration. The priority interventions therefore relate well to SEA recommendations. There is a particular link between Bus Priority measures, and the Priority Corridor and Transit 15 measures in the budget table.

The intervention measure relates well to SEA recommendations of prior potential interventions. The intervention is unlikely to have a significant negative impact providing that mitigation measures set out are undertaken.

5.84 Taxis

- 5.84.1 There are no interventions to be funded in the first three years of LTP against taxis. However, additional detail to the policy is provided in terms of improved accessibility through potential re-location of taxi ranks, creation of new ranks and a focus on the part of the community that are reliant on taxis for safe and independent mobility, including consideration of demands for wheelchair taxis. This should contribute to overall positive impacts as there is a focus on improving accessibility to taxis for those most reliant on them. Improvements to quality of vehicles through partnerships also benefit air quality.

It is recommended that Taxi Working Groups and Quality Taxi partnerships are developed with all interested operators. No significant negative impact.

5.85 Workplace Travel Planning and Attitudinal Change

- 5.85.1 The priority interventions to be funded in the first three years of LTP against workplace travel planning and attitudinal change include targeted publicity campaigns, personal workplace travel planning, improve perceptions of bus travel and promote car sharing.
- 5.85.2 The interventions were not scored against the SEA framework as the impacts are not considered to be over and above those outlined against policy 25 Attitude Change and

associated interventions and policy 30 Workplace Travel Plans. The prioritised interventions will re-enforce the policies in terms of an approach to improving travel choice and encouraging modal shift in commuting based on encouragement and promotion linked to related infrastructure improvements. Punitive measures are left for individual employers to implement at their own discretion, as Policy 27 Road Charging and Workplace Parking indicates there are no plans to introduce a workplace parking levy.

- 5.85.3 A wider policy on Demand Management and Attitudinal Change would enable the County's approach to drive modal shift through different elements of the LTP to be compiled together in one place. It would cross-cut with other policies, but would be a useful addition to the overall strategy. Given the proposal to take as priorities the goals of "Stronger Economy through Regeneration" and "Carbon Reduction", it will be important to demonstrate how demand management and attitudinal change measures will sit in relation to proposals for new road infrastructure (Policy 26) and Climate Change and Carbon Emissions (Policy 12), and how they will work together as part of an overall strategy.
- 5.85.4 The lack of an overall carbon reduction target in the LTP3 Strategy and quantified measures to meet it is a missing piece of evidence / policy that may, if included, indicate whether a stronger approach is needed to demand management in general or in certain sub-areas of the County.

In terms of workplace travel planning LTP should prioritise measures as outlined in section 5.71. LTP needs to introduce carbon reduction targets. Overall positive impacts, but missed opportunity / reduced effect due to the lack of a carbon reduction target to set the context and enable priorities to be set.

5.86 Casualty Reduction

- 5.86.1 The priority interventions to be funded in the first three years of LTP against casualty reduction include implement schemes and measures from the Road Safety Action Plan, target young drivers, motorcyclist and vulnerable road-users, limit speeds to suit road conditions and environment, keep HGV's to suit road conditions and keep HGV's to the Durham County Council freight map routes.
- 5.86.2 The interventions were not scored against the SEA framework as the impacts are not considered to be over and above those outlined against Policy 20 Road Safety, Policy 21 Speed Management, Policy 22 Traffic Calming and Policy 24 Powered 2 Wheel Vehicles. Road safety is clearly an essential element of the transport system that the LTP seeks to develop. Safe roads benefit communities, the economy and the environment. The partnership approach ensures the issue can be addressed from all angles in a strategically planned and co-ordinated way, based on robust evidence to direct resources to the areas of greatest need / impact.
- 5.86.3 However as identified by SEA Highway verge cutting regimes are influenced by safety concerns linked to visibility for road users. Lower levels of cutting can be beneficial to biodiversity, making a contribution to the quality of habitat networks formed by roadside verges. Where standard cutting is not necessary on highways land for safety reasons, cutting regimes should be modified to benefit biodiversity. Signage and highways clutter linked to safety schemes can impact negatively upon landscape and/or historic environment and where it is essential in sensitive locations, should be located and

designed to be as complementary as possible. Alternatively traffic calming measures through better street design should be prioritised in the first instance. Cumulative impact of HGVs on some communities lying on DCC Freight Map routes is likely, but overall these are the routes of least impact within the County.

- 5.86.4 The priority interventions reflect SEA recommendations to introduce 20mph zones and other measures in appropriate local communities only. However, it is uncertain due to the wording of the interventions as to whether speed on rural roads will be addressed where it is a problem.

Ensure interventions address speed on rural roads and prioritise traffic calming through better street design which can be beneficial to landscape/townscape, heritage and biodiversity. Modify highways cutting regimes to benefit biodiversity. Interventions will have overall positive effects, no significant negative effects providing mitigation measures set out are implemented.

5.87 Driver Information

- 5.87.1 The priority interventions to be funded in the first three years of LTP against driver information includes expand the urban traffic management and control database (UTCM) initiative.
- 5.87.2 The intervention compliments policy 23 Network Management but was tested against the SEA framework as there is no specific policy relating to Driver Information. Please refer to appendix I. Driver information is a useful tool for informing residents, commuters, visitors, business travellers, freight and public transport operators about problems on the network and the best options open to them for efficient travel. The measure will apply equally to all parts of the County.
- 5.87.3 In terms of health impacts indirect benefits possible through reduced congestion and associated air pollution. Will also be of benefit to people having to access health services – enabling them to avoid problems on the network.
- 5.87.4 In terms of links with the County Durham Plan the intervention will compliment objectives 1 and 11:
- To ensure County Durham improves the economic performance of its main towns by maximising their connectivity, improving their attractiveness as business locations and investing in employment locations to address market failure
 - To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being

A policy is required on Driver Information. Overall the intervention will have positive effects and no significant negative effects

5.88 Demand Management

- 5.88.1 Demand management is an essential part of the strategy to deliver improvements in accessibility whilst curbing traffic growth and carbon emissions. However, there is no policy supporting the need for demand management in the LTP and no priority interventions in the first three years.
- 5.88.2 As no policy or interventions against demand management have been supplied SEA was undertaken against the text relating to demand management in the LTP Delivery Plan. Please refer to appendix I.
- 5.88.3 In terms of health impacts demand management will enable and encourage cycling and walking which should benefit health. Indirect benefits possible through reduced congestion and associated air pollution.
- 5.88.4 Sub County variations in relation to the need for demand management should be reflected in Sub County strategies in the Delivery Plan. These may have to be developed in parallel with the County Durham Plan. Demand management links with CDP objectives 7,11 and 16:
- To reduce the causes of climate change and support the transition to a low carbon economy by encouraging and enabling the use of low and zero carbon technologies and practises and ensure that new development is located, designed and constructed to minimise carbon emissions over its lifetime.
 - To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being
 - To ensure that the location and layout of new development reduces the need to travel and can be easily and safely accessed by all members of the community by all forms of transport to reduce carbon emissions and the impact of traffic on communities and the environment, and to minimise congestion

Policy covering Demand Management as a whole is needed linked to policy 25 Attitude Change (could be a single policy). Also needs to be linked to policy 12 Climate Change and Carbon Emissions. Strategic Policies in the LTP Strategy should be linked to more localised approaches for different sub-areas of the County, depending on local issues and priorities, set out in the Delivery Plan. These may have to be done later, to be consistent with priorities for development set out in the CDP.

It needs to be made clear whether the “graduated approach” referred to will be graduated through time (i.e. start with least contentious measures first) or geographically, depending on local issues and priorities. The latter would seem a more logical approach. The link with Policy 27 Road Charging and Workplace Parking needs to be clarified, as this seems to rule out these punitive measures, while the Demand Management paragraphs discuss implementing punitive measures as part of a graduated approach.

The lack of a carbon reduction target in the LTP3 Strategy and quantified measures to meet it is a missing piece of evidence / policy that may, if included, indicate whether a stronger approach is needed to demand management in general or in certain sub-areas of the County. This will need to be included when the Carbon Reduction Strategy establishes devolved carbon reduction targets for different sectors, including transport.

Policy text implies no significant impacts, but this masks the missed opportunity / reduced effect due to the lack of any prioritised interventions relating to demand management and lack of carbon reduction target to set the context and enable priorities to be set.

5.89 Electric Vehicle Charging Infrastructure

- 5.89.1 The priority interventions to be funded in the first three years of LTP against electric vehicle charging infrastructure includes electric vehicle charging points and promote electric vehicles.
- 5.89.2 The interventions were not scored against the SEA framework as the impacts are not considered to be over and above those outlined against policy 34 Electric Vehicles and Charging Points. The wider use of electric vehicles can contribute to reducing emissions from individual vehicles which collectively can help reduce air pollution in an area. It also offers a way of reducing carbon emission from traffic, providing electricity production in the National Grid continues to increase its use of renewable sources for generation.
- 5.89.3 The SEA of potential interventions recommended that electric vehicles should be exempt from parking charges for five years. This could form part of an electric vehicle promotion strategy. SEA also recommended that electric charging points should be prioritised to main towns initially

Overall positive impacts. Careful selection and design of charging sites recommended in order to avoid adverse impact on heritage assets / historic environment. No significant adverse effects

5.90 Walking and Cycling

- 5.90.1 The priority interventions to be funded in the first three years of LTP against walking and cycling include, Connectivity for people to workplace (reliable highway links and cycling, walking and public transport), [Safety of] Walking and cycling, particularly daily journeys between home and work, Ensure standard and condition of footways linking key centres and public transport facilities enhance surroundings, Introduction of further pedestrianised zones and Improve accessibility of rights of way.
- 5.90.2 The interventions were not scored against the SEA framework as the impacts are not considered to be over and above those outlined against policies 14 Walking and 15 Cycling. However, the incorporation of the County Durham Rights of Way Improvement Plan and County Durham Interim Cycling Strategy into LTP3 is not referred to in the Delivery Plan.
- 5.90.3 Assessment of impacts of specific schemes on sensitive elements of the natural and built environment will be important to inform whether and how schemes are delivered. There is potential to adversely affect sites of European importance for biodiversity through cycling and walking schemes under this policy, which would contravene the Habitats Regulations 2010. The necessary screening assessment should be undertaken on individual scheme proposals in the vicinity of Natura 2000 sites, in consultation with Natural England. However, where possible as recommended by SEA of policies 14 and 15 the walking and cycling network should be linked to open space and green infrastructure.
- 5.90.4 There is uncertainty as to whether interventions that address safety of the walking and cycling network will address the SEA recommendations against policy 16 Security in terms of ensuring that networks are well maintained and lit to increase sense of personal security.

Overall positive impact. No significant adverse impacts. Requirement for Habitat Regulations Assessment of individual cycling and walking schemes in the vicinity of European designated biodiversity sites. Ensure that interventions that address safety of the network also address security concerns to enable greater uptake of active travel.

5.91 Transit 15

- 5.91.1 The priority interventions to be funded in the first three years of LTP against Transit 15 include Existing infrastructure on transport / economic corridors (priority corridors), Connectivity for people to workplace (reliable highway links and cycling, walking and public transport), Bus infrastructure development, Bus priority measures and Improve on-street public transport facilities.
- 5.91.2 The interventions are related to policy 5 bus travel, policy 6 public transport information and policy 7 bus partnerships. The interventions were not scored against the SEA framework as the impacts are not considered to be over and above those outlined against the policies.
- 5.91.3 Overall the interventions should have positive impacts but as highlighted by SEA against policy 5 and associated interventions there is a risk of adding to congestion of other traffic by prioritising bus journey times, though increase in congestion of other traffic can be acceptable up to a point. This is considered in the assessment, design and location of

schemes, therefore mitigation is inherent in the process. There is also potential impact on landscape / historic environment from associated signage and highway clutter which needs to be considered alongside safety factors in the design and layout of schemes. Additional land-take may be required for some schemes which may impact upon biodiversity resources. Implementation of Policy 35 Natural and Historic Environment will help to mitigate potential impacts on the natural and built environment.

The interventions will have overall positive effects and no significant adverse impacts if delivered in combination with policy 35 Natural and Historic Environment. Include a reference to Transit 15 in the text accompanying Policy 5 on Bus Travel.

5.92 Corridors

- 5.92.1 The priority interventions to be funded in the first three years of LTP against corridors include existing infrastructure on transport / economic corridors (priority corridors). There is no specific policy relating to corridors of economic priority (policy 3 Corridor improvements relates to integrated route management only) but the intervention will be supported by policy 3 and 26 New Road Infrastructure.
- 5.92.2 As this intervention does not relate to prior policies and interventions SEA of the three identified top priority corridors – A692, A167 and A182 was undertaken and can be referred to in Appendix I.

5.93 Corridors – A692

- 5.93.1 The “Priority Corridor” approach does not seem to be covered / defined by LTP policies. Either a new policy is needed, or a clear explanation of how the approach sits in relation to Policy 3 on Corridors and Policy 26 on New Road Infrastructure is required. The width of the Corridor in question is not defined. Issues along the route include historic villages, surface water flood risk and congestion problems at the junction with the A1M. This intervention will have specific impact to the North Durham sub county area.
- 5.93.2 In terms of health impacts the corridor allows for increased traffic through villages which is likely to reduce air quality. Approach to measures to promote walking and cycling not defined.
- 5.93.3 In terms of links with the CDP there are links to housing and employment development proposals. These links will need to be demonstrated in plans / strategies which should be developed as the CDP evolves.

It is recommended that the corridor in question should be defined and the approach to corridor improvement that will be taken. Ensure LTP policies cover the approach. Setting corridor improvements in the context of an integrated transport strategy for County sub-areas would be useful. This would demonstrate links with CDP housing and employment strategies.

5.94 Corridors – A167

- 5.94.1 The “Priority Corridor” approach does not seem to be covered / defined by LTP policies. Either a new policy is needed, or a clear explanation of how the approach sits in relation to

Policy 3 on Corridors and Policy 26 on New Road Infrastructure. The width of the Corridor in question is not defined. Issues along the route include major towns of Chester le Street and Durham, heritage assets, water resources, surface water flood risk, congestion problems at Junction with the A1M and in Durham City. The Corridor will impact upon North, Central and South Durham

- 5.94.2 In terms of health impacts the corridor allows for increased traffic through villages which is likely to reduce air quality. Approach to measures to promote walking and cycling not defined.
- 5.94.3 In terms of links with the CDP there are links to housing and employment development proposals. These links will need to be demonstrated in plans / strategies which should be developed as the CDP evolves.

Define the corridor in question and the approach to corridor improvement that will be taken. Ensure LTP policies cover the approach. Setting corridor improvements in the context of an integrated transport strategy for County sub-areas would be useful. This would demonstrate links with LDF housing and employment strategies

5.95 Corridors - A182 – East Durham Link Road Stage 2

- 5.95.1 Road provides benefits to some settlements in East Durham. However, without a commitment from City of Sunderland to complete the route to the A690, the scheme cannot go ahead due to pressure that would be put on the existing roads in Hetton le Hole. Impacts are limited to parts of East Durham.
- 5.95.2 In terms of health impacts the Link road should benefit air quality in Murton, Easington Lane and South Hetton and improve environment for walking and cycling
- 5.95.3 In terms of links with the CDP there are links to housing and employment development proposals. These links will need to be demonstrated in plans / strategies which should be developed as the CDP evolves.

Define the corridor in question and the approach to corridor improvement that will be taken. Ensure LTP policies cover the approach. Setting corridor improvements in the context of an integrated transport strategy for County sub-areas would be useful. This would demonstrate links with LDF housing and employment strategies

5.96 Corridors – other recommendations

- 5.96.1 Further work is to be undertaken to establish a more evidence-based methodology for determining corridor priority. The assessment of priorities will be completed for incorporation into the final version of LTP3. Although some key junctions identified in need of attention are known at this stage, the full extent of works (shown in the Capital programme as 'Other improvements') required for each corridor will be determined in the course of the LTP3 plan period.
- 5.96.2 There needs to be a strategic policy in the LTP3 Strategy which sets the framework for the priority corridor approach to improvements in the delivery plan, and clarifies what measures are included under the approach and what aren't. The link to Policy 26 on New Road

Infrastructure is not clear. The link to Policy 3 on Corridor Improvement is not clear. The link to Transit 15 is not clear. Clarity as to whether the Priority Corridor measures are concerned with improvements to the road network for vehicular traffic in general, or whether there will be a focus on public transport and / or cycling and walking within it. The listed measures against these Priority Corridors in the Budget Table include new road building and junction improvements.

- 5.96.3 In the absence of much detail about the measures to be included, regarding the three proposed priority corridors detailed appraisals / assessments will need to be carried out on specific scheme proposals as they come forward. The A692 and A167 link to the A1 at Junction 63 and 64. There are existing capacity problems on stretches of the A1 near these junctions and the effect of increasing capacity on the County Durham corridors in combination with new development proposed has been calculated to adversely affect traffic levels on the A1

Impacts of measures listed so far:

A692 Broom Lane junction roundabout – No significant impacts

A167 B6300 Junction signalisation – No significant impacts

Overall positive impact of listed schemes in the three year programme

Overall potential impacts of the longer term delivery of Priority Corridors are unclear due to limited information. Potential significant impacts, depending on nature and scale of measures included. Negative impact on the capacity of the A1 at peak times is likely to be significant in the longer term.

5.97 Whole Town Approach

- 5.97.1 The regeneration of the twelve main towns in County Durham is to be undertaken through a 'whole town approach.' In terms of LTP the whole town approach covers a range of possible interventions and a policy relating to the whole town approach has not been supplied for assessment against SEA.
- 5.97.2 The current planned schemes in the budget table are of the larger variety and these will be supplemented by other, currently undefined schemes as the LTP is developed and implemented. It also emphasises the regeneration statement approach that Durham City will be given priority as a hub of economic and social activity and a key economic driver for the County and region. Other towns are not given a priority order. It is likely that the County Durham Plan Core Strategy spatial policies on housing and employment development will be needed to inform a potential priority order, if there is to be one.

Together, the Priority Corridor approach and the Whole Town Approach appear to form the basis of a spatial strategy for improvement of the highway network. One strategic policy in the LTP3 strategy should be included covering both approaches.

There are no specific measures outlined for West Durham either within or after the first three years which may have implications for the delivery of the transport aspects of the Barnard Castle Vision. Suggest that this is re-considered.

5.98 Whole Town Approach – Durham City Park and Ride Extension

- 5.98.1 The priority interventions to be funded in the first three years of LTP against Durham City Park and Ride Extension include bus infrastructure development.
- 5.98.2 General impacts are covered by the appraisal summary of Policy 5 Bus Travel as expansion of the Park and Ride will generally increase the capacity / accessibility of bus travel from Park & Ride sites into Durham City. However, an additional issue in relation to Park and Ride is that it does also encourage car travel to reach the Park and Ride site in the first leg of the journey. Impacts on causes of climate change are therefore considered to be negative overall, rather than the positive impacts associated with improving bus travel in a pure form.
- 5.98.3 In the first 3 years of the LTP3 programme, expansion of the Park and Ride Sites at Belmont and Sniperley are planned. General impacts are as for the appraisal of Policy 5 on Bus Travel. Specific adverse impacts due to the locations of the sites are not considered to add significantly to the impacts of the existing sites, given that there are no sensitive biodiversity, geology or historic sites nearby and landscape impacts have been taken into account in the location of the original sites. In addition, the sites are separated from housing by main roads (the A167 and the A690) meaning that noise impacts are unlikely to be significant. Detailed aspects of landscaping, drainage etc should be assessed at the design stage of the extensions to the sites. Expansion of the Belmont Park and Ride site harbours the additional potential benefit of catering for passengers using the Leamside Line to access Durham City, if and when the line is re-opened.

It would be useful to see the Park and Ride Extensions in the context of an integrated transport strategy for the Central Durham Policy delivery area, showing links with the housing and employment development proposals in the County Durham Plan. The interventions have overall positive impacts, No significant adverse impacts providing mitigation measures set out are implemented.

5.99 Whole Town Approach – Durham City Rail Station

- 5.99.1 The priority interventions to be funded in the first three years of LTP against Durham City Rail Station are not directly listed but could include, existing infrastructure on transport / economic corridors (priority corridors) and connectivity for people to workplace (reliable highway links and cycling, walking and public transport).
- 5.99.2 It appears that “Improve accessibility at rail stations” has been picked up as a priority intervention in the Budget Table, but this is not reflected in the list of priority interventions listed in the Strategy document.
- 5.99.3 The interventions are related to policy 11 interchanges. The interventions were not scored against the SEA framework as the impacts are not considered to be over and above those outlined against the policy. Policy 11 merely states that “Improvements to transport interchanges will take account of the needs of all users”. Section 5 of the Delivery Plan states that “In Durham, as in any town or city, bus and rail stations are the primary infrastructure giving the first impressions of vitality and culture to visitors. Investment in

these important gateways must therefore be a key component in leading the drive for regeneration.”

- 5.99.4 The improvements planned for Durham City Rail station are not explained in any detail, but are assumed to be concerned with further improvement to the physical environment within the station to improve accessibility and attractiveness of the venue.

Given the information included in the delivery plan, it may be wise to widen the scope of the policy to show that physical improvements to improve the attractiveness and comfort of major transport interchanges will be an area of focus. Overall positive impact. No significant adverse impacts

5.100 Whole Town Approach – Durham City Air Quality Management Area

- 5.100.1 The priority interventions to be funded in the first three years of LTP against Durham City Air Quality Management Area include, Carry out traffic modelling to develop the AQMA Action Plan, Implement AQMA measures, Encourage low emission bus use in problem areas, Promote electric vehicles and Improve congestion points on key transport corridors.
- 5.100.2 The interventions are related to policy 32 Air Quality. The interventions were not scored against the SEA framework as the impacts are not considered to be over and above those outlined against the policy. However, actual impacts relating to the heading in the Budget Table depend on measures included in the Air Quality Area Management Plan, which itself will need to be screened to see whether it should be subject to a Strategic Environmental Assessment
- 5.100.3 The activity on the Air Quality Management Area during the first two years of LTP3 will be mainly concerned with modelling and testing potential measures to improve air quality, and developing the Air Quality Management Area Action Plan as well as initial measures to address the problem. General impacts of approaches to improving air quality which may be adopted are as set out in the appraisal of Policy 32 on Air Quality. The construction of relief roads is mentioned in the LTP Strategy as a potential measure for addressing the air quality problem, but these have their own headings in the Budget Table in later years of the LTP3 period.

Overall impacts unknown. No significant impacts at this point, but Air Quality Area Management Plan will need to be screened to see whether it should be subject to SEA

5.101 Whole Town Approach – Durham City Other Improvements

- 5.101.1 These have yet to be defined, and as such are not possible to appraise

5.102 Whole Town Approach – Bishop Auckland Rail Station

- 5.102.1 The priority interventions to be funded in the first three years of LTP against Bishop Auckland Rail Station includes support use and redevelopment of existing railway assets (Leamside, Durham Coast, Bishop/Weardale lines)
- 5.102.2 The intervention is related to policy 8 Passenger rail. The intervention was not scored against the SEA framework as the impacts are not considered to be over and above those outlined against policy 8 and assessment of potential interventions.

- 5.102.3 A key issue regarding Bishop Auckland Station is that one train operator runs trains on the Darlington – Bishop Auckland stretch of the line, while another operator runs trains on the Bishop Auckland – Stanhope stretch. Measures will focus on improvement of accessibility by allowing trains from Stanhope to stop at the main railway station, rather than a separate platform some distance away. This will improve convenience of all passengers alighting or embarking at Bishop Auckland, and in particular those with limited mobility and those wishing to connect with trains to Darlington. Proposals for housing growth in Bishop Auckland and focus on its development as a sub-regional centre increase the potential benefits of improving the attractiveness, accessibility and frequency of rail services to and from the town
- 5.102.4 Specific adverse impacts will be minimal due to the location and scale of proposed improvements. The station is centrally located in the urban area, with no designated sites of historic, ecological or geological importance nearby. Assessments of ecology will need to be taken into account to inform design and method for construction in case of sensitive species such as bats.

Priority intervention relates well to prior SEA recommendations surrounding Passenger Rail. The priority intervention will achieve overall positive impacts with no significant adverse impacts

5.103 Whole Town Approach – Bishop Auckland Bus Station

- 5.103.1 The priority interventions to be funded in the first three years of LTP against Bishop Auckland Bus Station includes bus infrastructure development
- 5.103.2 The intervention is related to policy 11 Interchange improvements. The intervention was not scored against the SEA framework as the impacts are not considered to be over and above those outlined against policy 11.
- 5.103.3 In combination with Policy 11 which states “Improvements to transport interchanges will take account the needs of all users” and the list of measures for interchanges in Section 9.4 of the LTP strategy, the improvements to Bishop Auckland Bus Station need to focus on improved accessibility, comfort and attractiveness for all users. Ensuring Disability Discrimination Act compliance should be incorporated. Although the LTP Budget Table lists the measure as providing a “New Site”, it is likely that the existing bus station site would be used, but with a reduced physical area.
- 5.103.4 The existing bus station is located in the urban area, with no designated sites of historic, ecological or geological importance nearby. Use of this location to provide an improved, smaller facility would minimise potential effects on biodiversity, but assessments of ecology will need to be taken into account to inform design and method for construction in case of sensitive species such as bats. Assessments of flood risk, landscape and heritage assets will be needed to inform location, design and methods of construction to ensure no adverse effects.

Overall positive impact. No significant adverse impacts provided mitigation measures are undertaken.

5.104 Whole Town Approach – Bishop Auckland Other Improvements

5.104.1 These have yet to be defined, and as such are not possible to appraise

5.105 Whole Town Approach – Seaham Rail Station

5.105.1 The priority interventions to be funded in the first three years of LTP against Seaham Rail Station includes support use and redevelopment of existing railway assets (Leamside, Durham Coast, Bishop/Weardale lines)

5.105.2 The intervention is related to policy 8 Passenger Rail and policy 11 Interchange improvements. The intervention was not scored against the SEA framework as the impacts are not considered to be over and above those outlined against policy 8 and associated interventions and policy 11.

5.105.3 The improvements to Seaham Rail Station need to focus on improved accessibility, comfort and attractiveness for all users. Ensuring Disability Discrimination Act compliance should be incorporated.

5.105.4 General impacts will be as those listed under the appraisal of policy 8 Passenger Rail and policy 11 on Transport Interchanges. Specific adverse impacts will be minimal due to the location and scale of proposed improvements. The rail station is located in the urban area, with no designated sites of historic, ecological or geological importance nearby.

Ensure DDA compliance and undertake ecological assessments to inform design and method for construction in case of sensitive species such as bats. The intervention should have overall positive effects. No significant adverse effects

5.106 Whole Town Approach – Peterlee Rail Station

5.106.1 The priority interventions to be funded in the first three years of LTP against Peterlee Rail Station includes support use and redevelopment of existing railway assets (Leamside, Durham Coast, Bishop/Weardale lines)

5.106.2 The intervention is related to policy 8 Passenger Rail and associated potential interventions. General impacts of this intervention have therefore already been highlighted by SEA of policy 8 and associated interventions.

5.106.3 Section 9 – Better Accessibility to Services - of the LTP Strategy contains a paragraph stating, “An internal report (September 2010) by the Head of Transport has highlighted that the existing catchment area in East Durham can support an additional station on the Durham Coast Line which will complement the existing station at Seaham and improve accessibility towards the important city regions of Tyne and Wear to the north and Tees Valley to the south.” Therefore this intervention also contributes to Policy 4 Cross Boundary Connections.

5.106.4 Specific impact will depend on details of the location and design of the Rail Station. Due to the route of the Durham Coast Line, there is potential to have a significant effect on the Durham Coast Special Area of Conservation and Site of Special Scientific Interest if the development is not sensitively located. Because of this, the location, scale and design of

the development will need to be assessed for compliance with the Habitat Regulations 2010. This is the major concern regarding possible negative impacts.

Overall positive impacts, providing potential significant adverse impact is mitigated. Potential significant negative impact on biodiversity and on Durham Coast Special of Area of Conservation in particular which must be mitigated through location, scale and design of development. Further appraisal / assessment will be needed when more details of location, scale and design emerge. SEA of previous potential interventions recommended that the new station on Durham Coast line should be built to full specification to maximise tourism spend and health benefit potential

5.107 Whole Town Approach – Newton Aycliffe, Heighington Rail Station

5.107.1 The priority interventions to be funded in the first three years of LTP against Heighington Rail Station includes support use and redevelopment of existing railway assets (Leamside, Durham Coast, Bishop/Weardale lines)

5.107.2 The intervention is related to policy 11 Interchange Improvements. General impacts of this intervention have therefore already been highlighted by SEA of policy 11. Specific adverse impacts will be minimal due to the location and scale of proposed improvements. The rail station is located next to Newton Aycliffe Industrial Park with no designated sites of ecological or geological importance nearby.

The Locomotion One Public House is a listed building adjacent to the site and improvements will need to be sensitive to the character and quality of this listed building and its setting. Assessments of ecology will need to be taken into account to inform design and method for construction in case of sensitive species such as bats. Overall positive impact No significant adverse impacts providing mitigation against impact on listed building and any ecological value is incorporated

5.108 Identified Priority Interventions in First Three Years not linked to a Budget Head

5.108.1 Ensure locations and extent of improvements are assessed to minimise impact

Consideration should be given to including a budget head to ensure costs of appraisals and assessments which may be required for individual schemes are covered. This would need to include Habitat Regulations Assessment to ensure schemes have no significant adverse effect on European sites of importance for biodiversity. This would help to link interventions with policy 35 Natural and Historic Environment

5.109 Maintenance

5.109.1 The maintenance programme is projected ahead for 5 years from the first year of LTP3. A maintenance backlog caused by under-investment in maintenance in previous years, along with the effects of recent extreme weather conditions (winter 09/10 temperatures and precipitation, summer/ autumn 2009 heavy precipitation and flooding) have caused significant damage to transport networks and therefore bears significant costs for remediation, which is still on-going.

5.109.2 In addition the new unitary County Council has inherited significantly more infrastructure to maintain from the former district councils (unadopted paths, drainage systems and other associated infrastructure). The pro-active Asset Management approach to maintenance adopted by the County Council under LTP2 will be under threat if mooted funding cuts are severe. This will result in returning to a more reactive approach which is likely to result in a reduction in public satisfaction and an increase in liability claims against the council.

It is recommended that the backlog caused by under investment in maintenance in previous years combined with the effects of recent extreme weather events in an era of decreasing budgets should be considered against the potential development of new transport infrastructure in the County which would further increase the demand on maintenance budgets.

5.109.3 The routine work carried out under the Maintenance block of the LTP is not detailed in the LTP. However, it is hinted at in the budget heads in the Capital and Revenue programmes on pages 25 and 26 of the Delivery Plan, namely:

Capital:

- Highway maintenance
- Bridge Maintenance
- Street lighting

Revenue:

- Routine highway maintenance
- Street lighting maintenance
- Traffic signals information
- Winter maintenance
- Accident damage replacement
- Routine bridge maintenance
- Maintenance of the countryside estate

5.109.4 The general impacts associated with this routine work are as detailed in the appraisals of policies 14 Walking, Policy 15 Cycling, Policy 16 Highway Maintenance, Policy 17 Bridge Maintenance and Policy 19 Street Lighting. Detailed impacts of maintenance schemes will be dependant on the location, scale and nature of individual schemes. The link with Policy 35 on Natural and Historic Environment, which covers maintenance schemes, is important to ensure negative impacts are minimised and opportunities for improvement / enhancement are taken.

Assessments of proposed major maintenance schemes to identify and mitigate against potential impacts on landscape, biodiversity, historic environment, air, water and soil should inform the methods of working and where appropriate, design of schemes. Assessments should also inform opportunities to positively affect natural and historic environment through maintenance activities.

5.109.5 The priority interventions to be funded in the first three years of LTP against Maintenance include:

- Further development of the Transport Asset Management Plan (TAMP), particularly in relation to deterioration modelling, deteriorated costs calculation, life cycle development and service level agreements

- Implement the new Footway Network Survey (FNS) for condition status across the whole of the County's footway network to enable treatment identification, priorities and costings to be established with a view to improving network wide footway condition
- Continue the development and implementation of a computerised highway safety inspection system to further improve the efficiency of data collection and associated remedial works to support the County's strategy to reduce accidents and claims against the authority
- Continue with the ongoing review and enhancement of the winter maintenance service including the development of local partnering arrangements with Town and Parish councils for improved treatment of footways and the ongoing agreement with the Primary Care Trust to support the service with the aim of reducing accidents and injuries caused as a result of winter weather
- Environmental zoning of areas to determine lighting provision
- Development of the street lighting asset database to improve reporting and the quality of data stored
- Procedural reviews and the development of remote data capture techniques for street lighting to ensure records are up-to-date, including asset and repair details
- Monitoring of District Network Operator response to faults on their supply connections to street lighting and illuminated street furniture and holding monthly progress meetings
- Issue residents in the vicinity of proposed new or replacement lighting schemes information leaflets to advise the reason for the works, a brief overview of design parameters, the installation process, and contact details for queries in advance of any works starting on site to improve communications.
- Development of the Structures asset database to improve reporting and quality of data stored

5.109.6 The above interventions are all in the area of developing the Asset Management approach to maintenance using an evidence-based, prioritised and programmed methodology. The LTP points out that this approach is needed to ensure funding is spent efficiently on justified priority areas, and to identify where cuts can be made without significant adverse effect on the transport network. Impacts associated with developing the TAMP approach are presented in the summary of appraisal of Policy 17 on Highway Maintenance. In addition to the methodological improvements outlined above, it is assumed that the following interventions, as listed in LTP Strategy Section 11 are also under consideration:

- Maintenance regime prioritised on key economic corridors (through TAMP)
- Afford priority to transport assets in worst condition
- Surface treatment to delay oxidation of wearing course
- Increase capacity of cross road culverts (Economic/transport corridors, when necessary to address increased intense rainfall episodes)
- Prepare for treating softened road surface
- Reducing number of lighting columns
- Expand remote dimming control system
- Turn off street lights at certain times
- More efficient lantern technology
- Improved lighting infrastructure
- Reduce spending on little-used assets

- 5.109.7 The suite of interventions above are considered to be a reasonable approach to improving efficiency and contributing to sustainability of maintenance activities in the face of potential funding cuts. In terms of reducing lighting columns and switching off lighting, benefits would need to be carefully assessed against potential reductions in road and/or personal safety in specific areas. In terms of increasing the capacity of road culverts, benefits would need to be carefully assessed against potential impacts on areas receiving increased run-off water. In terms of prioritising maintenance works, prioritisation based on a combined approach using “key economic corridors” and “transport assets in worst condition” as criteria would be the best approach.
- 5.109.8 There are clearly impacts on the environment related to the salting of roads during winter maintenance and the effect this has on water courses and roadside vegetation in particular. However, the level of this impact is acceptable when balanced against the economic, health and environmental benefits of reducing winter accidents and maintaining traffic movement.

The prioritised interventions relate well to SEA recommendations in terms of identifying where highways maintenance funding will be directed and by improving the energy efficiency of lighting. However, interventions may need to go further to ensure the adaptability of highways and bridges etc to climate change which needs to be fully addressed by the TAMP and provision/maintenance of lighting to improve security along walkways, cycleways needs to be considered in the Capital Programme.

Highways maintenance will have negative environmental impacts, but significant negative impacts should be avoided by implementation of the Transport Asset Management Plan in conjunction with the Code of Practice for Highways Maintenance Management, mitigation measures proposed above and other Policies in the LTP3. The prior assessment of maintenance schemes in the vicinity of, or on roads connected to, sites of European importance for biodiversity will be important to ensure compliance with the Habitat Regulations 2010.

5.110 Cross Check of Policies against Priority Interventions

- 5.110.1 The interventions within the Capital Programme should reflect the principles outlined within the policies which will help address key issues and will contribute to LTP3 objectives and national goals.
- 5.110.2 As highlighted in the above sections several interventions have been included in the Capital programme that are currently unsupported by policy. This may weaken the justification for the delivery of the schemes. Policies are therefore required in relation to:
- Driver Information
 - Demand Management
 - Priority Corridors and Whole Town Approach (could be satisfied by a single policy)
- 5.110.3 In terms of the current policy list and priority interventions the majority of policy areas have been reflected. However, there is scope for the LTP to set out its approach, financial or otherwise to the following policy areas.

5.111 Cross Check – P1 Young People and Children

5.111.1 LTP to set out how it will involve young people and children in ensuring that the transport system will be safe, attractive and as straight forward as possible for children and young people to use.

5.112 Cross Check – P2 Less able, Disadvantaged and Older People

5.112.1 The policy will be met in part by priority interventions on community transport and improvements to public transport information. However, the LTP will need to set out it's approach to complying with the Disability Discrimination Act and with the SEA recommendation to provide drop kerbs, refuges in roads and low floor bus promotion.

5.113 Cross Check – P9 Community Transport

5.113.1 LTP to clarify how it will support community transport. SEA recommended that support in the form of funding for replacement or extra buses is continued.

5.114 Cross Check – P12 Climate Change and Carbon Emissions

5.114.1 A number of priority interventions outlined in the Capital Programme will help to reduce carbon emissions. However, the lack of a carbon reduction target needs to be addressed by the LTP to ensure that measures are prioritised toward meeting the target.

5.115 Cross Check – P13 Noise

5.115.1 A number of interventions will help to reduce noise through for example, encouraging use of electric vehicles, ensuring use of freight map routes and encouraging traffic reduction through attitude change and public transport improvements. However, the LTP could possibly strengthen its commitment to actions that directly address noise (particularly in line with development proposals in the County Durham Plan) such as helping to renew older, noisier bus fleets and implementing quieter road surfaces.

5.116 Cross Check – P17 & 18 Maintenance

5.116.1 LTP3 to ensure that the adaptability of the highways network to Climate Change is addressed and appropriate maintenance/strengthening schemes are actioned. Further revenue may be required toward undertaking risk assessments of the network.

5.117 Cross Check – P16 & 19 Security and Street lighting

5.117.1 LTP to ensure that enough capital/revenue is directed toward improving security of walkways, cycleways, bus and rail waiting areas this may involve provision of additional lighting. This issue is not addressed specifically by any of the priority interventions.

5.118 Cross Check – P28 Public Parking

5.118.1 It is uncertain as to how the LTP will address car parking in main towns in terms of limits to numbers of spaces and funding toward car/coach parking improvements.

5.119 Cross Check – P29 Active and Sustainable School Travel

5.119.1 There are currently no interventions that deal directly with encouraging active and sustainable school travel. This may be due to current uncertainties regarding Government funding. However, LTP will need to set out the overall approach to continuation or otherwise of promotion of active and sustainable school travel.

5.120 Cross Check – P33 Rural Areas

5.120.1 A number of interventions will support improving accessibility in rural areas such as improvements to Bishop/Weardale lines and potentially community transport if support is extended to the funding of replacement and new buses. However, there are no interventions relating to the policy in terms of reducing the need to travel by bringing services to people which the LTP could consider supporting. There are also no interventions directly related to West Durham under the Whole Town approach or information or clarity as to how broadband provision will be supported in West Durham. For example, LTP may be able to contribute to the Digital Dale Project that is being led by the Barnard Castle Vision and other transport related projects. LTP should also set out its overall approach to subsidising or not of Type 2 bus services and provision of concessionary fare alternatives for residents who are unable to access bus services. For example, provision of taxi vouchers as previously issued by Teesdale District Council.

5.121 Cross Check – P35 Natural and Historic Environment

5.121.1 There are a number of interventions which will contribute to improving the environment. However, LTP needs to go further to set out its approach to ensuring maintenance measures reduce impact on biodiversity and the historic environment and that measures to calm traffic improve the landscape (through better street design) and where this is not possible that infrastructure is at least appropriate to landscape/townscape and historic environment.

5.121.2 A key issue identified by LTP is the inadequacy of existing drainage infrastructure but there is no identified capital/revenue toward incorporation and further provision of sustainable urban drainage systems. There is also no identified capital/revenue toward improving appropriate accessibility to heritage and biodiversity or enhancing green infrastructure related to transport networks. Further capital/revenue may need to be allocated for further environmental assessment of schemes such as ecological surveys, Habitat Regulations Assessment and landscape & visual assessment.

5.122 Cumulative Effects of Priority Interventions

5.122.1 The majority of interventions will not have any significant adverse negative effect given that mitigation measures are employed where recommended. Cumulative effects are not considered to be over and above those relating to the cumulative effects of the policies outlined in section 5.40 and Appendix G with a few exceptions as detailed in table 12.

Table 12: Cumulative Effects of Priority Interventions

| Cumulative Effect | Existing trend | Future trend | Affected Receptor | Causes | Possible Mitigation Measure |
|---------------------------------------|----------------|--------------|---|---|--|
| Increase in signage, highways clutter | | | -Landscape -Townscape -Historic Environment | <ul style="list-style-type: none"> Increased real time information units | <ul style="list-style-type: none"> Ensure location of units within bus shelters and |

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|------------|--|--|--|---|---|
| | | | | <ul style="list-style-type: none"> • Increase in bus shelters and associated street furniture • Associated bus priority signage etc • Signage and highways clutter linked to safety schemes • Signage etc related to Transit 15 | <p>interchanges</p> <ul style="list-style-type: none"> • Assessment of potentially sensitive sites should be undertaken and specific detailed location and design guidance should be adhered to • Landscape assessment of larger bus priority schemes may be required to inform mitigation measures • Traffic calming measures through better street design to be prioritised where possible other use of signage etc. • Implementation of Policy 35 Natural and Historic Environment |
| Congestion | | | Air Quality Climate Change Economy | <ul style="list-style-type: none"> • Bus priority measures could contribute to congestion • Corridor improvements could exacerbate congestion issues at the junction with the A1(M) | <ul style="list-style-type: none"> • Modelling and supporting measures will enable unreasonable impact to be avoided and a balanced approach to provision of bus priority measures • Further modelling required and advice from the highways agency to be taken • Demand management policy to address congested areas |

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|----------------------------------|--|--|----------------------------------|---|---|
| Increased traffic | | | Local communities Air Quality | <ul style="list-style-type: none"> • Through improvements to priority corridors | <ul style="list-style-type: none"> • Measures to incorporate walking and cycling/improve public transport services into improvement schemes to be outlined • Traffic calming measures and new crossing to be included where needed • Noise barriers to be established where needed • Implementation of Demand Management policy |
| Habitat loss/species disturbance | | | Biodiversity | <ul style="list-style-type: none"> • Highway verge cutting regimes linked to improving visibility for road users • Potential additional land take for Transit 15 • Construction of Bishop Auckland Bus Station • Location of Peterlee Rail Station unknown – potential to impact on Durham Coast SAC and SSSI | <ul style="list-style-type: none"> • Where standard cutting is not necessary on highways land for safety reasons, cutting regimes should be modified to benefit biodiversity • Land to be of low biodiversity value and not part of an important wildlife network in terms of species movement, breeding, feeding etc • Ecological assessments will need to be undertaken to inform design and method of construction in case of sensitive species such as bats • Location, scale and design to be subject to |

| | | | | | Habitat Regulations Assessment |
|---------------------------------------|--|--|----------------------|---|--|
| Deterioration of Historic Environment | | | Historic Environment | <ul style="list-style-type: none"> • Corridor Improvements • Durham City Park and Ride Extensions • Durham City Rail Station • Newton Aycliffe, Heighington Rail Station • Maintenance | <ul style="list-style-type: none"> • Detailed archaeological and historic assessments of schemes to be undertaken to ascertain full impact on the historic environment and to identify appropriate mitigation measures. • Location of new infrastructure to avoid where possible nationally and locally important heritage assets, including built and non-built heritage • Scale and design of new infrastructure to compliment historic character • Maintenance schemes to be designed to take into account impact on historic assets and the wider historic environment |

5.123 Assessment of Priority Interventions – After First Three Years

5.123.1 Beyond the three year horizon, the capital programme is really only indicative. The schemes reflect those that are outlined in other drafts, plans and strategies such as the County Durham Plan but they are not firm proposals and may change before the next three year programme is set.

5.123.2 As a result, the SEA has focussed on the schemes within the first three years as these are where significant effects can be evaluated with greater certainty. However, a looser evaluation of potential significant effects of the longer term programme has been undertaken and includes evaluation of potential schemes such as the Northern and Western Relief roads and a New Park and Ride Site. Please refer to appendix J.

6. SEA Summary – LTP3 draft publication

6.1 SEA of draft policies recommended strengthening of policies 1,2,3,4,5,12,13,17,19,20,23 and 35 to enhance positive effects. SEA also recommended inclusion of policies pertaining to driver information, demand management, priority corridors/whole town approach. It was also recognised that the development of a transport strategy for each sub County in line with the production of the County Durham Plan would be beneficial for prioritisation of policies to each area. The cumulative effects of the policies were assessed and can be mitigated providing that:

- A demand management policy is implemented
- New road infrastructure is only considered when all other options or combination of options have been examined and found not to be capable of meeting intended objectives
- LTP3 adopts carbon targets and implements adaptation measures on the highways network
- Transport developments to ensure no net loss of biodiversity and seek net environmental gain
- Infrastructure to be in keeping with locality and schemes that contribute toward traffic calming/speed management that avoid creating additional highways clutter are prioritised.

6.2 SEA made a number of recommendations regarding the prioritisation of draft intervention measures and the development of additional interventions where none were supplied against a policy area. On the whole the recommendations were reflected by the prioritised interventions in the Delivery Plan. However, in section 5.110 which undertook a cross check of interventions against the policies, the following further interventions were recommended for consideration for inclusion in LTP along with a number of suggestions as to how LTP should clarify its' approach toward for example encouraging active and sustainable school travel:

- Compliance with Disability Discrimination Act measures
- Funding of replacement or new buses for community transport organisations
- Renewal of older, noisier bus fleets
- Quieter road surfaces
- Climate Change adaptation risk assessments
- Security enhancement measures
- Car/coach parking
- Contribution to bringing services to people in rural areas
- Broadband provision
- Subsidising Type 2 bus services
- Concessionary fare alternatives for those unable to access bus services
- Sustainable urban drainage infrastructure
- Measures to improve access to biodiversity/heritage
- Improving green infrastructure related to transport networks
- Environmental assessments

6.3 SEA recommended a number of mitigation measures in relation to LTP3 policies and the priority interventions. Given that the mitigation measures are implemented LTP3 should not have any significant adverse effects and should contribute positively to improving the

sustainability of County Durham's transport system. However, to eliminate any areas of uncertainty identified by SEA it is advised that potential impacts associated with the construction, maintenance and improvement of transport networks and infrastructure upon the environment, health, community safety etc are examined on a site specific / project level in advance of proposed schemes being planned in detail. In the first three-year programme, this applies in particular to the proposed new Rail Station on the Durham Coast Line.

6.4 On the whole policies and interventions in the first three years of LTP3 are considered to contribute positively to the health of residents in County Durham. Early integration of the Rights of Way Improvement Plan into the LTP would strengthen the likelihood of progress in this area through raising its profile and linking it with funding streams and transport schemes.

7. SEA Stage D - Consultation

7.1 The draft SEA of LTP3 Environmental Report was issued for consultation to the statutory consultees (English Heritage, Natural England and the Environment Agency) and other stakeholders for a statutory six week period which commenced November 1st 2010. The full schedule of comments received are contained within Appendix K.

7.2 Following consultation amendments were made to the SEA report and there was a need to revisit stage B to assess significant changes made to the LTP3 delivery plan. Following this aims and methods for monitoring the significant effects of LTP3 were developed (Stage E) and included in section 9.

8. Changes to the LTP3 following Consultation and SEA

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 related to comments made through the SEA and / or statutory consultees of the SEA. These changes are considered to effect positive changes to the LTP3 policies and do not require assessment. The actual changes are set out in table 13.

8.1 Changes made to LTP3 Transport Strategy

8.1.1 Throughout the draft SEA report, recommendations were made for amendments to the LTP3 in order to reduce its potential for negative impact and increase its potential for positive impact. Substantial changes to goals, objectives and policies made as a result of SEA comments are highlighted in the bullets below, and the following table sets out the full list of changes suggested, and the associated response from the LTP3 team.

- Strengthening the objective on minimising environmental impact by including the wording "and seek solutions that deliver long term environmental benefit" so it reads; "Minimise impact of transport on the natural environment, heritage and landscape and seek solutions that deliver long term environmental benefit".
- Guarding against a narrowing of focus onto three overarching goals (maintenance, economic development and carbon reduction) in a situation of severely restricted funding, in order to maintain a balance of priority across all six goals
- Improving integration between different policy areas by modifying wording of policies and / or contextual information

- Including a new policy on Demand Management to recognise its importance in the development of sustainable transport systems
- Including wording at the end of the policy on protecting the natural and historic environment to recognise the legal requirement for Habitat Regulations Assessment of projects emerging over the LTP plan period

Table 13: Changes made to LTP3 policies as a result of SEA

| 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" | No need to add as its there already but 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 a suggested, but with the word "supporting" instead of "funding". |
| Policy 3 (1) Corridor improvements | 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</u>) <u>along routes; with particular emphasis on improving conditions for non-car users and those who are mobility impaired.</u> " Supporting text – suggest not presenting "utility" journeys, but also recreational journeys as the main focus for support for walking and cycling under LTP3 | Agreed and amended With reduced funding utility journeys must be focus of plan |
| Policy 4 (2) Cross boundary connections | 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</u> | Agreed and rewritten |

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| | options available. Particular attention will be given to public transport links into the two major urban areas of Tyne and Wear and Tees Valley as well as 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 | Recommendation about ecological and historical surveys prior to reopening Leamside and on visual and landscape assessments. Recommends mentioning Weardale Line in policy | Surveys / assessments would happen as a matter of course / legislative compliance under EIA. No need for changes. Agreed. Policy reworded to include "...Darlington to Bishop Auckland to Stanhope..." |
| 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 to reduce noise other than fleet so have included the wording " DCC fleet" |
| 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 | Expand Policy with "Maintenance | Text added now added and confirmed |

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| Maintenance | of the highway network will also be require to maximise value to the community and to the network" | 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 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) |
| 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. |
| 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 |
| Policy 32 (19) Air Quality | Suggests info lacking and recommends integrated transport strategy for Durham sub-areas with Air Quality Management Area activities. | 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 | Careful selection of sites recommended and review policy | No text changes required in LTP3. |

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| Points | after 5 years. | |
| 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 including an additional 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. |

8.2 Changes to LTP3 Delivery Plan and implications for SEA

8.2.1 Changes made to the Delivery Plan were not all 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.

8.2.2 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.

Table 14: Additions to the three-year programme in the Delivery Plan

| Economic / Transport Corridors | |
|--|--|
| A693 Corridor – C11 Oxhill Junction | Improvement of traffic signals to relieve congestion on A693 into Stanley |
| A693 Corridor – C5 Pelton / Ouston Junction | Signalisation of junction to relieve congestion on the A693 |
| A691 Corridor – Sniperley Roundabout | £500,000 earmarked in year 1 for roundabout improvements |
| A690 Corridor – C13 Belmont Business Park Junction | £175,000 earmarked in year 1 and £300,000 in year 2 for junction improvements |
| Whole Town Approach | |
| Durham City – Bus Station | £30,000 earmarked in year 1 for small-scale improvements |
| Durham City – North Road | No specific details of schemes are set out (see page 67 of LTP3 Appendices) but £40,000 is earmarked for year 3. |
| Bishop Auckland – Accessibility Improvements | £20,000 earmarked in years 2 and 3 for small scale improvements |

| | |
|---|--|
| Consett – Bus Station | £25,000 earmarked in year 1 and £200,000 in year 2 for major refurbishment |
| Consett – Traffic Management | £30,000 earmarked in year 1 for small scale improvements |
| Stanley – Bus Station | £30,000 earmarked in year 1 for small scale improvements |
| Seaham – B1404 / B1285 Junction | Improvement of traffic signals to relieve congestion at this junction in Seaham |
| Chester-le Street – Rail Station | £20,000 earmarked in year 2 for small scale improvements |
| Chester le Street – Parking Control | £30,000 earmarked in year 1 for parking controls |
| Chester le Street – DDP Scheme | £10,000 earmarked in year 1 and £10,000 in year 2 for small scale improvements |
| Spennymoor – Accessibility Improvements | £20,000 earmarked in year 1 and £30,000 in year 2 for accessibility improvements |

- 8.2.3 Given the details included in LTP3 about transport interchanges (bus and rail stations), and specifically that improvements will be focused on achieving good accessibility for all users and improving comfort and facilities within interchanges, it is considered that the improvements to Durham City Bus Station, Stanley Bus Station and Chester-le-Street Rail Station are unlikely to cause significant negative effects, providing other policies in the LTP are adhered to in the course of their planning and implementation. Similarly, improvements to signalisation at junctions at Oxhill (A693), Pelton / Ouston junction (A693) and B1404 / B1285 junction at Seaham are small scale measures to manage traffic flow at existing junctions and are considered unlikely to have significant negative effects. Traffic management in Consett, Parking Control and DDP schemes in Chester le Street and Accessibility Improvements in Bishop Auckland and Spennymoor fall into the same category. Ensuring cumulative impacts due to increased highway clutter on the townscape will be particularly important from the latter group of schemes.
- 8.2.4 This leaves the A691 Sniperley Roundabout improvements, the A690 Belmont Business Park junction improvements and proposals for North Road in Durham City as larger schemes where significant impact may be possible. Out of these, the scheme for North Road in Durham City is currently undefined (see page 67 of the LTP3 Appendices document) and is therefore not possible to appraise. It is likely that transport measures funded through the LTP will be only one part of a larger scheme, and assessment of the scheme as a whole will be important, especially given the proximity of North Road to the World Heritage Site and other heritage assets.
- 8.2.5 Potential improvements to the Sniperley roundabout, in particular, are bound up with wider plans to deliver new housing and transport improvements to the area around Durham City and need to be modelled and assessed as part of a suite of potential scenarios for housing and transport infrastructure. The modelling process will progress during March and April 2011 and assessment will be possible when that is complete. This will be conducted as part of the Sustainability Appraisal of the County Durham Plan Core Strategy, which will make decisions on the numbers and location of new housing and associated infrastructure, and which is being produced after LTP3.

- 8.2.6 Improvements to the Belmont Business Park Junction will include signalling the slip road junction off the A690 with the road into Belmont, widening the junction at Belmont Business Park entrance and improving capacity at the mini-roundabout forming the junction into Belmont. An assessment of the improvements are included in Appendices J, and the summary is presented below. Overall it is concluded that no significant environmental impacts are likely from Belmont Business Park Junction improvements.

Table 15: Assessment Summary – Belmont Business Park Junction Improvements

| Assessment Summary – Belmont Business Park Junction Improvements | |
|---|--|
| Conclusion | <p>Improvements would encompass signalisation of junction where westbound slip road off A690 meets Broomside Lane, widening of junction into Belmont Business Park and increasing capacity of roundabout where Broomside Lane joins road to Gilesgate Moor. The improvements are located in an area which is already largely characterised by road infrastructure and industrial / commercial buildings.</p> <p>Improvements would ease traffic flow and current congestion problems on the stretch of road from the A690 to Belmont Business Park and into Gilesgate Moor / Durham Retail Park. This would benefit further employment and housing development in the area without significant impact on the natural and historic environment or landscape.</p> |
| Recommendations | Mitigation of impacts with native tree and hedgerow planting, SUDS, incorporation of improvements to walking and cycling networks / facilities. |
| Links with LDF | <p>Links to objective 11</p> <ul style="list-style-type: none"> • To fulfil Durham City's economic potential as a regional economic asset and primary sub-regional centre for business and enterprise, building on its cultural heritage, exploiting its potential as a major retail and residential centre, academic and transport hub and visitor destination • To nurture key growth centres, support an enterprise surge, create the right environment for business development and promote the County as an attractive location for development • To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being |
| Sub County Variations | Applies mainly to Central Durham area |
| Health Impacts | Allows for increased traffic and associated air pollution. There may be some beneficial side-effects through the diversion of traffic from other congested areas. Incorporation of improvements to walking and cycling networks would help to mitigate. |

8.3 Removals from the three-year programme in the Delivery Plan

- 8.3.1 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.
- 8.3.2 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.

8.3.3 Durham City Rail Station Improvements – moved out of three-year programme into year 4.

8.3.4 Seaham Rail Station Improvements – moved out of three-year programme into year 4.

8.4 Additional detail added since the Consultation Draft

8.4.1 In addition to the above changes to the Delivery Plan, further information is included in the LTP3 Appendices document about a preferred, broad location for a new rail station on the Durham Coast Line. Based on the information collected to date, out of seven investigated sites, the Sea View 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, and as part of Environmental Impact Assessment is being incorporated into this process. The location, along with the six others considered, is shown on the map below.



Fig 4: Locations considered for a new station on the Durham Coast Line, including the preferred location at Sea View South

8.5 Assessment of Priority Interventions for three-year programme

8.5.1 A stronger economy - priority interventions included in final LTP3:

- Car-club / car-sharing initiatives
- Support use and redevelopment of existing railway assets
- Increase awareness and use of Traveline
- Provide / improve walking and cycling routes / facilities
- Implement physical improvements to layouts of key junctions
- Maintenance regimes prioritised by economic corridors
- Targeted public transport publicity campaigns
- Introduce 'Ramp Metering' (traffic lights) managing access to A1M and A19
- Continue to develop strategies to deal with effects of climate change, particularly flooding
- Extend Durham City park and ride

8.5.2 The list of interventions under the "A Stronger Economy Goal" in the final LTP3 Strategy document largely cover the comments made in the SEA on priority interventions. Named schemes in the three-year programme have already been discussed in the sections above and are considered not to have likely significant impact. In terms of future programmes, the interventions "Implement physical improvements to layouts of key junctions" and "Support use and redevelopment of existing railway assets" have most potential to cause significant impact and the assessment of schemes as they emerge will be important.

8.5.3 Reducing carbon output - priority interventions included in final LTP3:

- Personal / workplace travel planning
- Targets public transport publicity campaigns
- Provide / improve walking and cycling routes / facilities
- Car-club / car-sharing initiatives
- Re-opening of rail lines
- Promote eco-driving awareness
- Maintenance regime prioritised on key economic corridors
- New rail stations
- Electric recharging points
- Expand UTMC initiative

8.5.4 The list of interventions under the "Reduce Carbon Output" goal in the final LTP3 strategy document largely cover the comments made in the SEA on priority interventions. Named schemes in the three-year programme have already been discussed in the sections above and are considered not to have any likely significant impact, subject to the further assessment of the new station on the Durham Coast Line during the planning and implementation stages of the scheme. The re-opening of rail lines in the future has the potential to have significant impact and the assessment of schemes as they emerge will be important.

8.5.5 Safer and healthier travel - priority interventions included in final LTP3:

- Provide / improve walking and cycling routes / facilities
- Driver / motorcyclist training
- Targeted public transport publicity campaigns

- Increase awareness and use of Traveline
- Personal / workplace travel planning
- Accident investigation and prevention schemes
- Continue coverage of road safety / cyclist training
- Targeted road safety publicity campaigns
- Prompt removal of physical effects of vandalism
- Development of Air Quality Management Plan action plan, and implement measures

8.5.6 The list of interventions under the “Safer and Healthier Travel” goal in the final LTP3 strategy document largely cover the comments made in the SEA on priority interventions. Named schemes in the three-year programme have already been discussed in the sections above and are considered not to have any likely significant impact.

8.5.7 Better accessibility to services - priority interventions included in final LTP3:

- Continue to support the community transport sector
- Promote and improve the Link2 service in response to demand
- Support use and redevelopment of existing railway assets
- Provide / improve walking and cycling routes / facilities
- Support the delivery of services locally to reduce the need for people to travel
- More bus priority measures
- Increase awareness and use of Traveline
- Expand coverage of real-time information
- Improve integration between services
- Improve bus infrastructure

8.5.8 The list of interventions under the “Better Accessibility to Services” goal in the final LTP3 strategy document largely cover the comments made in the SEA on priority interventions. Named schemes in the three-year programme have already been discussed in the sections above and are considered not to have any likely significant impact.

8.5.9 Improve quality of life and a healthier natural environment - priority interventions included in final LTP3:

- Support use and redevelopment of existing railway assets
- Provide staff presence at bus and rail stations and Park & Ride sites
- Improve bus infrastructure
- Provide / improve walking and cycling routes / facilities
- Provide cycling ‘super routes’ on key transport corridors
- Identify sites for coach parking
- De-clutter the public realm
- Improve accessibility / facilities at rail stations
- Expand smart-ticketing

8.5.10 The list of interventions under the “Improve quality of life and a healthy natural environment” goal in the final LTP3 strategy document largely cover the comments made in the SEA on priority interventions. Named schemes in the three-year programme have already been discussed in the sections above and are considered not to have any likely significant impact.

8.5.11 Maintaining the transport asset - priority interventions included in final LTP3:

- Maintenance regime focused on key economic corridors
- Prioritise maintenance of bus stations
- Prioritise management of Public Rights of Way in / around major settlements and key routes
- Protect and prioritise limited available funding through asset management process
- Reduce spending on little-used assets
- Expand dimming / switching off of lighting installations
- Maintain existing bridge stock in serviceable condition
- Maintain existing public transport infrastructure
- Continue street-lighting replacement
- Continue to develop strategies to deal with the effects of climate change, particularly flooding

8.5.12 The list of interventions under the “Maintaining the transport asset” goal in the final LTP3 strategy document largely cover the comments made in the SEA on priority interventions. Named schemes in the three-year programme have already been discussed in the sections above and are considered not to have any likely significant impact. The maintenance and use of green infrastructure within highways land is worthy of a specific intervention in recognition of its potential to contribute to biodiversity conservation and adaptation to climate change impacts, in particular, flooding. Such an intervention would also be relevant to the “Improve Quality of Life and a Healthy Natural Environment” goal.

8.6 How consultation findings have been taken into account in the SEA Report

8.6.1 The draft SEA report was consulted on between November and December 2010, and comments were received from English Heritage, Natural England and the Highways Agency. The Environment Agency (a statutory consultee) confirmed that they had no comments to make.

8.6.2 Summaries of the comments made from the consultees and the response from the SEA team are shown in the table below. Appendix K sets out schedules of the numerous comments from English Heritage and Natural England, and the respective responses, in detail.

Table 16: Summary of Comments from Consultees

| Summary of comments | How comments taken on board |
|---|--|
| Highways Agency | |
| Stresses the importance of links with the County Durham Plan in order to ensure no unacceptable impact on the strategic highways network. | The first three-year programme of LTP3 is considered to include numerous measures to help improve alternative options to private car use which is a means to help reduce traffic issues in general. Policy on Demand Management is now included which highlights need for integration with the County Durham Plan. Integration with the County Durham Plan is being achieved and will influence future iterations of the LTP3 three-year programme of schemes, once the policies within the County Durham Plan are finally adopted |
| English Heritage | |

| | |
|--|--|
| Various comments to strengthen wording relating to protection and enhancement of the historic environment. | Comments largely included in SEA recommendations to LTP3 team |
| Reference to English Heritage guidance on SEA which had also been sent in relation to scoping stage consultation | Guidance has informed assessment process and selection of proposed indicators for monitoring effects of LTP3 |
| Natural England | |
| Various comments to strengthen wording in relation to biodiversity, geodiversity and protection and enjoyment of the natural environment | Comments largely included in SEA recommendations to LTP3 team |
| Comments on the lack of consideration of strategic options for LTP3 | This is discussed in the following section of the SEA report |

8.7 Consideration of strategic options in LTP3

- 8.7.1 Through the consultation on the Draft SEA report, a point was raised by Natural England regarding the consideration of strategic options for LTP3, and that this hadn't really been done in the plan-making process.
- 8.7.2 Overall the consideration of different strategic options for the LTP is more restricted than for development plans (spatial plans) as the LTP is very much directed by the national goals and challenges published by the DfT (the goals are required to provide the framework for the LTP) and the spatial plans and other strategies of the local authority in question. Transport schemes are generally developed in a relatively reactive way as solutions to problems / potential problems caused by other development and trends. Flexibility is needed to ensure the best solutions can be found for individual situations.
- 8.7.3 At this time, potential consideration of options is further restricted by the cuts in funding for transport schemes, meaning that there is less money to distribute across the range of transport schemes and solutions that might be needed in different situations.
- 8.7.4 The principle of ensuring delivery against each of the six overarching goals is considered the most important to adhere to. There was a proposal in the draft LTP to concentrate on a "priority" sub-set of goals in a scenario of restricted funding, but the SEA guarded against this, stressing the importance of a holistic approach and delivery across the set of goals. Schemes / solutions that contribute to a number of the goals are therefore likely to be given relative priority. Overall, this should benefit the more sustainable transport scheme proposals.

9. Monitoring

- 9.1 The SEA Directive requires that significant impacts identified through the SEA are monitored to ensure that adverse effects are kept in check and to alert plan-makers to the need to review the plan, if necessary. In this case, impacts relating to the three-year programme of LTP3 have been identified, but found not to be significant (subject to further appraisal of the new station on the Durham Coast Line at the project planning and implementation phase). However, it is considered important to establish some key indicators to help monitor the effects of LTP3, in parallel with the indicators selected by the LTP3 team to monitor delivery and performance.

9.2 The indicators proposed for monitoring aspects of LTP3 pertaining to the SEA, and for which a report should be compiled and appended to the LTP3 progress report at the end of each three-year rolling programme are:

- Number of rights of way improved and changes in usage on stretches of public rights of way that have been subject to improvements
- Total length of and change in usage of the cycle network
- Transport schemes under LTP3 that improve priority economic corridors
- Number of business travel plans
- Number of flooding incidents seriously affecting transport networks
- Length of new / widened road constructed and area of land take involved
- Transport schemes under LTP3 adversely affecting SSSIs
- Transport schemes under LTP3 adversely affecting Local Wildlife / Geological Sites
- Transport schemes under LTP3 leading to creation or positive management of BAP habitat
- Transport schemes under LTP3 adversely affecting Landscape Conservation Priority areas
- Transport schemes under LTP3 positively affecting Landscape Improvement Priority areas
- Transport schemes under LTP3 adversely affecting listed / registered / scheduled heritage assets:
 - Listed buildings
 - Conservation areas
 - Historic Parks and Gardens
 - Historic Battlefields
 - Scheduled Monuments
- Transport schemes under LTP3 contributing to positive measures / management of listed / registered / scheduled heritage assets:
 - Listed buildings
 - Conservation areas
 - Historic Parks and Gardens
 - Historic Battlefields
 - Scheduled Monuments
- Use of reclaimed materials in road construction / maintenance under LTP3

9.3 These indicators are set out together with the LTP3 indicators (highlighted yellow) and the relevant SEA objective in the following table. Indicators that are used more than once (against different objectives) are emboldened. The list of LTP3 indicators will be supplemented with some “satisfaction” indicators (e.g. level of satisfaction with local bus services) when the Council has decided which issues to monitor through a residents’ survey or similar mechanism.

| Table 17: Monitoring Framework | | |
|--|---|--|
| Indicators used to monitor more than one SEA objective (in bold) | | |
| SEA Objectives | Sub-objectives | Indicators |
| To improve access to services, facilities and employment for all | <ul style="list-style-type: none"> • Improve the affordability of public transport services • Improve access to transport services for the elderly and/or those who are mobility impaired • Improve access to services, facilities and employment for those living in rural parts of the County • Involve the community in decisions regarding local transport services | <ul style="list-style-type: none"> • % of households with access to outpatients facilities within 30 minutes by public transport and/or walking • Total number of local passenger journeys per year on the local bus network <ul style="list-style-type: none"> ○ of which park and ride ○ of which concessionary fares ○ of which those carried on subsidised services • Annual number of single trips on community transport • Access to post 16 education establishments by public transport within one hour |
| To promote safe and secure communities | <ul style="list-style-type: none"> • Reduce road traffic accidents and pedestrian/cyclist deaths and injuries • Reduce impact of HGVs on communities • Reduce the fear of crime on public transport | <ul style="list-style-type: none"> • Number of people killed or seriously injured in road traffic accidents • Number of at-risk motorcyclist participating in Bikewise • Number of at-risk young drivers participating in EXCELeRate • Number of cyclists participating in Bikeability • Number of children receiving roadside safety training • Principal and non principal classified roads where maintenance should be considered: suite of indicators • Condition of structures on the principal and non principal network: suite of indicators • Number of category 1 defects to footways • Number of category 1 defects to carriageways |
| To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport | <ul style="list-style-type: none"> • Increase and develop local cycling and walking networks • Encourage healthy travel through promoting workplace and school travel plans, and awareness campaigns • Improve accessibility to health facilities, sports facilities and open spaces for informal recreation • Maintain good air quality and improve it where it is a problem | <ul style="list-style-type: none"> • % of households with access to outpatients facilities within 30 minutes by public transport and/or walking • Air Quality Management Area: suite of indicators on NO2 levels and traffic flows • Number of rights of way improved and changes in usage on public rights of way that have been subject to improvements • Total length of and change in usage of the cycle network • Number of business travel plans |

| | | |
|--|---|--|
| | <ul style="list-style-type: none"> • Avoid community severance by traffic • Ensure noise levels from transport are kept to acceptable levels | |
| To reduce deprivation and support a sustainable local economy | <ul style="list-style-type: none"> • Support the regeneration of deprived areas • Improve accessibility to jobs and services and reduce social exclusion • Improve connectivity with the rest of the region • Improve accessibility to major towns • Support the movement of freight • Reduce road congestion | <ul style="list-style-type: none"> • Increase in GVA per head • Transport schemes that improve priority economic corridors • Number of business travel plans |
| To reduce the need to travel and promote sustainable transport options | <ul style="list-style-type: none"> • Improve and promote the public transport system in ways which encourages greater patronage (information, ticketing, frequency, reliability, journey times) • Promote uptake of workplace and school travel plans • Implement demand management measures • Develop and promote local cycling and walking networks | <ul style="list-style-type: none"> • Total number of local passenger journeys per year on the local bus network <ul style="list-style-type: none"> ○ of which park and ride ○ of which concessionary fares ○ of which those carried on subsidised services • Annual number of single trips on community transport • Bus service punctuality at origin – service no more than 5 mins late or 1 min early • Bus service punctuality at destination – service no more than 5 mins late or 1 min early • % of buses fitted with real time equipment and tracked on the real time system • Number of rights of way improved and changes in usage on public rights of way that have been subject to improvements • Total length of and change in usage of the cycle network • Number of business travel plans |
| To reduce the causes of climate change | <ul style="list-style-type: none"> • Reduce the demand for travel • Develop low carbon transport systems, including cycling, walking and electric vehicle infrastructure • Support the increased use of rail for | <ul style="list-style-type: none"> • Reduction in transport carbon emissions in the LA area • CO2 reduction from local authority fleet operations • CO2 emissions from street lighting • Number/distribution of electric vehicle points installed |

| | | |
|--|---|--|
| | <p>freight movement</p> <ul style="list-style-type: none"> • Increase use of recycled materials in transport construction and maintenance schemes | |
| To respond and enable adaptation to the inevitable impacts of climate change | <ul style="list-style-type: none"> • Reduce flood risk associated with transport infrastructure • Ensure ability of infrastructure to withstand weather extremes | <ul style="list-style-type: none"> • Number of flooding incidents seriously affecting transport networks |
| To protect and enhance biodiversity and geodiversity | <ul style="list-style-type: none"> • Do not cause fragmentation/severance of priority habitats or adversely affect sites of national, regional or local importance • Ensure no significant adverse effect to the integrity of sites of European importance (use Habitats Regulations Assessment) • Ensure light, noise, disturbance, air pollution and run off from transport schemes do not adversely affect designated sites or listed species • Design and manage transport corridors and associated infrastructure to contribute positively to habitats and habitat networks • Improve understanding of and appropriate access to biodiversity in the County | <ul style="list-style-type: none"> • Transport schemes under LTP3 adversely affecting SSSIs • Transport schemes under LTP3 adversely affecting Local Wildlife / Geological Sites • Transport schemes under LTP3 leading to creation or positive management of BAP habitat |
| To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment | <ul style="list-style-type: none"> • Plan and design transport schemes to protect and enhance landscape character • Ensure transport schemes are not in conflict with the objectives of nationally designated or defined landscapes (AONB and Heritage) | <ul style="list-style-type: none"> • Transport schemes under LTP3 adversely affecting Landscape Conservation Priority areas • Transport schemes under LTP3 positively affecting Landscape Improvement Priority areas |

| | | |
|--|--|--|
| | <p>Coast) and contribute to objectives where possible</p> <ul style="list-style-type: none"> • Improve accessibility to the countryside | |
| To protect and enhance cultural heritage and the historic environment | <ul style="list-style-type: none"> • Ensure transport schemes do not adversely affect designated heritage assets or non-designated assets of local importance • Ensure archaeological assessment is carried out in advance of planning transport schemes • Improve accessibility to historic environmental assets where appropriate | <ul style="list-style-type: none"> • Transport schemes under LTP3 adversely affecting listed / registered / scheduled heritage assets: <ul style="list-style-type: none"> • Listed buildings • Conservation areas • Historic Parks and Gardens • Historic Battlefields • Scheduled Monuments • Transport schemes under LTP3 contributing to positive measures / management of listed / registered / scheduled heritage assets: <ul style="list-style-type: none"> • Listed buildings • Conservation areas • Historic Parks and Gardens • Historic Battlefields • Scheduled Monuments |
| To protect and improve air, water and soil resources | <ul style="list-style-type: none"> • Ensure schemes will not contribute to increased flood risk or water pollution • Reduce run-off to drain systems by using sustainable urban drainage systems/green infrastructure • Ensure schemes will not contribute to land contamination • Protect the best and most versatile agricultural land | <ul style="list-style-type: none"> • Air Quality Management Area: suite of indicators on NO2 levels and traffic flows • Number of flooding incidents seriously affecting transport networks • Length of new / widened road constructed and area of land take involved |
| To reduce waste and encourage the sustainable and efficient use of materials | <ul style="list-style-type: none"> • Increase use of recycled materials in transport construction and maintenance schemes | <ul style="list-style-type: none"> • Use of reclaimed materials in road construction / maintenance under LTP3 |

