



Sustainability Appraisal and SEA of Darlington Borough Council's Third Local Transport Plan

Sustainability Appraisal Report

December 2010

Darlington Borough Council LTP3
Sustainability Appraisal Report

A report by **CAG Consultants** for Darlington Borough Council

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Non Technical Summary

Introduction

This section is the Non-technical Summary of the Environmental Report for Darlington's third Local Transport Plan. The Environmental Report sets out the results of the Sustainability Appraisal (SA)/Strategic Environmental Assessment (SEA) of the Darlington Local Transport Plan 3 (LTP3). The purpose of the Environmental Report is to give consultees information on the potential environmental and sustainability effects of the Draft LTP3 and to assist Darlington Borough Council in improving the Final LTP3.

The SEA process

The Darlington LTP3 is subject to a full SEA in line with the requirements of Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004 (otherwise known as the SEA Regulations).

The SA/SEA has been carried out by CAG Consultants on behalf of the Borough Council.

Darlington's LTP3

The Local Transport Act 2008 requires local transport authorities in England to produce and maintain a Local Transport Plan (LTP). This is the third Local Transport Plan produced for Darlington. LTP1 covered the period 2001/02 to 2005/06, and LTP2 covered the period 2006/7 to 2010/11.

The LTP3 consists of a strategy, a set of transport policies, an implementation plan and a series of supporting documents. The strategy sets out the overall policy framework within which transport needs to be considered within Darlington. Darlington's Local Transport Plan will cover the period 2011-2026 in line with the Local Development Framework.

The main elements of the LTP3, the approaches to achieve the transport goals and the policies have all been assessed as part of the SEA. The Environmental Report contains the assessments and summary assessments and the conclusions of the SEA process.

SEA appraisal process

SEA is a tool to ensure the integration of environmental and sustainability considerations into the plan and decision making process. To achieve this aim, SEA is used as a parallel process to inform each stage of the LTP development.

Other appraisals

In addition, there are two other appraisal processes taking place alongside the SEA. The first appraisal process is the Equality Impact Assessment (EqIA). Local authorities have a duty under race, disability and gender legislation to carry out an EqIA of their LTP3. EqIA can help determine how an LTP affects different groups of people. DfT guidance on LTPs advises that an EqIA encompass race, gender, disability, age, religion/belief and sexual orientation. Darlington Borough Council has produced an EqIA and a Disabilities Impact Assessment is underway and will be completed before the LTP is finalised.

The second is the Habitat Regulations Assessment. The Conservation of Habitats and Species Regulations 2010 (SI 2010/490) require that any plan or programme that is likely to have a significant effect on a Natura 2000 site (areas of high value for natural habitats including species of plants and animals which are rare, endangered or vulnerable in the European Community) should be subject to Habitats Regulations Assessment (HRA). The guidance on Local Transport Plans (Department for Transport, July 2009) states that local transport authorities need to consider if their LTP is likely to have a significant effect on a European site. If a significant effect is likely, the Plan must be subject to an appropriate assessment.

Darlington Borough Council has undertaken an appropriate assessment of the LTP in relation to the Protection of European Sites, in line with legislation and best practice. A Screening Report has been produced.

The Screening Report concluded that there will be no likely significant effect on the integrity of any Natura 2000 sites arising through the adoption of Darlington's 3LTP, and therefore no further appropriate assessment was thought to be required. Any cumulative effects will be identified through continual monitoring at local and Tees Valley level.

Main SEA Findings

This Environmental Report details in section 4, the effects of the LTP3 potential strategic approaches and in section 5 the effects of the draft policies on the 12 socio-economic and environmental SA/SEA objectives. Those approaches (strategic options) or policies that have a potential or significant negative impact on any of the objectives are highlighted in the assessments and any recommendations to mitigate the impacts are listed in the matrices.

In relation to the options, the main findings were:

- Council data suggests that the majority of the population can access services without the use of the car. A key issue in terms of sustainability will be making improvements in the transport network without detracting from this position. This highlights the importance of providing sustainable travel options alongside traffic measures, particularly in relation to the development of new sites.

- Improving connectivity to the Eastern Fringe and wider Tees Valley will be important in terms of employment but to avoid conflicts with other sustainability objectives it will be important to do so primarily by improving the provision of sustainable travel modes and their interconnectivity.
- Further work may be necessary to investigate whether demand management measures can be incorporated in support of many of the sustainability objectives without unduly impacting on economic growth in the region.
- A range of approaches are available for reducing the carbon impact of travel and these are well captured in the policy options expressed. However, further work may be needed to understand how the need to travel can be reduced whilst improving connectivity, particularly in relation to new employment sites. Caution also needs to be exercised in the promotion of bio fuels because of the potential adverse impacts from their production.
- In relation to journey experiences and changes in the demographics of the population, genuine alternative options are not apparent but the options presented instead form a set of complimentary approaches.
- The need to adapt to climate change needs to be given more explicit consideration in relation to all policy areas but particularly in terms of potential climate impacts on vulnerable groups. The funding for adaptation measures is a critical issue which needs to be addressed.
- The sustainability objectives will be better served by prioritising investment in the transport system over the maintenance of the highway network.

In relation to the policies, the main findings were:

- Policy 1. Integrate land use and transport planning at all stages of the planning process using the 3 pronged approach to tackling congestion:** There may be inherent conflicts within this policy. Physical improvements to the highway network to ease congestion may result in increased travel, which could have adverse impacts on health, emissions and air quality, which may not be outweighed by the investment and promotion of sustainable travel choices. Uncertainties: The balance between the three prongs and the resulting impacts is unclear. Further work may be necessary to determine whether proposed physical improvements would result in increased trips. Recommendations/Mitigation: That the physical improvements to the highway network only be taken forward if they do not result in increased trips by the private car.
- Policy 2. Exploit the potential of rail, bus and car sharing to employment, leisure and shopping opportunities** This policy should have strong positive sustainability impacts.
- Policy 3. Reduce the need to travel; continue to promote sustainable travel for shorter journeys; and work in partnership to develop and promote lower carbon transport options for longer trips.** This policy should have strong positive sustainability impacts.
- Policy 4. A joint approach between the Council and Public Health with shared resources to increase levels of walking and cycling, in a safe environment, to secure multiple outcomes.** This policy should have strong positive sustainability impacts.
- Policy 5. Evaluate and support initiatives that enable older people to travel, particularly those without a car and those in rural areas.** This policy should improve accessibility, particularly for those with poor accessibility currently.
- Policy 6. Prioritise funding on the basis of maintaining, then managing, then improving transport and travel, and provide greater decision making at a local level.** In prioritising maintenance over improvements (which would include sustainable modes), this policy scores negatively against many of the objectives. This impact would be reduced if it were to be assumed that 'maintenance' included significant works to existing sustainable modes like walking, cycling and public transport, given Darlington's good record on these issues to date. Recommendations/Mitigation: Funding for maintenance and better management of the system only be taken forward where they don't result in increased car trips.
- Policy 7. Maintain and manage the highway network and improve waiting/parking facilities particularly at the rail station and town centre.** This policy scores positively across the board and should improve the attraction and use of public transport with associated sustainability, low carbon and health benefits. Recommendations/Mitigation: Improvements to interchanges should maximise synergies with the public realm, built heritage and climate change adaptation.

1. Introduction

1.1 Background

The preparation of the Darlington Borough Council Third Local Transport Plan (LTP3) has been subject to an integrated Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) in line with the requirements of:

- Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004 (which requires a environmental assessment to be carried out on certain plans and programmes prepared by public authorities that are likely to have a significant effect upon the environment); and
- The Planning and Compulsory Purchase Act 2004 and Planning Policy Statement 12 (PPS12).

Certain plans, including LTP's, have been deemed by the Government to automatically require an SEA. Darlington's LTP3 has therefore been subject to a full SEA in line with the requirements of the SEA Regulations (hereafter referred to as SA for convenience).

The Sustainability Appraisal is being carried out by CAG using a team of consultants experienced in SA and SEA of local authority plans and strategies.

This report is the draft Sustainability Appraisal (SA) Report of the Darlington LTP3.

1.2 What is Sustainability Appraisal?

Sustainability Appraisal should perform a key role in providing a sound evidence base for the plan and form an integrated part of the plan preparation process. Sustainability Assessment should inform the evaluation of alternatives. Sustainability Assessment should provide a powerful means of proving to decision makers, and the public, that the plan is the most appropriate given reasonable alternatives.

The aim of Sustainability Appraisal is to make sure that plans are doing as much as they can to support the delivery of social, economic and environmental

objectives at the same time. Although planning authorities do their best to address these issues, it is easy to miss opportunities for better supporting social, economic and environmental objectives, and for reducing any conflicts. Sustainability Appraisal offers a systematic way for checking and improving on plans as they are being developed. Ideally, as a result of the appraisal, conflicts with sustainability objectives will be removed, but this is not always possible. The conflicts and the decisions made must be explained in the SA report. As a result the public and other stakeholders will find it easier to appreciate the pros and cons of the plan and to make up their own minds about whether the planning authority has made good decisions.

1.3 Purpose of the Sustainability Appraisal

The purpose of the Sustainability Appraisal is to promote sustainable development by integrating sustainability considerations into the plan making process. This is done through a number of stages:

- The production of an SA scoping report (in February 2010), which examined the sustainability issues in the area. The issues identified in the scoping report were used to produce a Sustainability Appraisal framework against which the plan could be measured. The scoping report can be accessed here: http://www.darlington.gov.uk/dar_public/documents/Development%20and%20Environment/Development%20and%20Regeneration/Transport%20Policy/draft_sa_scoping_reportv3.pdf
- This report: which is the appraisal of the issues and options and draft LTP3 policies and forms the SA report (the formal SA report under the terms of the SEA Regulations). The results of this appraisal will be used by the council to develop the final draft of the plan.

1.4 Darlington's LTP3

The Local Transport Plan is a vital tool to help the local authority strengthen its place-shaping role and its delivery of services to the community in the context of the Sustainable Community Strategy. Good transport is a vital factor in building sustainable local communities and contributing to the achievement of stronger, safer communities, healthier lifestyles, equality and social inclusion. Good transport can protect and enhance the environment whilst supporting both the local and national economy.

The Transport Act 2000 (amended by the Local Transport Act 2008) sets out the duty to develop the next Local Transport Plan in time for April 2011. It must include a Transport Strategy and an Implementation Plan (rolling programme of

schemes and initiatives with identified sources of funding). A Ministerial announcement¹ was made in July 2010 confirming that the Government continues to support Local Transport Plans as the best way for authorities to plan transport strategy and delivery, in particular reflecting the local challenges, choices and priorities.

Each LTP should set out how local policies and programmes will contribute to the national transport goals, as set out in Delivering a Sustainable Transport System (DaSTS)² which take account of transport's wider impact on climate change, health, quality of life and the natural environment. This means a transport system:

- to support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- to reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
- to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society; and
- to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

The Coalition Government's priorities are to rebuild the economy and to reduce carbon emissions. Local Transport Plans therefore need to reflect these two goals.

However there is also a commitment to localism³, devolving more power to local authorities and local people. The LTP should therefore reflect local challenges and local solutions. This enables other local priorities for transport (and the wider policy agenda) to be reflected in the LTP. Indeed these may change over time and will need to be reflected in future reviews of the Plan.

The draft LTP3 states that the Plan *'has been developed without indicative funding allocations, due to the recession, change in Government and resultant Comprehensive Spending Review. It has been widely anticipated that LTP funding will be reduced by up to 40% and therefore the options appraisal has to carefully*

¹ Speech by Norman Baker MP and Transport Minister, Local Transport Today Conference, 20th July 2010; confirmed in writing by Department for Transport, 9th August 2010.

² Delivering a Sustainable Transport System: Consultation on Planning for 2014 and beyond, DfT, November 2008

³ Localism Bill 13th December 2010

assess affordability and value for money of policies and programmes. This will become more relevant during the development of the Implementation Plan'.

The five Local Authorities in the Tees Valley (Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton on Tees) have a strong tradition of joint working. This has been demonstrated through the Tees Valley City Region Business case (2006) culminating in the development of a Multi Area Agreement signed off by Government in July 2008. In September 2010 a Tees Valley Local Enterprise Partnership proposal was submitted to Government, clearly setting out how the public, private and voluntary and community sector have a role to play in achieving the two ambitions of 'driving the transition to a high value low carbon economy', and 'creating a more diversified and inclusive economy'.

This joint approach for transport was established in the development and implementation of the Second Local Transport Plan. It succeeded in securing additional funding from the DfT for the Tees Valley Bus Network Improvement scheme and for the implementation of the first phases of a Metro proposal for the Tees Valley rail network.

However it is recognised that each local authority area has very different local needs, with differences in the economic, social, political and environmental make up of each area. ***It has therefore been agreed that each Local Authority will produce its own Local Transport Plan to meet local needs, but will reflect the Tees Valley Transport Strategy within it.*** Local authorities will work together on joint schemes when it is sensible to do so to meet social, economic or environmental goals, in particular reflecting the travel patterns of local people across borough boundaries.

Darlington's Local Transport Plan will cover the period 2011-2026 in line with the Local Development Framework.

Darlington's Transport context

Darlington's economic strategy is underpinned by its accessibility to national, regional and local transport networks and its intrinsic quality of life both within the Borough and places around it. Its location on the East Coast Main Line, adjacent to both the A1(M) and A66(T) and its proximity to Durham Tees Valley Airport provide easy access to the north east region as well as to major conurbations including Leeds, Manchester and London, and have helped to attract investment into the Borough. A combination of an advantageous location and high specification infrastructure has attracted businesses to office developments at Morton Palms, logistics organisations to Favervale and a large scale mixed use development at Central Park adjacent to the rail station, anchored by Darlington College and Teesside University (under construction).

Within the Borough there are good sustainable transport links, including a comprehensive cycle network and commercial bus network, as well as rail stations serving the lines to Bishop Auckland and Saltburn. There are frequent bus services to towns in North Yorkshire, County Durham and to parts of the Tees Valley. Access by bus to the eastern end of the Tees Valley is poor, and this is likely to prevent access to employment for Darlington residents in these growth areas unless they have access to a private car. The town centre has been radically altered to provide an environment for those walking, cycling and using public transport. There is little or no community transport provision.

Darlington's current transport strategy is implemented with a 3 pronged approach, namely:

1. To tackle congestion hot spots with physical improvements to junctions on the highway network, adding greater capacity for traffic;
2. To manage the highway network so that it operates effectively and efficiently, for the benefit of all road users; and
3. To provide and promote sustainable travel choices to support travel behaviour change.

Darlington has a national and international reputation for the work it has done on sustainable transport. It is the only town to have been both a sustainable travel and cycling demonstration town. The Department for Transport (DfT) issued independently quantified results from the Sustainable Travel Towns; Darlington has seen a 9% reduction in car trips; 113% increase in cycling trips and 14% increase in walking trips. Along with a 9% reduction in car driver trips which equates to 10,800 fewer car trips per day.

A key issue going forward is how to continue this work so that all the gains are not lost, as behaviour change programmes need to be by their very nature long term.

During the last 5 years of the LTP56 there have been mixed results on public transport and traffic levels.

Bus patronage has continued to decline (from 8.78 million trips in 2005/06 to 8.2 million trips in 2009/10) and both satisfaction with bus services and bus information is poor. However rail patronage across Darlington's stations has shown strong growth with a 63% increase at Bank Top station over the last decade to 2,160,293 trips in 2009/10.

Traffic levels are monitored across over 50 sites in the Borough, enabling analysis on key corridors into the urban area, as well as across two cordons – one around the edge of the urban area monitoring traffic in and out of the town; the second around the edge of the Inner Ring Road, effectively monitoring travel within the

urban area. The Inner Cordon has shown a reduction of approximately 5% during the period 2006-2009, reflecting the increases in sustainable travel. The outer cordon shows an increase of 2%, in line with national traffic growth, demonstrating that smarter choices needs to be applied in areas outside of the Darlington's urban area (surrounding villages and towns in neighbouring authorities) linked to changes in perception of and/or actual improvements to public transport and other sustainable travel options in order to reduce car use for these longer journeys.

This reflects the impact that a combination of physical improvements to travel options and Smarter Choices, have had an impact, particularly on short trips within the urban area. The approach has recognised that some trips can only be made by car, but that the potential to switch car journeys to other modes is now greater than at the start of the work in 2004 as the travel options have improved since then.

Darlington Council has adopted Outcome Based Accountability in its corporate and service planning and Darlington Partnership is taking up this methodology to establish a common approach across partner agencies to agree outcomes, priorities and targets for delivering the Sustainable Community Strategy. As such the goals for the LTP have been developed in terms of outcomes.

Five outcomes have been developed for the Plan in the context of the national guidance, as well as regional and local priorities, in particular those set out in One Darlington: Perfectly Placed and the Local Development Framework Core Strategy.

The national goals set out in DaSTS were used as a starting point to develop outcomes for Darlington, helping to ensure that the Local Transport Plan contributed to the achievement of the national transport strategy. Although the national picture has changed with a change of Government, the Council consider that new priorities (to rebuild the economy and to reduce carbon emissions) and an increasing emphasis on localism, the building blocks that have been used, and the consultation that has taken place, have ensured that the outcomes that have been set are still valid and appropriate.

Consultation resulted in changes to the proposed outcomes, including the addition of 'affordability', 'journey experience' and 'activities'.

As such the outcomes for the LTP have been developed as follows:

- Everybody is able to enjoy the Borough's prosperity by providing and maintaining a reliable, predictable, efficient and affordable transport network;
- Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change;

- People live long, healthy and active lives, travelling safely and making active travel choices;
- Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities; and
- People in Darlington enjoy a positive journey experience on an attractive, clean, green and sustainable transport system

1.5 Compliance with the SEA Directive/Regulations

The Sustainability Appraisal has been carried out in conformity with SA guidance (mainly the CLG Plan Making Manual and PAS SA guidance⁴, also the ODPM guidance on Sustainability Appraisal)⁵ and meets the requirements of the Planning and Compulsory Purchase Act 2004 and the SEA Regulations (Statutory Instrument 2004 No. 1633: The Environmental Assessment of Plans and Programmes Regulations 2004). This SA report includes the required elements of an environmental report as required by the SEA Regulations. Table 1.1 signposts the relevant sections of the SA report that represent the required contents of the environmental report.

Table 1.1: The Environmental Report requirements

SEA regulations requirement for an environmental report	Where covered in SA report
Preparation of an environmental report in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated.	The whole report does this.
An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes.	Sections 1.4 and Appendix 1 (Scoping Report)
The relevant aspects of the current state of the environment and the likely evolution thereof without	Section 3 and Appendix 1

⁴ <http://www.pas.gov.uk/pas/core/page.do?pagelId=152450>

⁵ ODPM (2005): Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents.

SEA regulations requirement for an environmental report	Where covered in SA report
implementation of the plan or programme.	
The environmental characteristics of areas likely to be significantly affected.	Section 3 and Appendices 2 and 3
Any 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.	Section 3
The 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.	Section 3 and Appendix 1
The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (Footnote: These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects).	Sections 4 and 5
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Section 5 and Appendices 2 and 3
An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Sections 4
A description of measures envisaged concerning monitoring in accordance with Article 10.	Section 6
A non-technical summary of the information provided	See NTS embedded in this

SEA regulations requirement for an environmental report	Where covered in SA report
under the above headings.	report
The report shall include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Art. 5.2).	The whole report does this.
<p>Consultation</p> <p>Authorities with environmental responsibility and the public shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2).</p>	<p>Stakeholders and the public were given 4 weeks to comment on the draft LTP (15/11 – 13/12 2010). The public and environmental authorities were given 6 weeks to comment on both the draft SA Report and the draft LTP document as a best practice measure starting December 2010.</p>

1.6 Links with other appraisals

Habitats Regulations Assessment

LDF policies including Efficient and Effective Transport have also been screened for their impact on the integrity of European sites⁶ as required under Articles 6(3) and 6(4) of the Habitats Directive⁷. The Habitats Regulations Assessment Screening Report is presented as a separate document and is available on the Council's website (<http://www.darlington.gov.uk/ConnectingwithCommunities/Talking+Together/Transportplan.htm>)

⁶ European sites are Special Areas of Conservation designated under the Habitats Directive, Special Protection Areas designated under the Conservation of Wild Birds Directive, and Ramsar sites, wetlands of international importance designated under the Ramsar Convention.

⁷ Directive 92/43/EEC on the Conservation of Natural Habitats and Wild Fauna and Flora.

Equalities Impact Assessment

An Equalities Impact Assessment has been undertaken on the draft LTP. This can be found at

<http://www.darlington.gov.uk/ConnectingwithCommunities/Talking+Together/Transportplan.htm>. In addition a Disability Impact assessment has been carried out, which will be finalised in January 2011.

1.7 Structure of this Report

This section provides an introduction to the plan and related SA process. The rest of this report is structured as follows:

Section 2 outlines the methodology used in the Sustainability Appraisal

Section 3 presents the main sustainability problems and opportunities identified and the SA Framework of sustainability objectives. It also discusses the evolution of the baseline without the plan. This section refers to the plan's relationship with other plans, programmes and environmental / sustainability objectives and the baseline environmental and sustainability conditions within Darlington which are presented within the Final Scoping Report in Appendix 1.

Section 4 presents the results of the appraisal of options

Section 5 presents a summary of the appraisal of draft policies

Section 6 outlines initial proposals for monitoring the sustainability effects of the Plan.

2. Appraisal Methodology

2.1 The SA Process

Sustainability Appraisal is being carried out as an integral part of the LTP3 preparation and has a number of iterative stages. These are shown in Table 2.1 below.

Table 2.1: SA Stages

SA Stage	Purpose of the SA Stage
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope	
A1: Identifying other relevant policies, plans and programmes and sustainability objectives	To document how the plan is affected by outside factors and suggest ideas for how any constraints can be addressed
A2: Collecting baseline information	To provide an evidence base for sustainability issues, effects prediction and monitoring
A3: Identifying sustainability issues and problems	To help focus the SA and streamline the subsequent stages, including baseline information analysis, setting of the SA Framework, prediction of effects and monitoring
A4: Developing the SA framework	To provide a means by which the sustainability of the plan can be appraised
A5: Producing scoping report and consulting on the scope of the SA	To consult with statutory bodies with social, environmental, or economic responsibilities to ensure the appraisal covers the key sustainability issues
Stage B: Developing and refining options and assessing effects	
B1: Testing the LTP3 objectives against the SA framework	To ensure that the overall objectives of the LTP3 are in accordance with sustainability principles and provide a suitable framework for developing options

SA Stage	Purpose of the SA Stage
B2: Developing the LTP3 options	To assist in the development and refinement of the options, by identifying potential sustainability effects of options
B3 and B4: Predicting and evaluating the effects of the DPD LTP3	To predict the significant effects of the LTP3 and assist in the refinement of the LTP3
B5: Considering ways of mitigating adverse effects and maximising beneficial effects	To ensure that all potential mitigation measures and measures for maximising beneficial effects are considered and as a result residual effects are identified
B6: Proposing measures to monitor the significant effects of implementing the LTP3	To detail the means by which the sustainability performance of the LTP3 can be assessed
Stage C: Preparing the Sustainability Appraisal Report	
C1: Preparing the SA report	To provide a detailed account of the SA process (in a format suitable for public consultation and decision makers), including the findings of the appraisal and how it influenced the development of the LTP3
Stage D: Consulting on the draft LTP3 and SA report	
D1: Public participation on the draft LTP3 and the SA report	To provide the public and statutory bodies with an effective opportunity to express their opinion on the SA report and to use it as a reference point when commenting on the LTP3.
D2 (i) Appraising significant changes	To undertake further appraisal, if required, where significant changes have been made since Preferred Options. This may take the form of an annex to the existing SA, or a revised SA.
D2 (ii) Appraising significant changes resulting from representations	To undertake any further appraisal on significant changes

SA Stage	Purpose of the SA Stage
D3 Making decisions and providing information	Produce an SA adoption statement to accompany the adopted LTP3 outlining how the findings of the full SA process have been into account.
Appraisal stage E: Monitoring the significant effects of implementing the LTP3	
E1 Finalising aims and methods for monitoring	The measures envisaged for monitoring the LTP3 should be set out in the SA report and these should be finalised once the LTP3 is adopted.
E2 Responding to adverse effects	The SEA Directive specifically requires monitoring to identify, amongst other things, unforeseen adverse effects arising from the plan to enable remedial action to be taken.

The scoping phase of the SA (Stage A) resulted in the production of a SA framework which has been used to test the various stages of the plan. This is shown in Table 3.2 in Section 3.

2.2 The testing process

Testing the objectives, alternatives and draft policies is a central part of the appraisal process. This involved assessing the impact of the objective, option or policy against each of the sustainability objectives. This was done using a formal matrix. The impact of the option or policy on the SA objective was scored as follows: Major positive ++; positive +; major negative --; negative -; uncertain ?; or neutral O. In testing the plan objectives we used a simple tick or cross because this test was intended to test consistency and conflict between the plan objectives and the SA objectives rather than to assess the significance of potential effects. The testing process assessed the impact in the short, medium and long term, and included a commentary on the reasons for making the judgement.

The SEA Directive requires the appraisal to identify significant impacts. In our appraisal, major positive, positive, major negative and negative impacts are all defined as “significant”. Significance is assessed in terms of the **size** of the impact (e.g. whether a development will use a large or small amount of greenfield space) and the **importance** (e.g. will it take place on an important biodiversity site). The third factor is the **cumulative** effect of a number of small impacts, which when

taken together can produce a significant impact (e.g. the effect on landscape of a number of small developments in the countryside).

The assessment was based on expert opinion of the consultants, supplemented by information from officers, drawing on the baseline data and analysis of key sustainability issues, and relevant research where available. The reason for undertaking this mainly qualitative approach (i.e. based on opinions rather than data) was the lack of comprehensive existing research to quantify the likely effects of the plan, and the costs and practical difficulties in undertaking any new research in the timescale required. The uncertainties inherent in appraising a strategic plan of this nature mean that it is in fact impossible to quantify the majority of the potential impacts.

In the testing matrices, the conclusions, concentrating on the significant impacts are summarised at the bottom, along with recommendations for changes to mitigate negative impacts of the policies. In some cases this involves recommendations for issues that need to be addressed in other plans or mechanisms. Any uncertainties or assumptions that have been identified through undertaking the appraisal are also summarised. In all cases, unless otherwise stated, the effects identified are direct and permanent.

2.3 Testing SA objectives and Plan objectives

Guidance⁸ states that it is important for the objectives of the Plan to be in accordance with sustainability principles. The Plan objectives have therefore been tested for compatibility with the SA objectives: see the table below (symbols are the same as for the main appraisal).

This table shows that there is a high degree of compatibility between Plan objectives and sustainability objectives.

⁸ DCLG 2005

Table 2.3 SA objectives and Plan objectives compatibility matrix

SA objectives →												
LTP objectives ↓	1. Access	2. Health	3. Safety	4. Travel	5. C.Change	6. Air quality	7. Water	8. Land use	9. Biodiversity	10. Heritage	11. Economy	12. Town centre
1. Development and levels of traffic	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
2. Tackling congestion	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
3. Connectivity and access to jobs	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
4. Low carbon transport	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
5. Journey experience and changes in the demography of the population	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
6. Funding and prioritising expenditure	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
7. Localism	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓
8. Health	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓	✓

2.4 Testing cumulative impacts

Part of the testing process also involves consideration of secondary, cumulative and synergistic effects. Secondary effects are indirect effects, for example health impacts of air pollution from transport. Cumulative impacts, mentioned above in relation to individual policies, also apply to the accumulation of the effects of all the policies in the plan. Synergistic effects are those which interact to produce a total effect greater than the sum of the individual effects, for example progressive fragmentation of a wildlife habitat leading to areas too small to support wildlife.

In the appraisal, secondary, synergistic and cumulative effects of individual policies were considered in the testing process where relevant. Potential cumulative effects have been summarised separately in Section 5.

2.5 Difficulties encountered in compiling information or carrying out the appraisal

Uncertainties have been identified in the appraisal of the LTP. When appraising the options of the LTP some of these uncertainties have been recorded where exact impact will depend on local circumstances, e.g. proximity to wildlife sites.

Where difficulties have been encountered in the collection of baseline data, these have been recorded as data gaps and can be found in Appendix 1.

2.6 Consultation

In order to meet the requirements of the SEA Directive, the Planning Authority must seek the views of designated environmental consultation bodies on the scope of the appraisal and on the draft report. It must also consult with the public on the draft report. The table below shows the consultation process to date.

Stage of Appraisal	Date	Consultation methods
Draft Scoping report: tasks A1-A4	February – April 2010	As required by the Strategic Environmental Assessment (SEA) Directive (Article 6(2)), the Scoping Report was referred to the Consultation Bodies with environmental responsibilities namely, Natural England, English Heritage, and the Environment Agency. The Report was

		published on the Council's website.
Draft LTP	15 November – 13 December 2010	The draft LTP was issued to stakeholders and key council officers for comment. It was published for consultation on the council's website and made available in the library and town hall, for consultation with the public.
Draft SA Report (including appraisal of draft policies)	December 2010- February 2011	The draft SA Report was published for consultation alongside the draft LTP. Comments were invited from the public and statutory consultees.

Appendix 4 sets out the consultation audit.

3. Sustainability objectives, baseline and context

3.1 Introduction

This section presents information that was presented in the Scoping Report and has subsequently been updated in response to the comments received during consultation on the report. Additional information is presented within Appendices 1 and 2.

3.2 Review of Plans, Programmes, Policies and Sustainability Objectives relevant to Darlington

What the SEA Regulations say...

Information for Environmental Reports...

*1. An outline of the plan's relationship with other relevant plans and programmes; and
5. The environmental protection objectives, established at international, Community or Member State 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. (N.B. ODPM guidance (2005) extends this to include other sustainability objectives).*

The Context review is Stage A1 of the process outlined in the ODPM's Guidance on Sustainability Appraisal. PAS Guidance explains that under the SEA Directive, you must take account of relationships between the development plan document and other relevant plans and programmes. You must also take into account any environmental protection objectives which are relevant to your plan. These may be laid down in government or local authority policies. They may also be legal obligations or international commitments (for example the obligation for a local authority to protect a particular habitat for biodiversity reasons).

In sustainability appraisal, any objectives relevant to sustainability should be taken into account. These may be:

- in policies, plans and programmes (see below)
- derived from the UK Sustainable Development Strategy
- derived from the sustainable community strategy.

Local authorities should take account of relevant policies, plans, programmes and sustainability objectives of neighbouring authorities. This information is simply to help you take account of policies, obligations and issues that affect the area subject to SA and should be reflected in the plan.

The full review is included as Appendix 1 to this report.

3.3 Baseline data review

What the SEA Regulations say...

Information for Environmental Reports...

2. *The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.*
3. *The environmental characteristics of those areas likely to be significantly affected*
4. *Any existing 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 Council Directive 79/409/EEC on the conservation of wild birds and Habitats Directive.*

The baseline review describes the current social, economic and environmental conditions in the Borough. The Guidance notes that baseline information provides the basis for predicting and monitoring effects and helps to identify sustainability problems. Collecting baseline information therefore contributes to the effectiveness of the appraisal. The aim is to collect information relating to each of the sustainability objectives. However, in reality there will be gaps in data availability. The Guidance notes that where there are gaps, it is important to record any resulting uncertainties or risks in the appraisal. Provisions should also be made to fill any major gaps for future programmes or reviews.

The baseline review meets the requirements of the SEA Directive to provide information on *the environmental characteristics of the area likely to be affected*.

The Baseline review for Darlington Borough is included in Appendix 1. The SEA Directive requires difficulties in collecting data and limitations of the data to be presented. In practice, the difficulties in collecting data are usually associated with certain data not being available and/or assumptions being made about data. Data gaps and assumptions have therefore been identified for each topic presented within Appendix 1.

It should be noted that the baseline review is based on existing evidence, including that gathered specifically for previous LTPs and the Borough's LDF documents. This evidence base can be viewed via the following links:

<http://www.darlington.gov.uk/Transport/Transport+Policy.htm>

<http://www.darlington.gov.uk/Living/Planning+and+Building+Control/Planning+Services/Planning+Policy/background.htm>

3.4 Likely evolution of the baseline without the LTP3

Trends data collected in order to understand the baseline characteristics of Darlington Borough (presented in Appendix 1) can also be used to understand how the baseline is likely to evolve without the LTP in place. Some key aspects of this information are presented below:

- CO₂ emissions from road transport have reduced by 4 kilo tonnes from the 2005 baseline in Darlington and are lower than emissions from the Industry and Commercial and Domestic sectors;
- The North East region will get increasingly warmer with drier summers and wetter winters under a medium emissions scenario;
- Flood risk is likely to increase over the next 25 years due to the impacts of climate change;
- There is no clear sign of nitrogen dioxide levels from traffic falling, with emission improvements generally being offset by traffic flow increases;
- The amount of employment land available for development has increased since 2004. This could result in an increase in new business developments in the Borough requiring transport infrastructure;
- A higher percentage of the working population use a car to get to work than the national average. However a higher percentage also walk or use the bus to get to work than the national average;
- The majority of residents in the Borough travel less than 2km (1.2 miles) to work. The second greatest percentage of residents travel between 2km to 5km (1.2 to 3.1 miles);
- A reduction in peak period traffic flow of 301 vehicles occurred between 04/05 and 07/08;
- The majority of the working age population can access employment by public transport. However, this has reduced by 1.34% between 07 and 08. Similar reductions have also occurred across the other Tees Valley authorities;

- The number of businesses with business travel plans are increasing in the Borough;
- The majority of the population are able to access services without the use of a car;
- Less households in Darlington are without a vehicle than the North East and UK averages. Also shows that Darlington households have a greater percentage of vehicle ownership than the regional average. This level of ownership is slightly below the UK average in relation to 2, 3 and 4 or more vehicles;
- There has been an increase of 1,800 cars owned in the Borough over a 4 year period. This is a total increase of 4%;
- Car mileage between 2004 and 2008 shows a reduction of 34.3 million km per year;
- The Local Motion project has increased walking and cycling and reduced car use in the town. The project has not influenced the use of public transport;
- Traffic flows have increased by just 2.5% between 2003 and 2007;
- Between 2004 and 2008 there has been an increase of 19 cycling trips per person per year and a 3% increase in the % of people using a bicycle to travel;
- A greater % of children walk to school than any other mode of transport and this is increasing slightly;
- Rail patronage is improving which co-incides with improvements to railway stations in the Borough;
- Bus patronage has declined by 1.455 million trips between 2003 and 2008. This decline is anticipated with an increase in car ownership and second car ownership;
- Satisfaction with road maintenance and repairs has increased. However, the majority of respondents (61.4%) claimed to be dissatisfied;
- The resident population will increase by 8,300 over the next 12 years;
- Overall from 1998 to 2008 there has been a 6.2% reduction in the number of people killed or seriously injured in road traffic accidents.

3.5 The main social, environmental and economic issues and problems identified

The Guidance comments that *the identification of sustainability problems is an opportunity to define key issues for the plan and develop sustainable plan objectives and options.*

The identification of sustainability issues also provides useful information for the Sustainability Appraisal process itself. It informed Stage B of the process where options and policies were tested against the appraisal objectives.

The identification of sustainability issues meets the requirements of the SEA Directive to identify *any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance.*

A list of issues was developed from the review of plans, programmes and policies and the baseline data collected. This is shown in the table below.

Table 3.1 Key Sustainability Issues

Darlington key issue	KEY ISSUES TO BE ADDRESSED BY THE PLAN
High ecological footprint	Need to contribute to the reduction of Darlington’s ecological footprint within sustainable means. Need to support and promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling
CO ₂ emissions	The LTP3 will need to sustain and increase the reduction in carbon dioxide emissions from transport in order to meet challenging government targets.
Climate change adaptation	LTP3 to ensure that transport infrastructure is adaptable to climate change (more severe weather events, greater risk of flooding etc)
Air quality	The LTP3 will need to contribute to maintaining and improving Darlington’s air quality. Reducing traffic flow through encouraging more sustainable modes will help to reduce nitrogen dioxide levels
Biodiversity	LTP3 to be consider how its implementation plan will impact on the conservation objectives of SSSI’s Local Nature Reserves and Local wildlife sites. LTP3 will also be required to be subject to Habitats Regulations Assessment o consider the

Darlington key issue	KEY ISSUES TO BE ADDRESSED BY THE PLAN
	cumulative impact of the plan on European designated sites outside of the Borough
Economy	<p>LTP3 to encourage business start up in the Borough by supporting Darlington's accessibility by rail and road and ease of access within the Borough. The LTP3 should also consider how it can support regional economic performance by improving the connectivity of the Borough in a way that contributes to regional connectivity</p> <p>LTP3 to support economic development in the Borough by ensuring that transport infrastructure is in place to support new developments and regeneration schemes</p>
Logistics sector	LTP3 to support measures that improve the economic requirements of logistics in the Borough
Congestion	LTP3 to continue to reduce levels of congestion that constrains economic growth
Sustainable travel	<p>LTP3 to encourage a change in behaviour toward more sustainable forms of transport to access work. As part of this the LTP3 should also encourage the uptake of business travel plans which are increasing from 23 businesses with travel plans in 2008 to 28 in 2009</p> <p>As there is little issues with accessibility in the Borough the LTP3 should have some success in encouraging sustainable transport modes. The LTP3 should build upon the success of the Local Motion Project in increasing walking and cycling and reducing car use.</p> <p>LTP3 to continue the good work in reducing car journeys to school</p> <p>LTP3 to contribute to improving the quality, connectivity and expansion of walking and cycling networks</p>
Car ownership	The LTP3 is to continue to encourage sustainable modes of travel throughout the Borough balanced with the need to reduce potential congestion on roads from increased car ownership

Darlington key issue	KEY ISSUES TO BE ADDRESSED BY THE PLAN
Town centre	LTP3 to continue to promote accessibility of the town centre by walking, cycling and public transport
Bus and rail use	<p>LTP3 to contribute to improving satisfaction and therefore patronage of the bus service by addressing local issues – quality of bus shelters, timetables etc.</p> <p>LTP3 to support improvements to railway stations in the Borough and to encourage use of train services</p>
Demography	<p>LTP3 to ensure that transport services will meet the needs of an ageing population</p> <p>Transport infrastructure and services will need to match the growth in population and demand, but need to provide low carbon options</p>
Deprivation	LTP3 to ensure that everyone has easy, affordable access to services and address current accessibility issues
Engagement	Need to involve residents in the preparation of LTP3
Life expectancy	Prioritise modes of transport that involve physical activity
Heritage	<p>LTP3 to consider the impact of policies and schemes on Darlington's heritage. All infrastructure needs to be appropriate to the Borough's heritage (conservation areas etc) and minimised direct impacts such as vibration</p> <p>LTP3 to ensure that transport infrastructure does not have a negative impact on landscape character. Mitigation measures may be required – screening etc</p> <p>LTP3 to contribute to removing unnecessary signage and maintain street furniture for example painting of bollards etc</p>

3.6 The SA framework, including objectives, targets and indicators

Sustainability Appraisal is an objective-led process. This means that the potential impacts of a plan are tested against a series of objectives for sustainable development (e.g. an objective might be *to use resources efficiently*).

Along with any associated indicators and targets, the objectives form the SA Framework. The Guidance notes that particularly relevant sources for SA objectives include the UK Sustainable Development Strategy, the Regional Sustainable Development Frameworks, and at the local level, Community Strategies or Plans. Baseline information collected and sustainability issues identified at earlier stages in the SA can also be especially useful in identifying objectives and targets.

It should be noted that the SA objectives are distinct from the LTP objectives though they may in some cases overlap with them.

A set of objectives and sub-objectives was produced, primarily based on those used in the LDF process.

The SA framework is shown in the table below. Targets were identified in the Scoping Report and this will be relevant for the proposed monitoring programme (see Section 6). This SA Framework has been used to test the options and draft LTP policies.

Table 3.2 The SA Framework

Sustainability Objective	Sub-objective (Decision making Criteria)	Draft Indicator(s)
1. Improve access to services, facilities and employment for all members of the community	Will it improve the affordability of public transport services?	Public transport average journey costs
	Will it improve access to public transport services for the elderly and/or those with a disability?	NI5: Overall general satisfaction with local area
	Will it improve the interconnectivity of transport modes?	NI175: Access to services and facilities by public transport, walking and cycling
	Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc?	Increase in length and quality of public rights of way and cycle routes
	Will it improve highways infrastructure to key facilities	Number of transport related community consultation events and responses
		NI4: % of people who feel that they can influence decisions in their locality

Sustainability Objective	Sub-objective (Decision making Criteria)	Draft Indicator(s)
	<p>and services?</p> <p>Will it involve the community in decisions regarding local transport services?</p> <p>Will it improve access to services, facilities and employment for those living in rural parts of the Borough?</p>	<p>Number of community transport schemes</p> <p>Level of provision of bus routes</p>
<p>2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles</p>	<p>Will it prioritise modes of transport that involve physical activity?</p> <p>Will it improve access to health facilities?</p> <p>Will it reduce transport related noise levels?</p>	<p>Increase in levels of walking and cycling activity</p> <p>Increase in length and quality of public rights of way and cycle routes</p> <p>% access to primary health care</p> <p>No of transport schemes that include noise reducing measures</p>
<p>3. Improve community safety, reduce crime and anti social behaviour and improve public confidence</p>	<p>Will it contribute to a sense of personal security and safety?</p> <p>Will it reduce transport related crime and anti-social behaviour?</p> <p>Will it improve the overall safety of the Borough and help reduce road traffic accidents?</p>	<p>% of residents surveyed feeling safe whilst outside during the day and night.</p> <p>No of schemes implemented to address safety concerns i.e. lighting schemes, improvements/extensions to footways</p> <p>Thefts of bikes Thefts of and from vehicles</p> <p>NI168 & 169: Principal and non principal classified roads where maintenance should be considered</p> <p>NI147 & 148 People and children killed or seriously injured in road traffic accidents</p> <p>Footway condition survey results</p>
<p>4.Promote traffic reduction and encourage more sustainable alternative forms of transport</p>	<p>Will it reduce private car mileage?</p> <p>Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public</p>	<p>Car mileage</p> <p>Increase in length and quality of public rights of way and cycle routes</p>

Sustainability Objective	Sub-objective (Decision making Criteria)	Draft Indicator(s)
	transport?	% change in transport mode choice % of schools and businesses with travel plans Level of provision of bus routes Bus and rail patronage
5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions	Will it reduce transport related greenhouse gas emissions? Will it encourage uptake of renewable sources of transport energy? Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure	CO ₂ levels originating from transport in the LA area No of schemes promoting bio fuels etc % of transport infrastructure including flood mitigation measures (SuDS)
6. Maintain protect and improve quality	Will it reduce transport related air pollutants? Will it reduce levels of congestion?	Reduction of nitrogen dioxide and particulate matter Peak period traffic flows
7. Conserve, protect and enhance ground and surface water quality	Does it improve the quality of water in the Borough?	Positive or negative changes in river quality (chemical and ecological) Ground water quality Nitrate vulnerable zones % of transport infrastructure including (SuDS)
8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management	Does it reduce contaminated sites and increase remediation? Will it minimise the loss of land (and soils) to transport infrastructure? Will it prioritise infrastructure on previously developed land Will it increase the amount of waste and minerals reused, recovered and recycled?	Number of contaminated sites remediated through new infrastructure % infrastructure on previously developed land % infrastructure on Greenfield land % of new transport infrastructure using reclaimed materials in construction
9. Protect, conserve and enhance biodiversity	Will it reduce levels of disturbance to species and	Locally important BAP habitats and populations of BAP species

Sustainability Objective	Sub-objective (Decision making Criteria)	Draft Indicator(s)
	<p>habitats?</p> <p>Will it protect and enhance habitat corridors and linking routes?</p> <p>Does it continue the protection of nationally and locally designated sites?</p> <p>Will it improve understanding of and contact with biodiversity?</p>	<p>Number of new pathways/cycleways contributing to the creation of natural space and wildlife corridors</p> <p>Quality and improvement of SSSI's and LNR's</p> <p>Number of pathways, cycleways etc created to improve access to LNR's and other wildlife sites</p>
<p>10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p>	<p>Will it protect and enhance features and areas of historic, archaeological and cultural value?</p> <p>Will it protect and enhance the quality and character of the landscape/townscape?</p> <p>Will it increase understanding and access to Darlington's heritage?</p> <p>Will it avoid severance of communities and settlements?</p>	<p>Identified listed buildings, locally listed/important buildings and structures/heritage, SAMs, historic parks and gardens, conservation areas and changes to these</p> <p>No of transport schemes incorporating landscape mitigation measures</p> <p>Identified improvements to signage, street clutter etc</p> <p>Number of pathways, cycleways etc created to improve access to heritage assets in the Borough</p>
<p>11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p>	<p>Will it reduce levels of congestion?</p> <p>Will it improve connectivity with the rest of the region?</p> <p>Will it support the movement of freight and support Darlington's logistics sector?</p>	<p>Peak period traffic flows</p> <p>No of schemes to improve road and rail connectivity within the sub-region and wider North East region</p> <p>Increase in bus and rail services to and from the Borough</p> <p>Access to and ease of movement on the Strategic Road Network</p>
<p>12. Revitalise the town centre</p>	<p>Will it improve connections between the core and areas outside the ring road?</p>	<p>No of connection improvement schemes delivered</p> <p>No of direct public transport services to the town centre</p> <p>Increase of walking and</p>

Sustainability Objective	Sub-objective (Decision making Criteria)	Draft Indicator(s)
	Will it improve parking in the town centre	cycling routes to the town centre No of car parking improvement schemes and levels of usage

4. The effect of the LTP3 Strategic Options

What the SEA Regulations say...

Information for Environmental Reports...

6. The likely significant effects on the environment, including short, medium and long term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage) and landscape (and the inter-relationship between the issues above).

7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know how) encountered in compiling the required information.

4.1 Draft strategic options

The draft LTP sets out a number of goals and challenges. It identifies various strategic options to deliver against these goals. These are set out in the table below:

LTP goal	Challenge	Strategic objectives
Everybody is able to enjoy the borough's prosperity by providing and maintaining a reliable, predictable, efficient and affordable transport network	Support economic growth in Darlington without creating adverse traffic conditions	<p>Option 1- Inward investment, attracting new businesses and creating new jobs both on existing and new sites, with no traffic management</p> <p>Option 2 - Inward investment, attracting new businesses and creating new jobs both on existing and new sites with the provision or promotion of sustainable travel options</p> <p>Option 3 - Inward investment, attracting new businesses and creating new jobs both on existing and new sites with traffic management and sustainable travel options</p>
Everyone in Darlington can maximise their life chances by being able to access	Improve access to employment opportunities in neighbouring areas	Option 1 - In order to promote financial inclusion Darlington should focus on supporting its

<p>services, activities and facilities</p>	<p>especially for those without access to a private car</p>	<p>own labour force into employment, in particular those without access to a car, through access to training and job opportunities provided locally where possible, reducing the distance to travel.</p> <p>Option 2 – in order to attract businesses and employees into Darlington, locations near to public transport services should be developed and promoted.</p> <p>Option 3 – for those that need to travel outside of Darlington for employment, promote rail and bus travel to employment sites that are in reasonable travelling distance, and which operate reliable, frequent, punctual, and affordable services or promote car sharing for those job opportunities that are not accessible by public transport.</p>
<p>Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change</p>	<p>Reduce CO2 emissions from travel in Darlington</p>	<p>Option 1 - Provide and promote 'zero emission' travel choices and encourage people to change their travel behaviour to walking and cycling - in particular for shorter journeys. And reduce the need to travel at all.</p> <p>Option 2 – Promote and encourage ways in which private, public transport and freight vehicle drivers can reduce their carbon emissions including switching to alternative fuels including electric vehicles and bio fuels and promoting eco driving.</p> <p>Option 3 - Work with and lobby the public transport sector (rail, coach, taxi and bus) to encourage switch to lower carbon alternatives and increasing patronage to reduce carbon per person per trip, especially for local and inter-urban trips.</p> <p>Option 4 - Target a range of options at different groups to ensure that whatever travel option is chosen, the CO2 emissions are minimised</p>

<p>People live long, healthy and active lives, travelling safely and making active travel choices</p>	<p>Reduce health inequalities in Darlington and integrate transport into the public health agenda</p>	<p>Option 1- Council continues with its remit to increase levels of walking and cycling, as a means of tackling congestion, improving accessibility, reducing carbon emissions and improving health through greater levels of active travel across the borough.</p> <p>Option 2 – Council targets its investment in active travel to certain wards and/or groups in order to improve health across the borough</p> <p>Option 3 – An integrated approach with shared resources and expertise from Public Health, in order to increase levels of walking and cycling to secure multiple outcomes, in particular to increase life expectancy and reduce health inequalities in combination with other public health campaigns.</p>
<p>Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities</p>	<p>Meet the needs of an increasing and ageing population</p>	<p>Option 1 - Continue as now and use funding to increase physical capacity at pinch points, manage the highway network better and provide and promote sustainable travel options</p> <p>Option 2 – support the Highways Agency in its strategy to manage congestion on its road network including bids to increase capacity on the A66 at pinch points, better management of the traffic on the strategic road network and working in partnership to provide better facilities for non motorised traffic along or across the A1 and A66.</p> <p>Option 3 - Increase demand management measures to curb growth in traffic levels including reducing the amounts of public car parking and/or increase charging levels and exploring the opportunity for a workplace parking levy,</p> <p>Option 4 – Combine the management of the highway network with more pro sustainable measures to give</p>

		greater priority to those walking cycling and using public transport. This would include greater use of traffic orders to reduce parking on key corridors, more bus priority measures, and greater priority for pedestrians and cyclists, particularly at crossing points.
Everybody is able to enjoy the Borough's prosperity by providing and maintaining a reliable, predictable, efficient and affordable transport network	Target funding at schemes and initiatives that are low cost, deliver value for money and/or deliver the greatest outcomes at a local level	<p>Option 1 - With reduced funding, allocate more funding to maintenance to keep the budgets more in line with current levels of expenditure (£1.5m) to ensure the condition of the highway network does not deteriorate, but have significantly less funding for managing or improving the transport system (£300k).</p> <p>Option 2- Keep the budgets as allocated between maintenance and Integrated Block by the DfT and allocate all the ITB to managing or to improving the transport system, (notionally £0.9m for both maintenance and Integrated Block based on a 40% cut in overall funding).</p> <p>Option 3 - Keep the budgets as allocated by DfT and allocate all the funds to maintain and manage the current network until funding levels increase and then start to improve the transport system.</p>
People in Darlington enjoy a positive journey experience on an attractive, clean, green and sustainable transport system	Provide a high quality journey experience for everybody	<p>Option 1 – Maintain and manage the transport network to reduce the risk of delay.</p> <p>Option 2 – Educate, train and inform providers and the general public on how to make the journey experience better through access to information, individual behaviours and visible enforcement.</p> <p>Option 3 – Improve the interchange and waiting environments both in the town centre for coaches and at the rail stations.</p> <p>Option 4 – Work in partnership with the private sector to adapt the existing transport network to meet more of the needs of</p>

		<p>older people and people with disabilities, limiting the need for specialist transport.</p> <p>Option 5 - The Council will facilitate the development of a strong community transport sector incorporating volunteer car driver schemes through partnership working with the voluntary and community sector.</p>
Localism		<p>Option 1 – A Borough-wide programme approved by Cabinet</p> <p>Option 2 – Borough-wide programme approved by Cabinet, with an additional unallocated sum (agreed by Cabinet), that residents/councillors/community groups can effectively bid for to implement local small scale improvements (e.g. bus shelters, bus stops, dropped crossings, footpaths) that support the outcomes set out in this strategy. There would need to be an agreement on governance, level of funding and strategic fit with the LTP.</p> <p>Option 3 – Borough-wide programme approved by Cabinet, plus a fixed pot allocated to areas (possibly based on Street Scene areas or by wards) which local residents/councillors can decide how to spend on schemes similar to Option 2 that support the outcomes set out in this strategy. There would need to be an agreement on governance, level of funding and strategic fit with the LTP.</p>

4.2 Appraisal of the Options

The next stage of the appraisal process, task B2, was to appraise the options. The results of the appraisal of options is an important part of the decision making process in terms of the development of the draft LTP3 policies.

4.2.1 Purpose of appraising options

The purpose of appraising alternative options was to compare the sustainability impacts of alternative ways of addressing the same issue. The conclusions from the appraisal were designed to assist both decision-makers and others to compare the potential impacts of alternative options and to assist in defining the draft LTP. The aim therefore was to help inform decision-making.

The purpose of appraising alternative options is *not* to identify which option is more sustainable. In almost every case options will have both positive and negative impacts on the sustainability objectives. Therefore it is not possible to be definitive about whether one option is more sustainable than another. However, sustainability impacts should be given greater weight where they impinge on the key sustainability issues that have been identified for Darlington.

In the following section we report on the results of the appraisal of the broad strategic options. As mentioned, the full results of the appraisal are contained in Appendix 2.

4.2.2 Summary of appraisal results for key strategic options

Summary of key issues

Council data suggests that the majority of the population can access services without the use of the car. A key issue in terms of sustainability will be making improvements in the transport network without detracting from this position. This highlights the importance of providing sustainable travel options alongside traffic measures, particularly in relation to the development of new sites.

Improving connectivity to the Eastern Fringe and wider Tees Valley will be important in terms of employment but to avoid conflicts with other sustainability objectives it will be important to do so primarily by improving the provision of sustainable travel modes and their interconnectivity.

Further work may be necessary to investigate whether demand management measures can be incorporated in support of many of the sustainability objectives without unduly impacting on economic growth in the region.

A range of approaches are available for reducing the carbon impact of travel and these are well captured in the policy options expressed. However, further work may be needed to understand how the need to travel can be reduced whilst improving connectivity, particularly in relation to new employment sites. Caution also needs to be exercised in the promotion of bio fuels because of the potential adverse impacts from their production.

In relation to journey experiences and changes in the demographics of the population, genuine alternative options are not apparent but the options presented instead form a set of complimentary approaches.

The need to adapt to climate change needs to be given more explicit consideration in relation to all policy areas but particularly in terms of potential climate impacts on vulnerable groups. The funding for adaptation measures is a critical issue which needs to be addressed.

The sustainability objectives will be better served by prioritising investment in the transport system over the maintenance of the highway network.

Policy 1 Development and levels of traffic

Option 1- Inward investment, attracting new businesses and creating new jobs both on existing and new sites, with no traffic management

Option 2 - Inward investment, attracting new businesses and creating new jobs both on existing and new sites with the provision or promotion of sustainable travel options

Option 3 - Inward investment, attracting new businesses and creating new jobs both on existing and new sites with traffic management and sustainable travel options

Appraisal conclusions

With the combination of traffic management and sustainable travel modes, Option 3, 'inward investment, attracting new businesses and creating new jobs both on existing and new sites with traffic management and sustainable travel options' scores most positively across the objectives, followed by Option 2.

Policy 2 Tackling congestion

Option 1 - Continue as now and use funding to increase physical capacity at pinch points, manage the highway network better and provide and promote sustainable travel options

Option 2 – support the Highways Agency in its strategy to manage congestion on its road network including bids to increase capacity on the A66 at pinch points, better management of the traffic on the strategic road network and working in partnership to provide better facilities for non motorised traffic along or across the A1 and A66.

Option 3 - Increase demand management measures to curb growth in traffic levels including reducing the amounts of public car parking and/or increase charging levels and exploring the opportunity for a workplace parking levy,

Option 4 – Combine the management of the highway network with more pro sustainable measures to give greater priority to those walking cycling and using public transport. This would include greater use of traffic orders to reduce parking on key corridors, more bus priority measures, and greater priority for pedestrians and cyclists, particularly at crossing points.

Appraisal conclusions

Options 1, 3 and 4 all score well across the range of sustainability objectives, with perhaps Option 4 (giving greater priority to walking, cycling and public transport) providing slightly more benefits. Option 2 scores poorly in many cases given that it includes measures which could increase private car use.

Policy 3 Connectivity to access jobs

Option 1- In order to promote financial inclusion Darlington should focus on supporting its own labour force into employment, in particular those without access to a car, through access to training and job opportunities provided locally where possible, reducing the distance to travel.

Option 2 – in order to attract businesses and employees into Darlington, locations near to public transport services should be developed and promoted.

Option 3 – for those that need to travel outside of Darlington for employment, promote rail and bus travel to employment sites that are in reasonable travelling distance, and which operate reliable, frequent, punctual, and affordable services or promote car sharing for those job opportunities that are not accessible by public transport.

Appraisal conclusions

These three options could be taken together as a complimentary approach, with all three scoring generally positively across the sustainability objectives. Option 3 performs slightly less well than the other two options in relation to revitalising the town centre and having greater potential for land take and loss of soils.

Policy 4 low carbon transport

Option 1- Provide and promote 'zero emission' travel choices and encourage people to change their travel behaviour to walking and cycling - in particular for shorter journeys. And reduce the need to travel at all.

Option 2 – Promote and encourage ways in which private, public transport and freight vehicle drivers can reduce their carbon emissions including switching to alternative fuels including electric vehicles and bio fuels and promoting eco driving.

Option 3 - Work with and lobby the public transport sector (rail, coach, taxi and bus) to encourage switch to lower carbon alternatives and increasing patronage to reduce carbon per person per trip, especially for local and inter-urban trips.

Option 4 - Target a range of options at different groups to ensure that whatever travel option is chosen, the CO2 emissions are minimised

Appraisal conclusions

Policies 1 and 3 perform particularly strongly given they promote sustainable travel modes and public transport, Policy 1 perhaps performs best of all. Policy 4 suffers from a lack of detail, whilst many of the issues in relation to Policy 2 have little relevance to the majority of the objectives, and in one instance, promotion of bio fuels, could have a significant adverse impact.

Policy 5. Journey experience and changes in the demographics of the population

Option 1 – Maintain and manage the transport network to reduce the risk of delay.

Option 2 – Educate, train and inform providers and the general public on how to make the journey experience better through access to information, individual behaviours and visible enforcement.

Option 3 – Improve the interchange and waiting environments both in the town centre for coaches and at the rail stations.

Option 4 – Work in partnership with the private sector to adapt the existing transport network to meet more of the needs of older people and people with disabilities, limiting the need for specialist transport.

Option 5 - The Council will facilitate the development of a strong community transport sector incorporating volunteer car driver schemes through partnership working with the voluntary and community sector.

Appraisal conclusions

Options 2, 3 and 4 score generally well, with Options 2 and 3 performing best. Options 1 and 5 generate negative scores as they have been interpreted as contributing to car use, whilst objective 4 is a more specialised option targeting older people and the disabled.

Policy 6 Funding and prioritising expectations

Option 1 - With reduced funding, allocate more funding to maintenance to keep the budgets more in line with current levels of expenditure (£1.5m) to ensure the condition of the highway network does not deteriorate, but have significantly less funding for managing or improving the transport system (£300k).

Option 2- Keep the budgets as allocated between maintenance and Integrated Block by the DfT and allocate all the ITB to managing or to improving the transport system, (notionally £0.9m for both maintenance and Integrated Block based on a 40% cut in overall funding).

Option 3 - Keep the budgets as allocated by DfT and allocate all the funds to maintain and manage the current network until funding levels increase and then start to improve the transport system.

Appraisal conclusions

Option 2 scores consistently higher than the other two options as it caters for improvements, and not just maintenance or management: improvements are more likely to relate to sustainable travel modes.

Policy 7 Localism

Option 1 – A Borough-wide programme approved by Cabinet

Option 2 – Borough-wide programme approved by Cabinet, with an additional unallocated sum (agreed by Cabinet), that residents/councillors/community groups can effectively bid for to implement local small scale improvements (e.g. bus shelters, bus stops, dropped crossings, footpaths) that support the outcomes set out in this strategy. There would need to be an agreement on governance, level of funding and strategic fit with the LTP.

Option 3 – Borough-wide programme approved by Cabinet, plus a fixed pot allocated to areas (possibly based on Street Scene areas or by wards) which local residents/councillors can decide how to spend on schemes similar to Option 2 that support the outcomes set out in this strategy. There would need to be an agreement on governance, level of funding and strategic fit with the LTP.

Appraisal conclusions

All three options score the same, with a high degree of uncertainty.

Policy 8 Health

Option 1- Council continues with its remit to increase levels of walking and cycling, as a means of tackling congestion, improving accessibility, reducing carbon emissions and improving health through greater levels of active travel across the borough.

Option 2 – Council targets its investment in active travel to certain wards and/or groups in order to improve health within the borough.

Option 3 – An integrated approach with shared resources and expertise from Public Health, in order to increase levels of walking and cycling to secure multiple

outcomes, in particular to increase life expectancy and reduce health inequalities in combination with other public health campaigns.

Appraisal conclusions

There appears to be little to choose between the three options, although Option 3 scores slightly better given its integrated nature and potential for wider benefits/synergies.

5. Effect of the LTP3 policies

What the SEA Regulations say...

Information for Environmental Reports...

6. The likely significant effects on the environment, including short, medium and long term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage) and landscape (and the inter-relationship between the issues above).

7. The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.

8. An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know how) encountered in compiling the required information.

5.1 How social, environmental and economic problems were considered in developing the policies

The policies were developed to deliver the outcomes and address the challenges set out in the Plan. They took into account the social, environmental and economic impacts that were evidenced in the Second LTP.

5.2 Approach to appraising the submission draft policies

The preferred policies presented within the Draft Third LTP were appraised in December 2010 by consultants from CAG.

A matrix based on the SA Framework of objectives was used to assess the social, environmental and economic effects of the draft policies. The matrices are presented within Appendix 3. A summary of the performance of the draft policies is presented below. The summaries of the results of the appraisals of policies presented below include uncertainties which limit the appraisal along with recommendations and mitigation.

5.3 Summary of the appraisal of the Draft policies

Below we set out the summary of our findings and recommendations on the Draft policies.

Policy 1. Integrate land use and transport planning at all stages of the planning process using the 3 pronged approach to tackling congestion

There may be inherent conflicts within this policy. Physical improvements to the highway network to ease congestion may result in increased travel, which could have adverse impacts on health, emissions and air quality, which may not be outweighed by the investment and promotion of sustainable travel choices.

Uncertainties: The balance between the three prongs and the resulting impacts is unclear. Further work may be necessary to determine whether proposed physical improvements would result in increased trips.

Recommendations/Mitigation: That the physical improvements to the highway network only be taken forward if they do not result in increased trips by the private car.

Policy 2. Exploit the potential of rail, bus and car sharing to employment, leisure and shopping opportunities

This policy should have strong positive sustainability impacts.

Policy 3. Reduce the need to travel; continue to promote sustainable travel for shorter journeys; and work in partnership to develop and promote lower carbon transport options for longer trips

This policy should have strong positive sustainability impacts.

Policy 4. A joint approach between the Council and Public Health with shared resources to increase levels of walking and cycling, in a safe environment, to secure multiple outcomes

This policy should have strong positive sustainability impacts.

Policy 5. Evaluate and support initiatives that enable older people to travel, particularly those without a car and those in rural areas

This policy should improve accessibility, particularly for those with poor accessibility currently.

Policy 6. Prioritise funding on the basis of maintaining, then managing, then improving transport and travel, and provide greater decision making at a local level

In prioritising maintenance over improvements (which would include sustainable modes), this policy scores negatively against many of the objectives. This impact would be reduced if it were to be assumed that 'maintenance' included significant

works to existing sustainable modes like walking, cycling and public transport, given Darlington's good record on these issues to date.

Recommendations/Mitigation: Funding for maintenance and better management of the system only be taken forward where they don't result in increased car trips.

Policy 7. Maintain and manage the highway network and improve waiting/parking facilities particularly at the rail station and town centre.

This policy scores positively across the board and should improve the attraction and use of public transport with associated sustainability, low carbon and health benefits.

Recommendations/Mitigation: Improvements to interchanges should maximise synergies with the public realm, built heritage and climate change adaptation.

5.4 Potential for Cumulative Effects

The potential for negative cumulative effects are relatively minor, but could exist for the following:

- Biodiversity, once schemes for improvements and capacity increases have been identified;
- Air quality, in relation to maintenance prioritisation and capacity improvement issues.

6. Implementation

6.1 Proposals for monitoring

What the SEA Regulations say...

Information for Environmental Reports...

9. A description of the measures envisaged concerning monitoring in accordance with regulation 17, which states:

17 (i) The responsible authority shall monitor the significant environmental effects of the implementation of each plan or programme with the purpose of identifying unforeseen adverse effects at an early stage and being able to undertake appropriate remedial action.

17 (ii) The responsible authority's monitoring arrangements may comprise or include arrangements established otherwise than for the express purpose of complying with 17(i).

The monitoring undertaken on the plan will help to:

- Monitor the significant effects of the plan;
- Track whether the plan has had any unforeseen effects;
- Ensure that action can be taken to reduce / offset the significant effects of the plan; and
- Provide baseline data for the next SA and to provide a picture of how the environment / sustainability criteria of the area are evolving.

The requirements of the SEA Regulations focus on monitoring the effects of the plan. This equates to both the plan's significant effects and also unforeseen effects. As the ODPM (2005) guidance states it may be difficult to implement monitoring mechanisms for unexpected effects, or to attribute such effects to the implementation of the Third LTP when they occur.

Monitoring will allow the Council to identify whether the recommended mitigation measures from the SA have been effective and develop further mitigation proposals that may be required where unforeseen adverse effects are identified. In some cases monitoring may identify the need for a policy to be amended or deleted, which could trigger a review of the LTP, or for further policy guidance to be developed (for example an SPD).

It will be up to the Council to consider the practicalities of monitoring and what might be achievable.

The draft LTP states:

'Awaiting information from DfT on whether there will be any national indicators. Recommend the following transport indicators:

- *Bus patronage*
- *Rail patronage*
- *Cycling*
- *Walking*
- *Road condition*
- *Road safety – killed and seriously injured and slights, split by all and child*
- *Traffic levels – inner and outer cordons*

Proxy indicators

- *Levels of physical activity*
- *Obesity levels – split children and adult*
- *Employment rates, wage rates, jobs created*
- *Crime levels associated with transport – bike theft*
- *Satisfaction levels with highways and transport*
- *Carbon emissions*

Further work will be required to determine targets. The targets in the Plan and the associated SEA will need to be monitored and results reported on a regular basis to cabinet, Scrutiny and DfT'.

The Department for Transport has published details of a single data set. This includes a requirement for transport authorities to provide road condition and bus punctuality monitoring data.

A table of monitoring indicators will be included following discussions with the Council.

7. Next Steps

The Local Transport Plan will be considered by Cabinet in February 2011 and Council will formally adopt the policy in March 2011. Implementation will start on 1 April 2011 and the LTP and Implementation Plan will be subject to ongoing monitoring and review.

For further information on the timetable with regard to the next steps in the production of LTP3 please contact the Transport Policy team on 01325 388277.

Appendix 1 Scoping Report

This can be accessed on the Council's website via the following link:

http://www.darlington.gov.uk/dar_public/documents/Development%20and%20Environment/Development%20and%20Regeneration/Transport%20Policy/draft_sa_scoping_reportv3.pdf

Appendix 2 Option appraisal matrices

Option appraisal matrices

Policy 1 Development and levels of traffic

Option 1- Inward investment, attracting new businesses and creating new jobs both on existing and new sites, with no traffic management

Option 2 - Inward investment, attracting new businesses and creating new jobs both on existing and new sites with the provision or promotion of sustainable travel options

Option 3 - Inward investment, attracting new businesses and creating new jobs both on existing and new sites with traffic management and sustainable travel options

Objective 1. Improve access to services, facilities and employment for all members of the community					
<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and services? • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
-	<p>Promoting <i>new</i> economic development without any traffic management (and no promotion of sustainable travel options like walking, cycling and public transport) is likely to worsen access to services, facilities and employment for all members of the community.</p> <p>The LDF Transport Area Action Plans (2010) forecast increased trips from many of the new development areas, for</p>	+	<p>This approach to economic development would provide more sustainable travel options/ offer incentives to new and existing employees to use more sustainable modes of travel (like walking, cycling and public transport) and would therefore help to improve access for all. However, a lack of traffic management would limit access improvements.</p>	++	<p>A combination of traffic management and sustainable travel options is likely to maximise access improvements for all members of the community.</p> <p>Traffic level monitoring indicates that a</p>

	<p>example:</p> <ul style="list-style-type: none"> • West Park, Lingfield Point and Central Park see a major growth in net origin trips. • The Airport, Link 66 Darlington and Faverdale Industrial Estate all see a moderate growth in destination trips with Central Park showing a major growth across all years. <p>The majority of the working age population can access employment by public transport. However, this has reduced by 1.34% between 2007 and 2008.</p> <p>Attracting new jobs to existing employment locations may worsen access if the locations are not currently well served by walking, cycling and public transport.</p>				<p>combination of physical improvements to travel options and Smarter Choices, have had a beneficial impact and reduced traffic levels, particularly on short trips within the urban area.</p>
<p>Conclusions and summary: Council NI data shows that the majority of the population are currently able to access services without the use of a car. The impact of further business development may impact upon this situation. Options 2 and 3 would lead to improvements in access for members of the community in terms of employment and services. However, Option 3, the combination of traffic management and sustainable travel options would result in the greatest improvements. It is recommended New employment locations should be in areas well served by existing, or planned, public transport and be accessible by walking and cycling routes. Encourage travel plans for new business development. Sources of information: LDF Transport Area Action Plans (2010) Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed October 2009) Council NI175 data Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006</p>					
<p>Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles</p> <ul style="list-style-type: none"> • Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels? 					

Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
-	As above, in the absence of any traffic management/ promotion of sustainable travel modes, then <i>new</i> employment locations are likely to promote increased car use. This will not prioritise active transport modes (walking and cycling) and is unlikely to reduce transport noise.	+	Provision of, and promotion of sustainable travel options should contribute to increased levels of active travel (i.e. healthy options like walking and cycling) for people accessing new developments. Active travel has a significant role to play in reducing obesity and increasing physical activity as well as improving quality of life ⁹ .	++	A combination of traffic management and sustainable travel options is likely to maximise active travel options (like walking and cycling) and reduce noise levels.
<p>Conclusions and summary: As for objective 1, health benefits are likely to be better for Options 2 and 3, with Option 3 generating the most benefit. It is recommended New employment locations should be in areas well served by existing, or planned, public transport and be accessible by walking and cycling routes. Encourage travel plans for new business development. Sources of information:</p>					
<p>Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence</p> <ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
-	No significant relationship between the options and crime levels. However, evidence ¹⁰ supports the view that traffic flows are correlated to some extent with road accidents, with the highest accident rates happening during	+ ?	No significant relationship between the options and crime levels. Provision and promotion of sustainable travel options is likely to limit the increase in car use and so could lessen any road safety impacts. However, there is a risk	++	No significant relationship between the options and crime levels. The combination of sustainable travel

⁹ Healthy Weight, Healthy Lives: One Year On (2008): “encourages local authorities to deliver active travel initiatives through the next round of local transport plans”

¹⁰ For example, see <http://democracy.york.gov.uk/mgConvert2PDF.aspx?ID=12475>

	peak traffic periods. Therefore, increasing traffic in relation to employment sites, in the absence of any mitigating traffic management measures is likely to worsen road safety.		that encouraging more people to walk and cycle to work in the absence of traffic management may increase road accidents unless there are co-ordinated campaigns about safe cycling and walking in conjunction with workplace travel plans.		options and traffic management should minimise any increase in road accidents.
Conclusions and summary:					
Darlington has a good record in relation to road safety and between 1998 to 2008 there has been a 6.2% reduction in the number of people killed or seriously injured in road traffic accidents and a 31.1% reduction in the number of children killed or seriously injured in road traffic accidents. This is despite aggregated traffic flow data indicating that traffic levels rose steadily from 2000 to about 2004 across the Tees Valley as a whole (this trend followed the economic growth experienced in this period, with more trips accessing the City Region in general, and specifically in key employment growth areas such as Darlington). The Sustainable Travel Town initiative has resulted in reduced car trips from 2004 to 2008 (despite the number of cars increasing). Again, Options 2 and 3 perform better with Option 3 performing best of all.					
It is recommended					
In relation to Option 2, there is a risk that encouraging more people to walk and cycle to work in the absence of traffic management may increase road accidents unless there are co-ordinated campaigns about safe cycling and walking in conjunction with workplace travel plans.					
Sources of information:					
Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed November 2009)					
Objective 4.Promote traffic reduction and encourage more sustainable alternative forms of transport					
<ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport? 					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
-	This option is likely to increase car use and discourage sustainable travel modes. As the draft LTP3 acknowledges: <i>'as car ownership increases and the development traffic is added to the transport network the potential for congestion will increase both on local roads and on the Strategic Highway Network'</i> .	++	This option makes provision for sustainable travel modes or seeks to promote such modes. In so doing, it is likely to also reduce car use/ mileage.	++	This option makes provision for sustainable travel modes or seeks to promote such modes. In so doing, it is likely to also reduce car use/ mileage.
Conclusions and summary:					

<p>The number of jobs within Darlington will increase by 6,750 by 2026. A large proportion of these jobs will be in the Eastern Fringe area. Both Option 2 and Option 3 support sustainable travel options and are likely to reduce car use/ mileage. However, this is against a backdrop of current good performance in Darlington on sustainable travel modes. The severity of impacts (positive and negative) will depend on the exact locations of new business development.</p> <p>It is recommended</p> <p>New employment locations should be in areas well served by existing, or planned, public transport and be accessible by walking and cycling routes. Encourage travel plans for new business development.</p> <p>Sources of information: LDF Transport Area Action Plans (2010)</p>					
<p>Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions</p> <ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
- -	This option fails to address both climate change adaptation and mitigation and therefore scores a significant negative.	+	In providing for/ promoting sustainable travel modes, this option will contribute to reducing climate change emissions. However, there is no provision for adaptation measures.	+ ?	In providing for/ promoting sustainable travel modes, this option will contribute to reducing climate change emissions. Traffic management measures are unspecified so there is uncertainty about any contribution these measures may make towards adaptation e.g. flood evacuation routes (but presumed to be unlikely to make a contribution).

<p>Conclusions and summary: Options 2 and 3 should both contribute to tackling climate change and reducing emissions. DfT analysis has shown that planned local transport measures are forecast to help reduce road transport carbon dioxide emissions in England by around 1 million tonnes per year¹¹. And as most journeys are short journeys, the implementation of effective local plans is critical for delivery of carbon reductions. Darlington has already cut its transport related carbon emission by its Sustainable Travel Town and Cycle Demonstration Town initiatives. None of the options appear to address adaptation issues. It is recommended If Option 3 is selected, traffic management should consider climate change adaptation measures.</p> <p>Sources of information: Delivering Sustainable Low Carbon Travel: An Essential Guide for Local Authorities, DfT, DH (2009)</p>					
<p>Objective 6. Maintain protect and improve air quality</p> <ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
- -	Increasing employment related trips without any additional sustainable travel planning or traffic management is likely to lead to increased private car use, worse air quality and increased likelihood of congestion.	+	The provision/promotion of sustainable travel modes should contribute to reduced car use and improvements in air quality and congestion.	++	The provision/promotion of sustainable travel modes coupled with traffic management measures should contribute to reduced car use and significant improvements in air quality and congestion.
<p>Conclusions and summary: There are no Air Quality Management Areas in Darlington, however nitrogen dioxide emissions exceeded the Government target at the St Cuthbert's station in 2005, 2006 and 2008 (but there are no target group members of the public in this vicinity). Congestion ('average journey time per mile during the morning peak (NI167)') was 6 minutes in 2007/08 (not available 2008/09). There was a reduction in peak period traffic flow of 301 vehicles between 04/05 and 07/08. Options 2 and 3 perform well on this objective, with Option 3 considered to offer the most significant benefits in relation to air quality and congestion. It is recommended</p>					

¹¹ DfT analysis based on the latest regional forecasts on carbon dioxide emissions from road transport annually, which can be found at: <http://www.dft.gov.uk/pgr/economics/ntm/roadtransportforecasts08>

<p>Sources of information: Air Quality in the Tees Valley 2005-2008 http://www.darlington.gov.uk/dar_public/documents/Corporate%20Services/Public%20Protection/Environmental%20Health/Tees%20Valley%20Annual%20Report%202009.pdf (accessed October 2009)</p>					
<p>Objective 7. Conserve, protect and enhance ground and surface water quality • Does it improve the quality of water in the Borough?</p>					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
0	No significant relationship	0	No significant relationship	0	No significant relationship
<p>Conclusions and summary: No significant relationship between water quality and these options. It is recommended</p> <p>Sources of information: None.</p>					
<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled?</p>					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
+?	Whilst there is no significant relationship to most of the issues covered by this objective, it would minimise any loss of land/soils to transport infrastructure.	-?	Whilst there is no significant relationship to most of the issues covered by this objective, Option 2 may result in some loss of land/soils to transport infrastructure if required for sustainable travel options such as new walking routes or cycleways.	-?	Whilst there is no significant relationship to most of the issues covered by this objective, Option 3 may result in some loss of land/soils to transport infrastructure if required for sustainable travel options such as new walking routes or cycleways, or traffic

					management improvements.
<p>Conclusions and summary: Whilst unlikely to be significant, any transport enhancements that may be delivered by Options 2 and 3 could lead to land take and impact on soils. Therefore, Option 1 scores more favourably on this objective. It is recommended That any transport improvements in relation to Options 2 and 3 minimise land take and also minimise loss of valuable soil resources. Sources of information: None.</p>					
<p>Objective 9. Protect, conserve and enhance biodiversity</p> <ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
?	There is unlikely to be any significant impact either way from Option 1.	+?	There is unlikely to be a significant impact either way, but the promotion of walking and cycling (and any possible new walking/cycling routes) has the potential to increase access to nature and provide green corridors which could be valuable for wildlife	+?	There is unlikely to be a significant impact either way, but the promotion of walking and cycling (and any possible new walking/cycling routes) has the potential to increase access to nature and provide green corridors which could be valuable for wildlife
<p>Conclusions and summary: There is unlikely to be any significant impact either way from any of the options. Walking and cycling routes can improve access to nature and act as valuable green corridors for wildlife is designed appropriately, and so Options 2 and 3 are scored positively in terms of this potential. It is recommended Any walking and cycling routes are designed and managed appropriately to act as wildlife corridors. Sources of information: None.</p>					
<p>Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and</p>					

settlements and improve accessibility to heritage assets <ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
-?	Whilst not perhaps significant, there may be a minor impact on features of built heritage (or their settings) and community cohesion if car use and congestion worsens.	+?	Reduced car use and congestion, plus the promotion/ creation of walkable/ cycling environments may contribute positively to this objective.	+?	Reduced car use and congestion, plus the promotion/ creation of walkable/ cycling environments may contribute positively to this objective.
Conclusions and summary: Options 2 and 3 may offer more positive opportunities for contributing towards the built heritage of the Town, through reducing private car use/congestion and enhancing public spaces by the promotion of walking and cycling. It is recommended Any walking and cycling routes delivered or enhanced through Options 2 and 3 should seek to enhance the setting or quality of built heritage assets. Sources of information: None.					
Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth <ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
--	Option 1 is likely to increase congestion and will not support the movement of freight. It is likely to worsen road conditions for the logistics sector. In addition, there is no potential to improve the often poor connectivity to the rest of the Region.	++?	In providing/ promoting sustainable travel options, Option 2 should contribute positively to these issues by reducing congestion and potentially improving the current poor connectivity to the rest of the Region (e.g. by improving public transport access to employment sites – which could	++?	In providing/ promoting sustainable travel options, Option 3 should contribute positively to these issues by reducing congestion and

			benefit people commuting in to the Town for work).		potentially improving the current poor connectivity to the rest of the Region (e.g. by improving public transport access to employment sites – which could benefit people commuting in to the Town for work). Traffic management improvements could also benefit the logistics sector.
<p>Conclusions and summary: Options 2 and 3 should help to reduce congestion and improve public transport to employment sites (thus potentially improving links to the rest of the Region). Both options should also benefit the logistics sector. It is recommended Any public transport improvements planned for new employment sites in relation to Options 2 and 3 should take into account improving connectivity to the rest of the region. Sources of information: None.</p>					
<p>Objective 12. Revitalise the town centre</p> <ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
- ?	Option 1 could worsen connections between the town centre/ core and the surrounding areas as it is could locate new employment sites in areas poorly served by walking, cycling and public transport. There may also be an additional strain on town centre parking where new employment development affects the centre (with no mitigating action	+	Sustainable travel options are likely to improve walking, cycling and public transport connections to and within the town centre/ core, which would assist in revitalising the town centre. Option 2 is unlikely to improve town centre parking, although in reducing car use it may assist in lessening the pressure on town centre parking.	+	Sustainable travel options are likely to improve walking, cycling and public transport connections to and within the town centre/ core, which would assist in revitalising the town centre.

	planned).				Option 3 is unlikely to improve town centre parking, although in reducing car use it may assist in lessening the pressure on town centre parking.
<p>Conclusions and summary: Options 2 and 3 may assist in revitalising the town centre by improving walking, cycling and public transport links to and within the town centre/ core. They may also lessen the pressure on town centre parking by reducing car use. It is recommended</p> <p>Sources of information: None.</p>					
<p>SUMMARY:</p> <p>With the combination of traffic management and sustainable travel modes, Option 3, 'inward investment, attracting new businesses and creating new jobs both on existing and new sites with traffic management and sustainable travel options' scores most positively across the objectives, followed by Option 2.</p>					

Policy 2 Tackling congestion

Option 1 - Continue as now and use funding to increase physical capacity at pinch points, manage the highway network better and provide and promote sustainable travel options

Option 2 – support the Highways Agency in its strategy to manage congestion on its road network including bids to increase capacity on the A66 at pinch points, better management of the traffic on the strategic road network and working in partnership to provide better facilities for non motorised traffic along or across the A1 and A66.

Option 3 - Increase demand management measures to curb growth in traffic levels including reducing the amounts of public car parking and/or increase charging levels and exploring the opportunity for a workplace parking levy,

Option 4 – Combine the management of the highway network with more pro sustainable measures to give greater priority to those walking cycling and using public transport. This would include greater use of traffic orders to reduce parking on key corridors, more bus priority measures, and greater priority for pedestrians and cyclists, particularly at crossing points.

Objective 1. Improve access to services, facilities and employment for all members of the community											
<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and services? • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 											
Option 1			Option 2			Option 3			Option 4		
Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Com ment ary/ expla natio n
+	++	++?	+?	+?	+?	+?	+?	+	+	+	+
+											
This option would score positively across many of the issues in			This option appears to be aimed more at motorised traffic – e.g. duelling the A66 - and keeping this			Whilst curbing growth in traffic levels through demand management measures (mostly			This option would		

¹² urban radial routes of North Road, Haughton Road, Woodland Road and Yarm Road; and Coniscliffe Road and Grange Road as secondary public transport corridors

		<p>relation to this objective. In the long term, if car use continues to grow then there may be limits to the degree to which physical improvements to pinch points can continue to be possible or effective. For example, the Transport Area Action Plan states: <i>'Model results show these routes¹² are already congested and continue to be so even with the improved infrastructure'</i>. There may also be issues in relation to economic viability and affordability.</p>			<p>traffic flowing. The Transport Area Action Plan states: <i>'The model shows dualling of the A66 improves accessibility to Teesside, and reduces congestion on the Eastern flank of Darlington'</i>.</p> <p>It is not clear from the policy what 'working in partnership to provide better facilities for non motorised traffic' means or how effective this partnership approach is likely to be in terms of sustainable travel modes.</p> <p>It is scored positively on the basis that managing congestion and better traffic management will include positive measures for public transport, walking and cycling.</p>			<p>through parking measures) will have some benefits in relation to general public access, it is not clear how this option will deliver on some of these measures e.g. improving public transport affordability, improving access to public transport for the elderly etc. Placing greater curbs on parking may have an impact on nearby residential areas as car users look for parking spaces (either paid parking or on-street parking) creating localised congestion or restricting resident's ability to park.</p>			<p>produce significant benefits for sustainable travel modes and would deliver against almost all the issues in relation to this objective.</p>
--	--	--	--	--	--	--	--	---	--	--	---

Conclusions and summary:
All four options will provide some benefits in terms of improving access to services and facilities in the Borough. In the long term, there is uncertainty about the viability and effectiveness of continued physical improvements to congestion pinch points. In terms of delivering against this objective, it is important that any measures to tackle congestion also take into account the needs of public transport, walking

and cycling – and improve provision of these sustainable travel modes and their interconnectivity. Options 1 and 4 deliver most effectively on this objective.

It is **recommended**

Measures to tackle congestion also take into account the needs of public transport, walking and cycling – and improve provision of these sustainable travel modes and their interconnectivity. If Option 2 is selected, then greater clarity is needed in terms of how it will positively impact upon non-motorised modes.

Sources of information:

LDF Transport Area Action Plans (2010)

Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006

Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles

- Will it prioritise modes of transport that involve physical activity?
- Will it improve access to health facilities?
- Will it reduce transport related noise levels?

Option 1			Option 2			Option 3			Option 4		
Score			Score			Score			Score		
Commentary/ explanation			Commentary/ explanation			Commentary/ explanation			Commentary/ explanation		
+	+	+	-	?	-	+?	+?	+?	+	+	+
Option 1 would provide and support <i>active</i> travel options such as walking and cycling. It may also help to reduce transport related noise through better traffic management and promotion of more sustainable modes of travel.			It is uncertain how Option 2 would promote active travel options such as walking and cycling. In seeking to deal the A66, it could also worsen traffic noise levels.			In discouraging parking as a traffic demand mechanism, Option 3 should indirectly promote active travel options like walking and cycling – and also reduce noise levels.			Option 4 would provide and support <i>active</i> travel options such as walking and cycling. It may also help to reduce transport		

			<p>relationship between the options and crime levels.</p> <p>Promotion of sustainable travel modes may help to reduce car use over time, which would help to reduce road traffic accidents.</p>				<p>relationship between the options and crime levels.</p> <p>It is not clear how this option would improve non motorised transport conditions, and given its intention to increase capacity on roads such as the A66 (e.g. through duelling) its overall effect may be negative in terms of road safety.</p>				<p>relationship between the options and crime levels.</p> <p>There may be an indirect positive impact if car parking curbs result in a modal shift to sustainable travel modes and away from private car use (i.e. over time this may reduce car use and help to reduce road accidents).</p>			<p>significant relationship between the options and crime levels.</p> <p>Promotion of sustainable travel modes may help to reduce car use over time, which would help to reduce road traffic accidents.</p>
<p>Conclusions and summary: Those options which would reduce car use over time (e.g. those that support a modal shift to sustainable travel) should contribute to increased road safety in the medium to long term. Thus Options 1, 3 and 4 are scored positively in the medium to long term. It is recommended</p>														

<p>If Option 2 is selected, then greater clarity is needed in terms of how it will positively impact upon non-motorised modes.</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006</p>									
<p>Objective 4. Promote traffic reduction and encourage more sustainable alternative forms of transport</p> <ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport? 									
Option 1			Option 2			Option 3		Option 4	
Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation	
+	+	++	+	+	++	+	+	++	+
		Option 1 supports alternatives to car transport. 'Providing and promoting' these sustainable modes of travel should reduce car mileage in the long term.			Option 2 appears to be more geared towards improving motorised traffic flows and capacity. It is not clear how 'partnership working' will address improvements for non-motorised transport.				Option 3 targets traffic (car) reduction via disincentives to parking. It should also indirectly help with the modal shift away from car use towards more sustainable modes.
									Option 4 is strongly supportive of sustainable travel modes, and should result in greater priority for such modes. Again, over time this should impact positively on car traffic reduction.
<p>Conclusions and summary: Options 1, 3 and 4 should all have a positive impact in terms of sustainable transport, their impacts strengthening over time. Option 2 would appear to contribute to increased car travel and is unclear in its ability to improve non motorised modes. It is recommended If Option 2 is selected, then greater clarity is needed in terms of how it will positively impact upon non-motorised modes.</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006</p>									
<p>Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions</p> <ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 									
Option 1			Option 2			Option 3		Option 4	

Score			Commentary/ explanation	Score			Commentary/ explanation	Score			Commentary/ explanation				
+	+	+	In providing for and promoting sustainable travel options, Option 1 should contribute to reducing transport related greenhouse gas emissions. There is no reference to electric or hydrogen vehicles, but in theory these could be promoted under this banner. There is no reference to climate change adaptation.	-	-	-	It is not clear how Option 2 would reduce transport related greenhouse gas emissions, or promote renewable sources of transport energy. There is no reference to climate change adaptation.	+	+	+	In reducing demand for car travel, Option 3 should contribute to reducing transport related greenhouse gas emissions. There is no reference to climate change adaptation.	+	+	+	In prioritising sustainable travel options, Option 4 should contribute to reducing transport related greenhouse gas emissions. There is no reference to electric or hydrogen vehicles, but in theory these could be promoted under this banner. There is no reference to climate change adaptation.
<p>Conclusions and summary: Options 1, 3 and 4 should all contribute to reducing transport related greenhouse gas emissions over time. Option 2 has the risk of increasing emissions. Options 1 and 4 could promote renewable sources of transport energy but this is not currently specified. None of the options address climate change adaptation.</p>															

<p>It is recommended Whichever option(s) are selected should clarify:</p> <ul style="list-style-type: none"> The extent to which it promotes renewable sources of transport energy (green electric vehicles) How it will contribute to climate change adaptation <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006</p>																	
<p>Objective 6. Maintain protect and improve air quality</p> <ul style="list-style-type: none"> Will it reduce transport related air pollutants? Will it reduce levels of congestion? 																	
Option 1			Option 2				Option 3			Option 4							
Score		Commentary/ explanation	Score		Commentary/ explanation		Score		Commentary/ explanation		Score	Commentary/ explanation					
+	+	+	All Options are aimed at reducing congestion.	-	-	-	All Options are aimed at reducing congestion.	+	+	+	All Options are aimed at reducing congestion.	+	+	+	All Options are aimed at reducing congestion.		
		Option 1 should reduce air pollution via the promotion of sustainable travel modes.					Option 2 could lead to increased car use, which would worsen air quality.							Option 3 should reduce car use which would contribute to improving local air quality.			Option 4 should reduce air pollution by giving priority to sustainable travel modes.
<p>Conclusions and summary: All Options are aimed at reducing congestion. In urban areas like Darlington, air pollution is principally caused by motorised road traffic – so measures that will reduce traffic in the long term should contribute to reducing or limiting air pollution. Therefore, Options 1, 3 and 4 are scored positively in terms of protecting and improving air quality. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006</p>																	
<p>Objective 7. Conserve, protect and enhance ground and surface water quality</p> <ul style="list-style-type: none"> Does it improve the quality of water in the Borough? 																	
Option 1			Option 2				Option 3			Option 4							
Score		Commentary/ explanation	Score		Commentary/ explanation		Score		Commentary/ explanation		Score	Commentary/ explanation					

0	No significant relationship	0	No significant relationship	0		0	No significant relationship												
Conclusions and summary:																			
It is recommended																			
Sources of information:																			
Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management																			
<ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 																			
Option 1			Option 2			Option 3			Option 4										
Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation		Score	Commentary/ explanation								
-?	-?	-?	Whilst there is no significant relationship to most of the issues covered by this objective, physical improvements to pinch points could result in the loss of land/soils to transport infrastructure. Also, provision of new walking and cycling routes could also have a land take		-	-	-	Whilst there is no significant relationship to most of the issues covered by this objective, improving the capacity of the A66 (e.g. through duelling) is likely to result in the loss of land/soils to transport infrastructure.		0	0	0	Whilst there is no significant relationship to most of the issues covered by this objective, a reduction in the amount of car parking could, if managed sympathetically, result in the creation of new green space. However, there is no evidence that this will be the case with the expectation that such sites will be redeveloped.		0	0	0	There is no significant relationship to the issues covered by this objective. The option concerns improving priority of sustainable modes: such action is unlikely to result in the loss of	

			implication.										land/soils to transport infrastructure.	
<p>Conclusions and summary: These options are all relatively minor in relation to impacting on this objective. Works to improve the capacity of the A66 are likely to have the most impact in terms of land/soil take. It is recommended That any transport improvements in relation to Options 1 and 2 minimise land take and also minimise loss of valuable soil resources.</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006</p>														
<p>Objective 9. Protect, conserve and enhance biodiversity</p> <ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 														
Option 1			Option 2				Option 3			Option 4				
Score			Score				Score			Score				
Commentary/ explanation			Commentary/ explanation				Commentary/ explanation			Commentary/ explanation				
+?	+?	+?	-?	-?	-?	There is unlikely to be a significant impact either way, but the works to increase capacity on the A66 has the potential to impact on nearby wildlife habitats. The following sites are all in the vicinity of the A66: Geneva Wood LNR; Brankin Moor LNR; Maidendale Fishing Nature Reserve; South Burdon Community Woodland.	0	0	0	There is no significant relationship.	0	0	0	There is no significant relationship.

			corridors which could be valuable for wildlife.									
<p>Conclusions and summary: None of the options may have that much impact on biodiversity, although any substantial road widening/improvement works (e.g. to the A66) in relation to Option 2 may have negative impacts on neighbouring wildlife sites or habitats. Option 1 could have positive impacts if it resulted in sympathetically designed new walking and cycling routes. It is recommended Any walking and cycling routes are designed and managed appropriately to act as wildlife corridors. Any improvement works in relation to Option 2 should minimise impacts on wildlife sites and habitats.</p> <p>Sources of information: Darlington Borough Council website - http://www.darlington.gov.uk/dar_public/documents/Community%20Services/CountrysideandROW/Green%20Spaces%20information.pdf (accessed October 2009)</p>												
<p>Objective 10. Preserve and enhance Darlington’s distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p> <ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington’s heritage? • Will it avoid severance of communities and settlements? 												
Option 1			Option 2				Option 3			Option 4		
Score			Score				Score			Score		
Commentary/ explanation			Commentary/ explanation				Commentary/ explanation			Commentary/ explanation		
+?	+?	+?	?	?	?	+	+	+	+	+	+	+
Reduced car use and congestion, plus the promotion/ creation of walkable/ cycling environments may contribute positively to this objective.			Whilst reduced <i>congestion</i> may contribute positively to this objective, increasing the capacity/ widening the A66 may have an impact on community/ settlement severance.				Reduced car use and congestion, may contribute positively to this objective.			Reduced car use and congestion, may contribute positively to this objective.		
<p>Conclusions and summary: Reduced car use and congestion delivered by Options 1,3 and 4, may contribute positively to this objective. Road capacity improvements in relation to Option 2 would need to be assessed for settlement/community severance impacts.</p>												

<p>It is recommended</p> <p>Road capacity improvements in relation to Option 2 would need to be assessed for settlement/community severance impacts.</p> <p>Sources of information:</p> <p>LDF Transport Area Action Plans (2010)</p> <p>Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006</p>											
<p>Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p> <ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 											
Option 1			Option 2			Option 3			Option 4		
Score			Score			Score			Score		
Commentary/ explanation			Commentary/ explanation			Commentary/ explanation			Commentary/ explanation		
+	+	+	+	+	+	-	?	?	-?	-?	-?
<p>All the options aim to reduce congestion. Provision of and support for sustainable travel options may improve connectivity with the rest of the region if these measures include public transport (bus and rail) improvements which have a positive influence on trips out of the town/borough. Physical improvements to</p>			<p>All the options aim to reduce congestion. Supporting the Highways Agency in its strategy to manage congestion on its road network, including capacity improvements to the A66 and other strategic improvements should improve connectivity with the rest of the region, help with the movement of freight and benefit the logistics sector.</p>			<p>All the options aim to reduce congestion. This option will not improve connectivity with the rest of the region. This option also has less of a positive impact on the movement of freight and the logistics sector (although there may be some contribution in the long terms if it leads to a reduction in car use). There may also be a short term negative impact on the town centre economy with this option.</p>			<p>All the options aim to reduce congestion . Giving priority to sustainable modes of transport may improve connectivity within the region, but benefits are more likely to be much more localised.</p>		

			physical improvements to pinch points and provision/promotion of sustainable travel modes (such as walking and cycling routes). No improvements to town centre parking would result from Option 1.						therefore would not revitalise the town centre.				measures should help improve connectivity and would contribute to greater access to the town centre and improve its appeal/quality of life. No improvements to town centre parking would result from Option 4.
<p>Conclusions and summary: Options 1 and 4 would help to revitalise the town centre by improving connectivity via sustainable travel modes (e.g. walking, cycling and public transport), which should also improve the quality of visitor experience. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006</p>													
<p>SUMMARY</p> <p>Options 1, 3 and 4 all score well across the range of sustainability objectives, with perhaps Option 4 providing slightly more benefits. Option 2 scores poorly in many cases given that it includes measures which could increase private car use.</p>													

Policy 3 Connectivity to access jobs

Option 1- In order to promote financial inclusion Darlington should focus on supporting its own labour force into employment, in particular those without access to a car, through access to training and job opportunities provided locally where possible, reducing the distance to travel.

Option 2 – in order to attract businesses and employees into Darlington, locations near to public transport services should be developed and promoted.

Option 3 – for those that need to travel outside of Darlington for employment, promote rail and bus travel to employment sites that are in reasonable travelling distance, and which operate reliable, frequent, punctual, and affordable services or promote car sharing for those job opportunities that are not accessible by public transport.

Objective 1. Improve access to services, facilities and employment for all members of the community					
<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and services? • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 					
Option 1			Option 2		
Score	Commentary/ explanation		Score	Commentary/ explanation	
+	+	+	+	+	+
	Option 1 would improve access to employment for all people in the borough by promoting local jobs (reducing the need to travel).			In supporting employment locations well served by public transport, this options scores positively in terms of improving access to employment for all members of the community (i.e. including those without a car).	
				Improving public transport (rail and bus) to employment locations outside of Darlington ('within reasonable distance') will help those members of the community who work in these locations and contributes positively to these objectives.	
Conclusions and summary:					
These options do not appear to be alternatives. Pursuing the three options jointly would appear to be a sensible approach to employment: supporting local jobs, supporting employment locations well served by public transport and improving public transport to employment locations outside the town (in the immediate hinterland?).					

			term), and reducing employment related trips should help reduce road accidents.				
<p>Conclusions and summary: All three options should improve road safety (and reduce road accidents) by increasing the opportunities for people to travel to work by walking, cycling, bus and rail. The way option 1 is phrased could be interpreted as providing more local training as well as employment, which would contribute to tackling crime and anti-social behaviour in the long term. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>							
<p>Objective 4. Promote traffic reduction and encourage more sustainable alternative forms of transport</p> <ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport? 							
Option 1			Option 2			Option 3	
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation
+ + +	See below.		+ + +	See below.		+ + +	See below.
+ + +			+ + +			+ + +	
<p>Conclusions and summary: All three options would reduce private car mileage and promote alternatives to the car – walking, cycling and public transport. As stated in response to Objective 1, together these 3 options could form a complimentary approach. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>							
<p>Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions</p> <ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 							
Option 1			Option 2			Option 3	
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation
+ + +	See below		+ + +	See below		+ + +	See below
+ + +			+ + +			+ + +	
<p>Conclusions and summary: All three options would help to reduce greenhouse gas emissions as they each aim to support a modal shift away from private car use</p>							

<p>towards more sustainable forms of travel. None of the options specifically refers to renewable sources of transport energy and adaptation is not mentioned.</p> <p>It is recommended</p> <p>Consider support for electric cars in relation to all three options, but particularly option 3.</p> <p>Sources of information:</p> <p>LDF Transport Area Action Plans (2010)</p> <p>Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>							
<p>Objective 6. Maintain protect and improve air quality</p> <ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 							
Option 1		Option 2		Option 3			
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation		
+	+	+	See below	+	+	+	See below
<p>Conclusions and summary:</p> <p>All three options should result in improved air quality and reduced levels of congestion, by supporting sustainable forms of transport to work.</p> <p>It is recommended</p> <p>Sources of information:</p> <p>LDF Transport Area Action Plans (2010)</p> <p>Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>							
<p>Objective 7. Conserve, protect and enhance ground and surface water quality</p> <ul style="list-style-type: none"> • Does it improve the quality of water in the Borough? 							
Option 1		Option 2		Option 3			
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation		
0	No significant relationship	0	No significant relationship	0	No significant relationship		
<p>Conclusions and summary:</p> <p>It is recommended</p> <p>Sources of information:</p>							
<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management</p> <ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 							

Option 1			Option 2			Option 3				
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation			
+ ? ?	+ ? ?	+ ? ?	Option 1 should minimise the loss of land (and soils) to transport infrastructure, as most employment trips would be by walking or cycling. However, this option would result in multiple employment sites attempting to provide work close to where people live – this would have land take implications.	+ ? ?	+ ? ?	+ ? ?	- ? ?	- ? ?	- ? ?	This option has the potential for negative impacts in terms of land loss from new transport infrastructure (for bus and rail improvements), plus supporting employment locations outside of town could encourage loss of Greenfield sites to employment use.
<p>Conclusions and summary: The main impact in terms of this objective is any loss of land/soils from new transport infrastructure. Option 3 scores the poorest due to land take potential and also possible impact on Greenfield land. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>										
<p>Objective 9. Protect, conserve and enhance biodiversity</p> <ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 										
Option 1			Option 2			Option 3				
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation			
? ? ?	? ? ?	? ? ?	See below	? ? ?	? ? ?	See below	? ? ?	? ? ?	See below	
<p>Conclusions and summary: Biodiversity impacts are too uncertain to judge at this stage without further detail of employment locations. It is recommended</p> <p>New employment locations should be subject to environmental impact assessment where appropriate and measures to conserve and enhance existing biodiversity drawn up in accordance with local biodiversity targets.</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>										
<p>Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p>										

<ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
?	See below	?	See below	?	See below
<p>Conclusions and summary: Again, it is difficult to make an assessment at this stage. All options could have an impact, but this would depend on local factors. Option 3 may have more of a potential impact if improvements to strategic bus and rail routes have a negative impact on the identity of settlements, or if they have an impact on landscape character. It is recommended New employment locations should be subject to landscape and heritage assessments with appropriate mitigation identified. Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>					
<p>Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p> <ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 					
Option 1		Option 2		Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
+	Option 1 should reduce congestion and thus should have a positive impact on the movement of freight and logistics. However, it would not improve connectivity with the rest of the region. It supports local growth, but not regional growth.	+	Locating employment in places well served by public transport should contribute positively through reducing congestion (and thus assisting the movement of freight and logistics) and allowing people from elsewhere in the region to access jobs. It doesn't support Darlington residents to access jobs elsewhere in the region.	+	This option improves regional connectivity to some extent and should help to reduce congestion and support freight movement and logistics.
?		?		?	
<p>Conclusions and summary: All the options should help to reduce congestion, and in so doing should help the movement of freight and logistics. Greater regional connectivity would be delivered by Option 3, and also, perhaps to a lesser extent, Option 2.</p>					

It is recommended						
Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.						
Objective 12. Revitalise the town centre						
<ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 						
Option 1		Option 2			Option 3	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation	
+	Option 1 should serve to revitalise the town centre as most of the population live in the town – and so would benefit from increased training and employment opportunities.	+	Option 2 should revitalise the town centre and improve connectivity by locating employment in areas well served by public transport.	-	Option 3 would serve to improve employment locations out of town and so would act against town centre regeneration.	
Conclusions and summary: Options 1 and 2 would contribute to the revitalisation of the town centre, whereas Option 3 would work against this aim. It is recommended						
Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.						
SUMMARY						
These three options could be taken together as a complimentary approach, with all three scoring generally positively across the sustainability objectives. Option 3 performs slightly less well than the other two options in relation to revitalising the town centre and having greater potential for land take and loss of soils.						

Policy 4 low carbon transport

Option 1 - Provide and promote 'zero emission' travel choices and encourage people to change their travel behaviour to walking and cycling - in particular for shorter journeys. And reduce the need to travel at all.

Option 2 – Promote and encourage ways in which private, public transport and freight vehicle drivers can reduce their carbon emissions including switching to alternative fuels including electric vehicles and bio fuels and promoting eco driving.

Option 3 - Work with and lobby the public transport sector (rail, coach, taxi and bus) to encourage switch to lower carbon alternatives and increasing patronage to reduce carbon per person per trip, especially for local and inter-urban trips.

Option 4 - Target a range of options at different groups to ensure that whatever travel option is chosen, the CO2 emissions are minimised

Objective 1. Improve access to services, facilities and employment for all members of the community															
<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and services? • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 															
Option 1				Option 2				Option 3				Option 4			
Score			Commentary/ explanation	Score			Commentary/ explanation	Score			Commentary/ explanation	Score			Commentary/ explanation
+	+	+	This option would promote walking and cycling which would score positively for many residents, including those without access to a car. It is not clear how the plan would 'reduce the need to travel': if this was done by means of	0	0	0	Switching to sustainable fuels and promoting eco driving would not have a significant impact on this objective (unless it lead to higher bus and rail fares).	+	+	+	Increased patronage on bus, rail, coach and taxi would presumably involve cheaper fares – so increased use of sustainable modes and cheaper fares scores positively in terms of access for all.	+?	+?	+?	This option has the potential to score positively – as it could mean tailoring solutions to various members of the community.

			providing more facilities and services close to where people live, then this would be a major benefit for this objective.										
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Conclusions and summary:
 Those options which support increased use of walking, cycling and public transport score positively, i.e. Options 1 and 3, and possibly 4. It is **recommended**
 Reducing the need to travel (option 1) needs to be better defined: improving provision of local facilities/services and easy access to such services would benefit this objective.
Sources of information:
 LDF Transport Area Action Plans (2010)
 Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.

Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles

- Will it prioritise modes of transport that involve physical activity?
- Will it improve access to health facilities?
- Will it reduce transport related noise levels?

Option 1			Option 2			Option 3			Option 4					
Score			Score			Score			Score					
Commentary/ explanation			Commentary/ explanation			Commentary/ explanation			Commentary/ explanation					
+	+	+	?	?	?	+	+	+	+	+	+	?	?	?
This option would support increased levels of active travel such as walking and cycling, and reduce transport noise.			There may be a slight benefit from reduced noise levels with electric vehicles and eco driving (but not thought to be significant).			Option 3 should result in reduced emissions plus increased use of buses, rail, coaches and taxis – which imply a degree of active travel.			Some of the choices here will involve active travel and the option should reduce emissions and noise.					

Conclusions and summary:
 All options generally beneficial, particularly those that support walking and cycling e.g. Option 1 and presumably 4. It is **recommended**
Sources of information:
 LDF Transport Area Action Plans (2010)

Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.															
Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence															
<ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 															
Option 1				Option 2				Option 3				Option 4			
Score			Commentary/ explanation	Score			Commentary/ explanation	Score			Commentary/ explanation	Score			Commentary/ explanation
+	+	+	Reducing the need to travel and increased walking and cycling (increased people on the streets) should help to reduce crime and anti-social behaviour.	0	0	0	No significant relationship	+	+	+	Increased use of public transport and fewer car trips should improve the safety of public transport and reduce car related accidents.	+	+	+	This option has the potential to contribute to a safer borough through tailoring solutions to circumstance, which would involve greater walking and cycling.
Conclusions and summary:															
Options 1, 3 and 4 would be beneficial to a safer borough. It is recommended															
Sources of information:															
LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.															
Objective 4.Promote traffic reduction and encourage more sustainable alternative forms of transport															
<ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport? 															
Option 1				Option 2				Option 3				Option 4			
Score			Commentary/ explanation	Score			Commentary/ explanation	Score			Commentary/ explanation	Score			Commentary/ explanation
++	++	++	Option should support a significant modal shift from car use to sustainable	+	+	+	This option should help encourage more sustainable forms of transport (e.g.	++	++	++	This option would increase the use of public transport – and lower carbon public transport.	+	+	+	This option would contribute to this objective, but the extent of its benefit is

			travel options – and reduce the need to travel.				through alternative fuels), although it won't reduce private car mileage or alternatives to the use of cars.								unknown.
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Conclusions and summary:
Options 1 and 3 would be major contributions to a more sustainable transport system in the borough.
It is **recommended**

Sources of information:
LDF Transport Area Action Plans (2010)
Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.

Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions

- Will it reduce transport related greenhouse gas emissions?
- Will it encourage uptake of renewable sources of transport energy?
- Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure

Option 1			Option 2			Option 3			Option 4		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation	
++	++	++	-?	-?	-?	++	++	++	??	??	??
	Option 1 would reduce greenhouse gas emissions and, in reducing the need to travel should contribute to climate change adaptation.			Option 2 would encourage renewable sources of transport energy and could reduce emissions in the long term. However, recent research on the			Option 3 would reduce emissions (from increased public transport use) and encourage renewable sources of transport energy (via low carbon alternatives).			This option would contribute to this objective, but the extent of its benefit is unknown.	

				carbon impact of bio fuels ¹³ concluded that anticipated EU wide increases in the use of bio fuels up to 2020 'will lead to substantial land conversion and, as a consequence, additional greenhouse gas emissions beyond those that would arise from the continued fossil fuel use'.					
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Conclusions and summary:

Options 1 and 3 would provide major benefits in terms of tackling climate change, although only Option 1 has any relevance for adaptation. There are concerns over the carbon impact of bio fuel production which could make Option 2 score negatively.

It is **recommended**

Sources of information:

LDF Transport Area Action Plans (2010)

Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.

Anticipated Indirect Land Use Change Associated with Expanded Use of Bio fuels and Bio liquids in the EU – An Analysis of the National Renewable Energy Action Plans, Institute for European Environmental Policy, Nov 2010

Objective 6. Maintain protect and improve air quality

- Will it reduce transport related air pollutants?
- Will it reduce levels of congestion?

Option 1		Option 2		Option 3		Option 4	
Score	Commentary/	Score	Commentary/	Score	Commentary/	Score	Commentary/

¹³ Anticipated Indirect Land Use Change Associated with Expanded Use of Bio fuels and Bio liquids in the EU – An Analysis of the National Renewable Energy Action Plans, Institute for European Environmental Policy, Nov 2010

			explanation				explanation				explanation				explanation
++	++	++	This option should reduce emissions (improve air quality), reduce car use and reduce congestion.	??	??	??	Switching to alternative fuels and eco driving should reduce emissions and improve air quality. However, the production of bio fuels can contribute to greenhouse gas emissions.	++	++	++	Improving use of public transport and switching to low carbon alternatives will reduce emissions, reduce car use and reduce congestion.	??	??	??	This option would contribute to this objective, but the extent of its benefit is unknown.

Conclusions and summary:
Options 1 and 3 will have a significant impact on traffic reduction and support a modal shift away from private car use – and so both should have a significant positive impact on air quality. Option 2 would also contribute to an improvement in air quality – as would Option 4 (but to an unknown extent).
It is **recommended**

Sources of information:
LDF Transport Area Action Plans (2010)
Darlington’s Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.

Objective 7. Conserve, protect and enhance ground and surface water quality
• **Does it improve the quality of water in the Borough?**

Option 1		Option 2		Option 3		Option 4	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
0	No significant relationship.	0	No significant relationship.	0	No significant relationship.	0	No significant relationship.

Conclusions and summary:
No significant relationship.
It is **recommended**

Sources of information:

Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management
• **Does it reduce contaminated sites and increase remediation?**

<ul style="list-style-type: none"> • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 											
Option 1			Option 2			Option 3			Option 4		
Score			Score			Score			Score		
Commentary/ explanation			Commentary/ explanation			Commentary/ explanation			Commentary/ explanation		
+	+	+	-?	-?	-?	-?	-?	-?	?	?	?
<p>In reducing the need to travel and supporting 'zero emission' sustainable travel (especially walking and cycling), this option would minimise any new significant transport infrastructure and thus minimise any loss of land/soils.</p>			<p>Reducing emissions through initiatives like bio fuels and eco driving would not minimise new transport infrastructure and it is likely that with this option there may be land take and loss of soils as a result of new transport infrastructure. In addition, there are widespread concerns about the production of bio fuels in relation to land take and loss of soils.</p>			<p>Increased patronage of bus, rail, coaches and taxis may require new transport infrastructure with resultant land take and soil loss.</p>			<p>Impact of this option on this objective is unknown.</p>		
<p>Conclusions and summary: Only Option 1 would deliver positive benefits in that it seeks to reduce the need to travel and promote zero emission modes such as walking and cycling: this would minimise any loss of land or soils to new transport infrastructure. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010)</p>											

Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006. Anticipated Indirect Land Use Change Associated with Expanded Use of Bio fuels and Bio liquids in the EU – An Analysis of the National Renewable Energy Action Plans, Institute for European Environmental Policy, Nov 2010											
Objective 9. Protect, conserve and enhance biodiversity											
<ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 											
Option 1			Option 2			Option 3			Option 4		
Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation
+?	+?	+?	-?	-?	-?	?	?	?	?	?	?
		Potential for a minor benefit to biodiversity given that this option will minimise the likelihood of new transport related development. Plus new walking and cycling routes could improve people's enjoyment of nature.			Potential negative impact in terms of the impact of growing and producing bio fuels – and conflict with natural habitats (impact of replacing valuable wildlife habitats here and in other countries with bio fuel crops).			No significant impact at this stage – although there maybe potential for negative impact as a result of any development schemes to increase public transport patronage.			Impact of this option on this objective is unknown.
Conclusions and summary:											
Again, Option 1 is the only option that is likely to have any positive impact, through reducing new transport infrastructure and creating new walking and cycling routes which may help people to enjoy and access nature. In relation to Option 2, bio fuels can have a negative impact on biodiversity – from production overseas or in the EU. It is recommended											
Sources of information:											
LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006. Anticipated Indirect Land Use Change Associated with Expanded Use of Bio fuels and Bio liquids in the EU – An Analysis of the National Renewable Energy Action Plans, Institute for European Environmental Policy, Nov 2010											

Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets															
<ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 															
Option 1				Option 2				Option 3			Option 4				
Score			Commentary/ explanation	Score			Commentary/ explanation	Score			Commentary/ explanation				
+?	+?	+?	Option 1 is much more likely to be consistent with the conservation of built and landscape heritage (and the settings of built heritage) given its promotion of walking and cycling.	0	0	0	There is no real significant impact	0	0	0	There is no real significant impact	?	?	?	Impact of this option on this objective is unknown.
<p>Conclusions and summary: Option 1 may be more consistent with the conservation of built heritage (and its setting) given its promotion of walking and cycling. The other options are unlikely to have any real significant impacts. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>															
Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth															
<ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 															
Option 1				Option 2				Option 3			Option 4				
Score			Commentary/ explanation	Score			Commentary/ explanation	Score			Commentary/ explanation				

+?	+?	+?	Option 1 should contribute positively to local economic growth, in that it would reduce congestion and improve ease of travel and journey times within the town and other local areas. However, it would not improve connectivity with the rest of the region and its contribution to regional growth is uncertain.	0	0	0	No significant relationship.	+	+	+	Option 3 should help to reduce congestion (through increasing uptake of public transport) and also improve connectivity with the rest of the region. Therefore, it should have a positive impact on local and regional economic growth.	?	?	?	Impact of this option on this objective is unknown.
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Conclusions and summary:

Option 3 will contribute to both local and regional economic growth through public transport improvements, including bus, rail and coaches. Option 2 should contribute to local economic growth in the Borough. It is **recommended**

Sources of information:

LDF Transport Area Action Plans (2010)
Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.

Objective 12. Revitalise the town centre

- Will it improve connections between the core and areas outside the ring road?
- Will it improve parking in the town centre

Option 1			Option 2			Option 3			Option 4				
Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation		
+	+	+	0	0	0	No significant relationship.	+	+	+	?	?	?	Impact of this option on this objective is
		Option 1 should help to revitalise the town centre											Impact of this option on this objective is

			by reducing the need to travel and promoting walking and cycling.						improving public transport patronage.				unknown.
<p>Conclusions and summary: Options 1 and 3 should both help to revitalise the town centre by making it easier for people to travel and access facilities and services. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>													
<p>SUMMARY</p> <p>Policies 1 and 3 perform particularly strongly given they promote sustainable travel modes and public transport, Policy 1 perhaps performs best of all. Policy 4 suffers from a lack of detail, whilst many of the issues in relation to Policy 2 have little relevance to the majority of the objectives, and in one instance, promotion of bio fuels, could have a significant adverse impact.</p>													

Policy 5. Journey experience and changes in the demographics of the population

Option 1 – Maintain and manage the transport network to reduce the risk of delay.

Option 2 – Educate, train and inform providers and the general public on how to make the journey experience better through access to information, individual behaviours and visible enforcement.

Option 3 – Improve the interchange and waiting environments both in the town centre for coaches and at the rail stations.

Option 4 – Work in partnership with the private sector to adapt the existing transport network to meet more of the needs of older people and people with disabilities, limiting the need for specialist transport.

Option 5 - The Council will facilitate the development of a strong community transport sector incorporating volunteer car driver schemes through partnership working with the voluntary and community sector.

Objective 1. Improve access to services, facilities and employment for all members of the community														
<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and services? • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 														
Option 1			Option 2			Option 3			Option 4			Option 5		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation	
+	+	+	+	+	+	+	+	+	+	+	+	+	+	+
?	?	?												
	Reducing the risk of delay should help to improve access to services and facilities for the community.			Improved access to information, education on behaviour change and more visible enforcement should improve access to			Improving the interchange and waiting environments for coaches and rail stations should help to improve			Working in partnership with the private sector to adapt the existing transport network to meet more of the needs			The development of a strong community transport sector should help to improve access to services and facilities for the community.	

				services and facilities for the community.				access to services and facilities for the community, and improve inter connectivity of transport modes.				of older people and people with disabilities should score positively on this objective.						
Conclusions and summary:																		
All the options have positive aspects which would contribute positively to improving access for the community.																		
It is recommended																		
A combination of these options would deliver more effectively against this objective than selecting any individual option.																		
Sources of information:																		
LDF Transport Area Action Plans (2010)																		
Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.																		
Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles																		
<ul style="list-style-type: none"> • Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels? 																		
Option 1			Option 2			Option 3			Option 4			Option 5						
Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation				
		Reducing the risk of delay will not support active travel such as walking or	+	+	+	Improved access to information, education on behaviour change and more visible	+	+	+	Improving the interchange and waiting environments for coaches and rail	+	+	+	Working in partnership with the private sector to adapt the	-?	-?	?	This option may act against this objective by encouraging car use for those people without access to a car?

			<p>cycling and may increase transport noise levels. There may be some gains in terms of access times for emergency hospital vehicles.</p>				<p>enforcement may have a minor positive impact if behaviour change supports a modal shift to active travel and away from the car.</p>				<p>stations may have a slightly beneficial impact in relation to encouraging people to use coaches and rail more often – and these modes often imply an element of walking in terms of the overall journey.</p>				<p>existing transport network to meet more of the needs of older people and people with disabilities should help in terms of health inequalities suffered by these groups – and perhaps help improve their access to health facilities.</p>				
<p>Conclusions and summary: Options 2, 3 and 4 would all score positively for health. It is recommended A combination of these options would deliver more effectively against this objective than selecting any individual option.</p>																			

<p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>														
<p>Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence</p> <ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 														
Option 1			Option 2			Option 3			Option 4			Option 5		
Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation
-?	-?	-?	+	+	+	+	+	+	+	+	+	+	+	+
<p>Reducing the risk of delay may have the result of raising average speeds on the road which could have an adverse impact on road safety.</p>			<p>Improved access to information, education on behaviour change and more visible enforcement should have a positive impact on improving travel security.</p>			<p>Improving the interchange and waiting environments for coaches and rail stations should have a positive impact on improving travel security.</p>			<p>This option may improve the safety and security for the groups affected, i.e. older people and the disabled.</p>			<p>The development of a strong community transport sector should help to improve safety and security for community users.</p>		
<p>Conclusions and summary: With the exception of Option 1, all the other options would help to improve safety and security on the transport network. It is recommended A combination of these options would deliver more effectively against this objective than selecting any individual option.</p>														
<p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>														
<p>Objective 4. Promote traffic reduction and encourage more sustainable alternative forms of transport</p> <ul style="list-style-type: none"> • Will it reduce private car mileage? 														

• Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport?																			
Option 1			Option 2			Option 3			Option 4			Option 5							
Score		Commentary/ explanation	Score		Commentary/ explanation	Score			Score		Commentary/ explanation	Score		Commentary/ explanation					
-?	-?	-?	+	+	+	+	+	+	+	+	+	-?	-?	-?	Reducing the risk of delays to <i>car travel</i> would run contrary to this objective. However, a reduction in delays to bus and rail travel may encourage greater use of these more sustainable modes.	Improved access to information, education on behaviour change and more visible enforcement should increase patronage of sustainable travel modes and help to reduce private car use.	Improving the interchange and waiting environments for coaches and rail stations should improve patronage of public transport and so scores positively on this objective.	This option may improve use of public transport by older people and the disabled.	This option may increase access to cars for some people, although other forms of community transport (such as min buses) may be less of an impact.
<p>Conclusions and summary: Options 2, 3 and 4 score the best in terms of sustainable travel modes, particularly Options 2 and 3. It is recommended A combination of these options would deliver more effectively against this objective than selecting any individual option.</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>																			
<p>Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions</p> <p>• Will it reduce transport related greenhouse gas emissions?</p>																			

<ul style="list-style-type: none"> Will it encourage uptake of renewable sources of transport energy? Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 															
Option 1			Option 2			Option 3			Option 4		Option 5				
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation					
?- -?			+	+	+	+	+	+	0	0	0	-?	?	?	
	Reducing the risk of delays <i>to car travel</i> may not contribute positively to climate change objectives. However, a reduction in delays to bus and rail travel may encourage greater use of these more sustainable modes.		Improved access to information, education on behaviour change and more visible enforcement should contribute positively to climate change objectives, especially in relation to behaviour change that encourages modal shift away from private car use towards more sustainable modes.		Improving the interchange and waiting environments for coaches and rail stations should improve patronage of public transport and so scores positively on this objective.		No significant relationship – but see below.		This option may result in increased greenhouse gas emissions if it result in greater car use for those groups currently without access to cars.						
Conclusions and summary:															

Options 2 and 3 score more highly in relation to climate change issues, although none of the options refer to any adaptation issues. It is **recommended**

In planning for the needs of older people and the disabled (Option 4) and measures introduced should take into account climate change adaptation issues – as these would be classed as vulnerable groups in relation to climate change events such as flooding or extreme weather events. Whichever option is selected, climate change adaptation should be addressed.

Sources of information:

LDF Transport Area Action Plans (2010)

Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.

Objective 6. Maintain protect and improve air quality

- Will it reduce transport related air pollutants?
- Will it reduce levels of congestion?

Option 1			Option 2			Option 3			Option 4			Option 5			
Score			Score			Score			Score			Score			
Commentary/ explanation			Commentary/ explanation			Commentary/ explanation			Commentary / explanation			Commentary/ explanation			
+	+	+	+	+	+	+	+	+	0	0	0	-?	?	?	This option may result in increased car related pollutants if it result in greater car use for those groups currently without access to cars.
?	?	?													
Reducing the risk of delay may assist in improving air quality by reducing road congestion and improving confidence in public transport.			Improved access to information, education on behaviour change and more visible enforcement should help to improve air quality by improving use of public transport.			Improving the interchange and waiting environments for coaches and rail stations should improve patronage of public transport and so scores positively on this objective.			No significant relationship						

Conclusions and summary:

Options 2 and 3 score the highest for their contribution to air quality, followed by Option 1.

<p>It is recommended A combination of these options would deliver more effectively against this objective than selecting any individual option. Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>									
<p>Objective 7. Conserve, protect and enhance ground and surface water quality • Does it improve the quality of water in the Borough?</p>									
Option 1		Option 2		Option 3		Option 4		Option 5	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
0	0	0		0	0	0		0	0
<p>Conclusions and summary: No significant relationship. It is recommended</p> <p>Sources of information:</p>									
<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled?</p>									
Option 1		Option 2		Option 3		Option 4		Option 5	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score					
0	0	0	No significant relationship	0	No significant relationship	0	No significant relationship	0	No significant relationship
<p>Conclusions and summary: No significant relationship It is recommended</p>									

Sources of information:									
Objective 9. Protect, conserve and enhance biodiversity <ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 									
Option 1		Option 2		Option 3		Option 4		Option 5	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
0	No significant relationship	0	No significant relationship	0	No significant relationship	0	No significant relationship	0	No significant relationship
Conclusions and summary: No significant relationship It is recommended									
Sources of information:									
Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets <ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 									
Option 1		Option 2		Option 3		Option 4		Option 5	
Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation	Score	Commentary/ explanation
0	No significant relationship	0	No significant relationship	0	No significant relationship	0	No significant relationship	0	No significant relationship
Conclusions and summary:									

No significant relationship It is recommended														
Sources of information:														
Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth														
<ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 														
Option 1			Option 2			Option 3			Option 4		Option 5			
Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation	Score		Commentary/ explanation			
+	+	Reducing the risk of delays should help both the local and regional economy.	+	+	Improved access to information, education on behaviour change and more visible enforcement should help with a modal shift to more sustainable modes which in turn should reduce congestion.	+	+	Improving the interchange and waiting environments for coaches and rail stations should improve patronage of public transport and improve regional connectivity and so scores positively on this	0	0	No significant relationship			Improving community transport as set out would appear to potentially work against these issues.
+	+													

						objective.									
<p>Conclusions and summary: Option 1, reducing the risk of delays would best support the local and regional economy. Options 2 and 3 should help to reduce congestion which would also contribute to helping the economy. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>															
<p>Objective 12. Revitalise the town centre</p> <ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 															
Option 1			Option 2			Option 3			Option 4			Option 5			
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation		
+	+	+	Reducing the risk of delays should assist in revitalising the town centre.	+	+	+	Improved access to information, education on behaviour change and more visible enforcement should help with a modal shift to more sustainable modes which in turn should reduce congestion and help to	+	+	+	Improving the interchange and waiting environments for coaches and rail stations should improve patronage of public transport and improve core/ring road (and beyond) connectivity	+	+	+	This option should assist older people and the disabled in using the town centre and so should make a positive contribution towards this objective.
												+	+	+	This option should improve accessibility for local communities to the town centre.

				revitalise the town centre.				y and so scores positively on this objective.				
<p>Conclusions and summary: All options would have a minor positive benefit in terms of town centre revitalisation. It is recommended A combination of these options may deliver more effectively against this objective than selecting any individual option.</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>												
<p>SUMMARY</p> <p>Options 2 , 3 and 4 score generally well, with Options 2 and 3 performing best. Options 1 and 5 generate negative scores as they have been interpreted as contributing to car use, whilst objective 4 is a more specialised option targeting older people and the disabled.</p>												

Policy 6 Funding and prioritising expectations

Option 1 - With reduced funding, allocate more funding to maintenance to keep the budgets more in line with current levels of expenditure (£1.5m) to ensure the condition of the highway network does not deteriorate, but have significantly less funding for managing or improving the transport system (£300k).

Option 2- Keep the budgets as allocated between maintenance and Integrated Block by the DfT and allocate all the ITB to managing or to improving the transport system, (notionally £0.9m for both maintenance and Integrated Block based on a 40% cut in overall funding).

Option 3 - Keep the budgets as allocated by DfT and allocate all the funds to maintain and manage the current network until funding levels increase and then start to improve the transport system.

Objective 1. Improve access to services, facilities and employment for all members of the community								
<ul style="list-style-type: none"> Will it improve the affordability of public transport services? Will it improve access to public transport services for the elderly and/or those with a disability? Will it improve the interconnectivity of transport modes? Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? Will it improve highways infrastructure to key facilities and services? Will it involve the community in decisions regarding local transport services? Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 								
Option 1			Option 2			Option 3		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation	
0	-	-	+?	+?	+?	0	-	-
		Option 1 would not result in any real improvement in terms of community access to services/ facilities and over time could result in a deterioration in such access.			Option 2 could see some improvements in terms of people accessing services and facilities, but probably fairly limited in extent.		?	?
								Option 3 would not result in any real improvement in terms of community access to services/ facilities, and the future would be uncertain as future improvements would rely on funding becoming available.
Conclusions and summary: Option 2 would provide limited benefits in terms of improving access to services and facilities. It is recommended								
Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.								
Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles								
<ul style="list-style-type: none"> Will it prioritise modes of transport that involve physical activity? 								

<ul style="list-style-type: none"> • Will it improve access to health facilities? • Will it reduce transport related noise levels? 											
Option 1			Option 2			Option 3					
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation				
- ? ?	- ? ?	- ? ?	With the focus on maintaining the highway network, little improvement could be expected in sustainable/active modes which have health benefits.	+? ?	+? ?	+? ?	A higher level of investment in sustainable/active modes might be expected, which could have greater health benefits.	? ?	? ?	? ?	In the short term no investment in sustainable/active modes would be made and longer term the availability of funding for such measures is uncertain.
<p>Conclusions and summary: There would be greater potential for investment in travel options which could generate health benefits under option 2. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>											
Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence <ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 											
Option 1			Option 2			Option 3					
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation				
? ?	? ?	? ?	See below	? ?	? ?	? ?	? ?	? ?	See below	? ?	See below
<p>Conclusions and summary: Impacts in relation to crime and safety are uncertain given the lack of detail in the policy option. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>											
Objective 4. Promote traffic reduction and encourage more sustainable alternative forms of transport <ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport? 											
Option 1			Option 2			Option 3					
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation				

- ?	- ?	- ?	With the focus on maintaining the highway network, little improvement could be expected in more sustainable modes.	+? ?	+? ?	+? ?	A higher level of investment in more sustainable modes might be expected.	? ?	? ?	? ?	In the short term no investment in more sustainable modes would be made and longer term the availability of funding for such measures is uncertain.
<p>Conclusions and summary: There would be greater potential for encouraging more sustainable forms of transport under option 2. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>											
<p>Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions</p> <ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 											
Option 1			Option 2				Option 3				
Score		Commentary/ explanation		Score		Commentary/ explanation		Score		Commentary/ explanation	
- ?	- ?	- ?	With the focus on maintaining the highway network, little improvement could be expected in more sustainable modes, which may lead to increases in emissions.	+? ?	+? ?	+? ?	A higher level of investment in more sustainable modes might be expected which may contribute to reducing emissions.	? ?	? ?	? ?	In the short term no investment in more sustainable modes would be made and longer term the availability of funding for such measures is uncertain.
<p>Conclusions and summary: Impacts in relation to climate change are uncertain given the lack of detail in the policy options, although option 2 may allow for more investment in more sustainable modes which would help to reduce emissions. A key issue is how measures for adapting to climate change can be funded. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>											
<p>Objective 6. Maintain protect and improve air quality</p> <ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 											

Option 1				Option 2				Option 3			
Score		Commentary/ explanation		Score		Commentary/ explanation		Score		Commentary/ explanation	
-	-	-	With the focus on maintaining the highway network, little improvement could be expected in more sustainable modes, which may lead to poorer air quality.	+?	+?	+?	A higher level of investment in more sustainable modes might be expected which may contribute to improved air quality.	?	?	?	In the short term no investment in more sustainable modes would be made and longer term the availability of funding for such measures is uncertain.
?	?	?									
<p>Conclusions and summary: Impacts in relation to air quality are uncertain given the lack of detail in the policy options, although option 2 may allow for more investment in more sustainable modes which would help to improve air quality. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>											
<p>Objective 7. Conserve, protect and enhance ground and surface water quality</p> <ul style="list-style-type: none"> • Does it improve the quality of water in the Borough? 											
Option 1				Option 2				Option 3			
Score		Commentary/ explanation		Score		Commentary/ explanation		Score		Commentary/ explanation	
0				0				0			
<p>Conclusions and summary: No significant relationship It is recommended</p> <p>Sources of information:</p>											
<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management</p> <ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 											
Option 1				Option 2				Option 3			
Score		Commentary/ explanation		Score		Commentary/ explanation		Score		Commentary/ explanation	
?	?	?	See below	?	?	?	See below	?	?	?	See below
<p>Conclusions and summary: Impacts in relation to land and soils, waste and mineral management are uncertain given the lack of detail in the policy options. Option 2 is</p>											

<p>likely to have potentially more of an impact than the other 2 options given it is the only one that could fund infrastructure development and therefore result in land/soil impact. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>							
<p>Objective 9. Protect, conserve and enhance biodiversity</p> <ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 							
Option 1		Option 2			Option 3		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation
?	?	?	See below	?	?	?	See below
<p>Conclusions and summary: Impacts in relation to biodiversity are uncertain given the lack of detail in the policy options. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>							
<p>Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p> <ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 							
Option 1		Option 2			Option 3		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation
?	?	?	See below	?	?	?	See below
<p>Conclusions and summary: Impacts in relation to built heritage and landscape are uncertain given the lack of detail in the policy options. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010)</p>							

Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.								
Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth								
<ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 								
Option 1			Option 2			Option 3		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation	
0	-	-	+?	+?	+?	0	-	-
		In the short term, maintenance of the highway network may generate economic benefits but neglecting investment in transport infrastructure, particularly more sustainable modes, could have a negative impact in the longer term.			Option 2 could see some contribution in terms of local economic growth, but probably fairly limited in extent.		?	?
								Option 3 would not result in any real contribution to local or regional economic growth and the future would be uncertain as future improvements would rely on funding becoming available.
Conclusions and summary:								
Only Option 2 would be likely to make any significant contribution to economic growth in the longer term, at a local level. It is recommended								
Sources of information:								
LDF Transport Area Action Plans (2010)								
Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.								
Objective 12. Revitalise the town centre								
<ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 								
Option 1			Option 2			Option 3		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation	
?	?	?	?	?	?	?	?	?
		See below			See below			See below
Conclusions and summary:								
Impacts in relation to town centre revitalisation are uncertain given the lack of detail in the policy options. It is recommended								
Sources of information:								
LDF Transport Area Action Plans (2010)								
Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.								
SUMMARY								

Option 2 scores consistently higher than the other two options as it caters for improvements, and not just maintenance or management: improvements are more likely to relate to sustainable travel modes.

Policy 7 Localism

Option 1 – A Borough-wide programme approved by Cabinet

Option 2 – Borough-wide programme approved by Cabinet, with an additional unallocated sum (agreed by Cabinet), that residents/councillors/community groups can effectively bid for to implement local small scale improvements (e.g. bus shelters, bus stops, dropped crossings, footpaths) that support the outcomes set out in this strategy. There would need to be an agreement on governance, level of funding and strategic fit with the LTP.

Option 3 – Borough-wide programme approved by Cabinet, plus a fixed pot allocated to areas (possibly based on Street Scene areas or by wards) which local residents/councillors can decide how to spend on schemes similar to Option 2 that support the outcomes set out in this strategy. There would need to be an agreement on governance, level of funding and strategic fit with the LTP.

Objective 1. Improve access to services, facilities and employment for all members of the community							
<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and services? • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 							
Option 1		Option 2			Option 3		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation
+	+	+	See below	+	+	+	See below
<p>Conclusions and summary: All 3 options are likely to have minor benefits for people and communities accessing services and facilities. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>							
Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles							
<ul style="list-style-type: none"> • Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels? 							
Option 1		Option 2			Option 3		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation

+?	+?	+?	See below	+?	+?	+?	See below	+?	+?	+?	See below
<p>Conclusions and summary: Given the small scale nature of the schemes involved, all 3 options could have potential minor benefits for active travel schemes like walking and cycling. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>											
<p>Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence</p> <ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 											
Option 1				Option 2				Option 3			
Score		Commentary/ explanation		Score		Commentary/ explanation		Score		Commentary/ explanation	
+?	+?	+?	See below	+?	+?	+?	See below	+?	+?	+?	See below
<p>Conclusions and summary: Given that the schemes are likely to relate to small scale projects with local community benefit, all 3 options could have potential minor benefits for tackling crime and anti-social behaviour and improving safety. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>											
<p>Objective 4. Promote traffic reduction and encourage more sustainable alternative forms of transport</p> <ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport? 											
Option 1				Option 2				Option 3			
Score		Commentary/ explanation		Score		Commentary/ explanation		Score		Commentary/ explanation	
?	?	?	See below	?	?	?	See below	?	?	?	See below
<p>Conclusions and summary: Whilst it is possible (likely?) that schemes could include improvements to sustainable modes, this outcome is still uncertain. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010)</p>											

Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.						
Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions						
<ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 						
Option 1		Option 2			Option 3	
Score	Commentary/ explanation		Score	Commentary/ explanation		Score
?	?	?	See below	?	?	?
<p>Conclusions and summary: Whilst it is possible (likely?) that schemes could include improvements to low carbon or sustainable modes, this outcome is still uncertain. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>						
Objective 6. Maintain protect and improve air quality						
<ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 						
Option 1		Option 2			Option 3	
Score	Commentary/ explanation		Score	Commentary/ explanation		Score
?	?	?	See below	?	?	?
<p>Conclusions and summary: Whilst it is possible (likely?) that schemes could include improvements to low carbon or sustainable modes, and thus reduce pollution, this outcome is still uncertain. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>						
Objective 7. Conserve, protect and enhance ground and surface water quality						
<ul style="list-style-type: none"> • Does it improve the quality of water in the Borough? 						
Option 1		Option 2			Option 3	
Score	Commentary/ explanation		Score	Commentary/ explanation		Score
0			0			0
Conclusions and summary:						

No significant relationship. It is recommended						
Sources of information:						
Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management						
<ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 						
Option 1		Option 2			Option 3	
Score	Commentary/ explanation		Score	Commentary/ explanation		Score
?	?	?	See below	?	?	?
Conclusions and summary:						
There is insufficient detail in the options to assess impacts in relation to this objective. It is recommended						
Sources of information:						
LDF Transport Area Action Plans (2010)						
Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.						
Objective 9. Protect, conserve and enhance biodiversity						
<ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 						
Option 1		Option 2			Option 3	
Score	Commentary/ explanation		Score	Commentary/ explanation		Score
?	?	?	See below	?	?	?
Conclusions and summary:						
There is insufficient detail in the options to assess impacts in relation to this objective. It is recommended						
Sources of information:						
LDF Transport Area Action Plans (2010)						
Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.						
Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets						

<ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 										
Option 1			Option 2				Option 3			
Score		Commentary/ explanation		Score		Commentary/ explanation		Score		Commentary/ explanation
?	?	?	See below		?	?	?	See below		?
<p>Conclusions and summary: There is insufficient detail in the options to assess impacts in relation to this objective. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>										
<p>Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p> <ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 										
Option 1			Option 2				Option 3			
Score		Commentary/ explanation		Score		Commentary/ explanation		Score		Commentary/ explanation
?	?	?	See below		?	?	?	See below		?
<p>Conclusions and summary: There is insufficient detail in the options to assess impacts in relation to this objective. Localism may prove to be beneficial to both the local and regional economies but this cannot be assumed. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>										
<p>Objective 12. Revitalise the town centre</p> <ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 										
Option 1			Option 2				Option 3			
Score		Commentary/ explanation		Score		Commentary/ explanation		Score		Commentary/ explanation
?	?	?	See below		?	?	?	See below		?

Conclusions and summary:

There is insufficient detail in the options to assess impacts in relation to this objective. Localism may prove to be beneficial to the town centre, but this cannot be assumed.

It is **recommended**

Sources of information:

LDF Transport Area Action Plans (2010)

Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.

SUMMARY

All three options score the same, with a high degree of uncertainty.

Policy 8 Health

Option 1- Council continues with its remit to increase levels of walking and cycling, as a means of tackling congestion, improving accessibility, reducing carbon emissions and improving health through greater levels of active travel across the borough.

Option 2 – Council targets its investment in active travel to certain wards and/or groups in order to improve health within the borough.

Option 3 – An integrated approach with shared resources and expertise from Public Health, in order to increase levels of walking and cycling to secure multiple outcomes, in particular to increase life expectancy and reduce health inequalities in combination with other public health campaigns.

Objective 1. Improve access to services, facilities and employment for all members of the community											
<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and services? • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 											
Option 1			Option 2				Option 3				
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation				
+	+	+	See below	+	+	+	See below	+	+	+	See below
<p>Conclusions and summary: All 3 options are likely to support increased walking and cycling as a means of accessing services and facilities, which should improve access to all people. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>											
Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles											
<ul style="list-style-type: none"> • Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels? 											
Option 1			Option 2				Option 3				
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation				
+	+	+	Option 1 would support active travel like walking and cycling	+	+	+	Option 2 would target active travel investment where it is	++	++	++	In taking an integrated approach in partnership with

			generally across the borough and therefore would contribute positively to this objective.				most needed in certain parts of the borough – so should tackle associated health inequalities in these areas.				health colleagues, Option 3 would deliver against health inequalities related to exercise and obesity, but would also improve other health outcomes.							
<p>Conclusions and summary: All the options would contribute positively to improving health and tackling health inequalities in the borough, but Option 3 is more likely to have a major impact. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>																		
<p>Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence</p> <ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 																		
Option 1			Option 2			Option 3												
Score		Commentary/ explanation				Score		Commentary/ explanation				Score		Commentary/ explanation				
+	+	+	See below				+	+	+	See below				+	+	+	See below	
<p>Conclusions and summary: All 3 options are likely to improve community safety and reduce crime by supporting higher levels of walking and cycling and thus safer streets and increased vigilance. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>																		
<p>Objective 4. Promote traffic reduction and encourage more sustainable alternative forms of transport</p> <ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport? 																		
Option 1			Option 2			Option 3												
Score		Commentary/ explanation				Score		Commentary/ explanation				Score		Commentary/ explanation				
+	+	+	See below				+	+	+	See below				+	+	+	See below	
<p>Conclusions and summary: All 3 options are likely to promote traffic reduction and encourage more sustainable modes – in this case walking and cycling.</p>																		

It is recommended														
Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.														
Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions														
<ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 														
Option 1				Option 2				Option 3						
Score		Commentary/ explanation						Score		Commentary/ explanation				
+	+	+	See below						+	+	+	See below		
Conclusions and summary: All 3 options are likely to reduce greenhouse gas emissions by supporting increased walking and cycling. Option 3 has the scope to address adaptation issues, but this is not clear from the option wording. It is recommended If option 3 is selected, consider integrating active travel solutions with climate change adaptation measures.														
Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.														
Objective 6. Maintain protect and improve air quality														
<ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 														
Option 1				Option 2				Option 3						
Score		Commentary/ explanation						Score		Commentary/ explanation				
+	+	+	See below						+	+	+	See below		
Conclusions and summary: All 3 options are likely to lead to an improvement in air quality through increased patronage of walking and cycling. It is recommended														
Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.														
Objective 7. Conserve, protect and enhance ground and surface water quality														
<ul style="list-style-type: none"> • Does it improve the quality of water in the Borough? 														

Option 1			Option 2			Option 3		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation	
0			0			0		
<p>Conclusions and summary: No significant relationship. It is recommended</p> <p>Sources of information:</p>								
<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management</p> <ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 								
Option 1			Option 2			Option 3		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation	
+	+	+	See below	+	+	+	See below	+
<p>Conclusions and summary: All 3 options are likely to reduce pressure and likelihood of loss of land and soils to significant new transport infrastructure development. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>								
<p>Objective 9. Protect, conserve and enhance biodiversity</p> <ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 								
Option 1			Option 2			Option 3		
Score	Commentary/ explanation		Score	Commentary/ explanation		Score	Commentary/ explanation	
+	+	+	See below	+	+	+	See below	+
<p>Conclusions and summary: All 3 options are likely to have appositve impact on biodiversity through an increase in walking and cycling which has the potential to improve people's enjoyment and access to nature, as well as provide new wildlife habitats and corridors.. It is recommended</p>								

<p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>														
<p>Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p> <ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 														
Option 1				Option 2				Option 3						
Score		Commentary/ explanation						Score		Commentary/ explanation				
+	+	+	See below						+	+	+	See below		
<p>Conclusions and summary: All 3 options are likely to be generally supportive of built heritage assets (and their settings) and local landscape through increased walking and cycling (and less use of private cars). It is recommended</p>														
<p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>														
<p>Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p> <ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 														
Option 1				Option 2				Option 3						
Score		Commentary/ explanation						Score		Commentary/ explanation				
+	+	+	See below						+	+	+	See below		
<p>Conclusions and summary: All 3 options are likely to reduce congestion by supporting more walking and cycling, improve conditions for the movement of freight and logistics and support local economic growth. It is recommended</p>														
<p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>														

Objective 12. Revitalise the town centre														
<ul style="list-style-type: none"> Will it improve connections between the core and areas outside the ring road? Will it improve parking in the town centre 														
Option 1			Option 2			Option 3								
Score		Commentary/ explanation		Score		Commentary/ explanation		Score		Commentary/ explanation				
+	+	+	See below		+	+	+	See below		+	+	+	See below	
<p>Conclusions and summary: All 3 options are likely to reduce congestion by supporting more walking and cycling and so would contribute to the revitalisation of the town centre. It is recommended</p> <p>Sources of information: LDF Transport Area Action Plans (2010) Darlington's Second Local Transport Plan, 2006-2011, approved by Darlington Council, March 2006.</p>														
<p>SUMMARY</p> <p>There appears to be little to choose between the three options, although Option 3 scores slightly better given its integrated nature and potential for wider benefits/synergies.</p>														

Summary of key issues

Council data suggests that the majority of the population can access services without the use of the car. A key issue in terms of sustainability will be making improvements in the transport network without detracting from this position. This highlights the importance of providing sustainable travel options alongside traffic measures, particularly in relation to the development of new sites.

Improving connectivity to the Eastern Fringe and wider Tees Valley will be important in terms of employment but to avoid conflicts with other sustainability objectives it will be important to do so primarily by improving the provision of sustainable travel modes and their interconnectivity.

Further work may be necessary to investigate whether demand management measures can be incorporated in support of many of the sustainability objectives without unduly impacting on economic growth in the region.

A range of approaches are available for reducing the carbon impact of travel and these are well captured in the policy options expressed. However, further work may be needed to understand how the need to travel can be reduced whilst improving connectivity, particularly in relation to new employment sites. Caution also needs to be exercised in the promotion of bio fuels because of the potential adverse impacts from their production.

In relation to journey experiences and changes in the demographics of the population, genuine alternative options are not apparent but the options presented instead form a set of complimentary approaches.

The need to adapt to climate change needs to be given more explicit consideration in relation to all policy areas but particularly in terms of potential climate impacts on vulnerable groups. The funding for adaptation measures is a critical issue which needs to be addressed.

The sustainability objectives will be better served by prioritising investment in the transport system over the maintenance of the highway network.

Appendix 3 Draft Policy appraisal matrices

Policy 1 Integrate land use and transport planning at all stages of the planning process using the 3 pronged approach to tackling congestion		What is the predicted effect on each SA objective?			Justification for assessment and recommendations for mitigation/improvement
SA Objectives		Short term	Med term	Long term	
Objective 1. Improve access to services, facilities and employment for all members of the community	<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve 	++	++	++	Accessibility should be improved through tackling congestion, improving network management and investing in sustainable travel options

	<p>highways infrastructure to key facilities and services?</p> <ul style="list-style-type: none"> • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 				
<p>Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles</p>	<ul style="list-style-type: none"> • Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels? 	+?	+?	+?	The investment in sustainable travel options and promotion of travel choices should increase the use of more active modes. Whilst physical improvements to the highway network may ease congestion they may also lead to increased travel however, which could have adverse health impacts in terms of noise and air quality.
<p>Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence</p>	<ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 	0	0	0	No significant link
<p>Objective 4. Promote traffic reduction and</p>	<ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use 	?	?	?	The three-pronged approach suggested may have inherent conflicts, i.e. promoting sustainable travel but also improving the highway network, which may encourage

encourage more sustainable alternative forms of transport	of alternatives to car travel? E.g. walking, cycling and public transport?				more trips.
Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions	<ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 	?	?	?	This would depend on the balance achieved between promoting sustainable modes and possible increases in trips from improvements to the highway network.
Objective 6. Maintain protect and improve air quality	<ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 	+?	+?	+?	The investment in sustainable travel options and easing of congestion should improve air quality but this may be counteracted by possible increases in trips as a result of physical improvements to the highway network.
Objective 7. Conserve, protect and enhance ground and surface water quality	<ul style="list-style-type: none"> • Does it improve the quality of water in the Borough? 	0	0	0	No significant link

<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management</p>	<ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 	<p>0</p>	<p>0</p>	<p>0</p>	<p>No significant link, although the physical improvements to the highway network may lead to some small loss of land.</p>
<p>Objective 9. Protect, conserve and enhance biodiversity</p>	<ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 	<p>0</p>	<p>0</p>	<p>0</p>	<p>No significant link, although there could be impacts from changes to the highway network.</p>

<p>Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p>	<ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 	0	0	0	No significant link
<p>Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p>	<ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 	++	++	++	Each of the three prongs should help to ease congestion and improve connectivity.
<p>Objective 12. Revitalise the town centre</p>	<ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 	?	?	?	Difficult to say without more detail

Conclusions

There may be inherent conflicts within this policy. Physical improvements to the highway network to ease congestion may result in increased travel, which could have adverse impacts on health, emissions and air quality, which may not be outweighed by the investment and promotion of sustainable travel choices.

Uncertainties

The balance between the three prongs and the resulting impacts is unclear. Further work may be necessary to determine whether proposed physical improvements would result in increased trips.

Recommendations/Mitigation

That the physical improvements to the highway network only be taken forward if they do not result in increased trips by the private car.

Policy 2 Exploit the potential of rail, bus and car sharing to employment, leisure and shopping opportunities		What is the predicted effect on each SA objective?			Justification for assessment and recommendations for mitigation/improvement
SA Objectives		Short term	Med term	Long term	
Objective 1. Improve access to services, facilities and employment for all members of the community	<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and services? • Will it involve the community in 	++	++	++	<ul style="list-style-type: none"> • Accessibility should be improved through exploiting the potential of rail, bus and car sharing

	<p>decisions regarding local transport services?</p> <ul style="list-style-type: none"> • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 				
<p>Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles</p>	<ul style="list-style-type: none"> • Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels? 	+	+	+	<p>This will not promote active modes but should improve access to health facilities. If it contributes to reduced car use there could also be benefits in terms of reduced noise levels.</p>
<p>Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence</p>	<ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 	0	0	0	<p>No significant link, although reducing car use could contribute to fewer road accidents</p>
<p>Objective 4. Promote traffic reduction and encourage more sustainable alternative forms of transport</p>	<ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport? 	++	++	++	

<p>Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions</p>	<ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 	<p>++</p>	<p>++</p>	<p>++</p>	<p>If successful, this should result in reduced car use and emissions</p>
<p>Objective 6. Maintain protect and improve air quality</p>	<ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 	<p>++</p>	<p>++</p>	<p>++</p>	<p>If successful this should result in reduced car use, leading to improvements in air quality</p>
<p>Objective 7. Conserve, protect and enhance ground and surface water quality</p>	<ul style="list-style-type: none"> • Does it improve the quality of water in the Borough? 	<p>0</p>	<p>0</p>	<p>0</p>	<p>No significant link</p>

<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management</p>	<ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 	0	0	0	No significant link.
<p>Objective 9. Protect, conserve and enhance biodiversity</p>	<ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 	0	0	0	No significant link.

<p>Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p>	<ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 	0	0	0	No significant link
<p>Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p>	<ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 	++	++	++	By reducing car use this policy could improve congestion.
<p>Objective 12. Revitalise the town centre</p>	<ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 	?	?	?	Difficult to say without more detail

<p>Conclusions This policy should have strong positive sustainability impacts.</p> <p>Uncertainties</p> <p>Recommendations/Mitigation</p>
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Policy 3 Reduce the need to travel; continue to promote sustainable travel for shorter journeys; and work in partnership to develop and promote lower carbon transport options for longer trips		What is the predicted effect on each SA objective?			Justification for assessment and recommendations for mitigation/improvement
SA Objectives		Short term	Med term	Long term	
Objective 1. Improve access to services, facilities and employment for all members of the community	<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways 	++	++	++	<ul style="list-style-type: none"> • Accessibility should be improved, particularly through initiatives aimed at reducing the need to travel

	<p>infrastructure to key facilities and services?</p> <ul style="list-style-type: none"> • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 				
<p>Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles</p>	<ul style="list-style-type: none"> • Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels? 	++	++	++	Sustainable travel for shorter journeys will include active modes, which could lead to health benefits
<p>Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence</p>	<ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 	0	0	0	No significant link, although reducing car use could contribute to fewer road accidents
<p>Objective 4. Promote traffic reduction and encourage</p>	<ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car 	++	++	++	This is the focus of the policy

more sustainable alternative forms of transport	travel? E.g. walking, cycling and public transport?				
Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions	<ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 	++	++	++	If successful, this should result in reduced trips and reduced car use and emissions
Objective 6. Maintain protect and improve air quality	<ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 	++	++	++	If successful this should result in reduced car use, leading to improvements in air quality
Objective 7. Conserve, protect and enhance ground and surface water quality	<ul style="list-style-type: none"> • Does it improve the quality of water in the Borough? 	0	0	0	No significant link

<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management</p>	<ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 	<p>0</p>	<p>0</p>	<p>0</p>	<p>No significant link.</p>
<p>Objective 9. Protect, conserve and enhance biodiversity</p>	<ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 	<p>0</p>	<p>0</p>	<p>0</p>	<p>No significant link.</p>

<p>Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p>	<ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 	0	0	0	No significant link
<p>Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p>	<ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 	++	++	++	By reducing car use and reducing trips more generally this policy could improve congestion.
<p>Objective 12. Revitalise the town centre</p>	<ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 	0	0	0	No significant link

<p>Conclusions This policy should have strong positive sustainability impacts.</p> <p>Uncertainties</p> <p>Recommendations/Mitigation</p>
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Policy 4 A joint approach between the Council and Public Health with shared resources to increase levels of walking and cycling, in a safe environment, to secure multiple outcomes		What is the predicted effect on each SA objective?			Justification for assessment and recommendations for mitigation/improvement
SA Objectives		Short term	Med term	Long term	
Objective 1. Improve access to services, facilities and employment for all members of the community	<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways 	++	++	++	Accessibility should be improved, particularly through active modes

	<p>infrastructure to key facilities and services?</p> <ul style="list-style-type: none"> • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 				
<p>Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles</p>	<ul style="list-style-type: none"> • Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels? 	++	++	++	This is the focus of the policy
<p>Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence</p>	<ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 	+	+	+	The policy includes reference to the need for safe environment for walking and cycling
<p>Objective 4. Promote traffic reduction and encourage</p>	<ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car 	++	++	++	By promoting walking and cycling, this could promote modal shift from the private car, particularly for shorter journeys

more sustainable alternative forms of transport	travel? E.g. walking, cycling and public transport?				
Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions	<ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 	++	++	++	If successful, this should result in reduced trips and reduced car use and emissions
Objective 6. Maintain protect and improve air quality	<ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 	++	++	++	If successful this should result in reduced car use, leading to improvements in air quality
Objective 7. Conserve, protect and enhance ground and surface water quality	<ul style="list-style-type: none"> • Does it improve the quality of water in the Borough? 	0	0	0	No significant link

<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management</p>	<ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 	<p>0</p>	<p>0</p>	<p>0</p>	<p>No significant link.</p>
<p>Objective 9. Protect, conserve and enhance biodiversity</p>	<ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 	<p>0</p>	<p>0</p>	<p>0</p>	<p>No significant link.</p>

<p>Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p>	<ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 	0	0	0	No significant link
<p>Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p>	<ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 	++	++	++	By reducing car use this policy could improve congestion.
<p>Objective 12. Revitalise the town centre</p>	<ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 	0	0	0	No significant link

<p>Conclusions This policy should have strong positive sustainability impacts.</p> <p>Uncertainties</p> <p>Recommendations/Mitigation</p>
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Policy 5 Evaluate and support initiatives that enable older people to travel, particularly those without a car and those in rural areas		What is the predicted effect on each SA objective?			Justification for assessment and recommendations for mitigation/improvement
SA Objectives		Short term	Med term	Long term	
Objective 1. Improve access to services, facilities and employment for all members of the community	<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and services? • Will it involve the 	++	++	++	Accessibility should be improved, particularly for those who have poor accessibility at the moment

	<p>community in decisions regarding local transport services?</p> <ul style="list-style-type: none"> • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 				
<p>Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles</p>	<ul style="list-style-type: none"> • Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels? 	+	+	+	Should improve access to health facilities
<p>Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence</p>	<ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 	0	0	0	No significant link
<p>Objective 4. Promote traffic reduction and encourage more sustainable alternative forms of</p>	<ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport? 	0	0	0	No significant link

transport					
Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions	<ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 	0	0	0	No significant link
Objective 6. Maintain protect and improve air quality	<ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 	0	0	0	No significant link
Objective 7. Conserve, protect and enhance ground and surface water quality	<ul style="list-style-type: none"> • Does it improve the quality of water in the Borough? 	0	0	0	No significant link

<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management</p>	<ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 	<p>0</p>	<p>0</p>	<p>0</p>	<p>No significant link.</p>
<p>Objective 9. Protect, conserve and enhance biodiversity</p>	<ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 	<p>0</p>	<p>0</p>	<p>0</p>	<p>No significant link.</p>

<p>Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p>	<ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 	0	0	0	No significant link
<p>Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p>	<ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 	0	0	0	No significant link
<p>Objective 12. Revitalise the town centre</p>	<ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 	0	0	0	No significant link

<p>Conclusions This policy should improve accessibility, particularly for those with poor accessibility currently.</p> <p>Uncertainties</p> <p>Recommendations/Mitigation</p>
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Policy 6 Prioritise funding on the basis of maintaining, then managing, then improving transport and travel, and provide greater decision making at a local level		What is the predicted effect on each SA objective?			Justification for assessment and recommendations for mitigation/improvement
SA Objectives		Short term	Med term	Long term	
Objective 1. Improve access to services, facilities and employment for all members of the community	<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and 	+	+	+	Greater decision making at the local level scores positively on this objective, although prioritising maintenance over improvements will not support sustainable modes.

	<p>services?</p> <ul style="list-style-type: none"> • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 				
<p>Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles</p>	<ul style="list-style-type: none"> • Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels? 	-	-	-	<p>Prioritising maintenance over improvements will not support active travel like walking and cycling</p>
<p>Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence</p>	<ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 	+	+	+	<p>Improved maintenance and better management of the network has the potential to improve safety. Improved local decision making could also contribute positively to solutions which tackle local crime and anti-social behaviour issues.</p>
<p>Objective 4. Promote traffic reduction and encourage more sustainable</p>	<ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public 	--	--	--	<p>Prioritising maintenance over improvements will not support sustainable modes and could work against this objective in encouraging private car use and increased car trips.</p>

alternative forms of transport	transport?				
Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions	<ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 	-	-	-	Prioritising maintenance over improvements will not support sustainable modes and could work against this objective in encouraging private car use and increased greenhouse gas emissions. No reference to adaptation issues.
Objective 6. Maintain protect and improve air quality	<ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 	-	-	-	Prioritising maintenance over improvements will not support sustainable modes and could work against this objective in encouraging private car use and increased car related pollutants. Levels of congestion could be reduced through better management (priority 2).
Objective 7. Conserve, protect and enhance ground and surface water quality	<ul style="list-style-type: none"> • Does it improve the quality of water in the Borough? 	0	0	0	No significant link

<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management</p>	<ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 	+?	+?	+?	<p>Prioritising maintenance over improvements will minimise loss of land (land take) and loss of soils – as it means few if any major infrastructure improvement schemes (although these could come under the second priority, better management).</p>
<p>Objective 9. Protect, conserve and enhance biodiversity</p>	<ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 	+?	+?	+?	<p>Prioritising maintenance over improvements will minimise loss of land (land take) and loss of soils – as it means few if any major infrastructure improvement schemes (although these could come under the second priority, better management).</p>

<p>Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p>	<ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 	-?	-?	-?	<p>There is unlikely to be any enhancement of heritage features through a policy which prioritises maintenance, although it would probably minimise community/settlement severance.</p>
<p>Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p>	<ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 	-?	-?	-?	<p>It is difficult to see a positive impact on the local or regional economy through this policy. It is questionable whether it would have a positive impact on congestion, connectivity, the movement of freight or the logistics sector.</p>
<p>Objective 12. Revitalise the town centre</p>	<ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 	-?	-?	-?	<p>It is difficult to see a positive impact on the town centre through this policy.</p>

Conclusions

In prioritising maintenance over improvements (which would include sustainable modes), this policy scores negatively against many of the objectives. This impact would be reduced if it were to be assumed that 'maintenance' included significant works to existing sustainable modes like walking, cycling and public transport, given Darlington's good record on these issues to date.

Uncertainties**Recommendations/Mitigation**

Funding for maintenance and better management of the system only be taken forward where they don't result in increased car trips.

Policy 7 Maintain and manage the highway network and improve waiting/parking facilities particularly at the rail station and town centre.		What is the predicted effect on each SA objective?			Justification for assessment and recommendations for mitigation/improvement
SA Objectives		Short term	Med term	Long term	
Objective 1. Improve access to services, facilities and employment for all members of the community	<ul style="list-style-type: none"> • Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and services? 	+	+	+	<p>This policy will result in improvements in terms of connectivity of travel modes at interchanges, e.g. for pedestrians accessing public transport (buses, rail), motorists using the train network etc.</p>

	<ul style="list-style-type: none"> • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough? 				
Objective 2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles	<ul style="list-style-type: none"> • Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels? 	+?	+?	+?	Given that this policy should result in a better quality of experience for public transport users, it could result in minor health benefits in that it may encourage more people to use public transport which implies an associated element of active travel.
Objective 3. Improve community safety, reduce crime and anti social behaviour and improve public confidence	<ul style="list-style-type: none"> • Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents? 	+	+	+	This policy should have a positive impact on people feeling more safe using public transport and reducing the opportunity for crime and anti-social behaviour.
Objective 4. Promote traffic reduction and encourage more sustainable alternative	<ul style="list-style-type: none"> • Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport? 	+	+	+	The policy should encourage increased use of public transport.

forms of transport					
Objective 5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions	<ul style="list-style-type: none"> • Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure 	+	+	+	The policy should encourage increased use of public transport and thus contribute to reducing greenhouse gas emissions.
Objective 6. Maintain protect and improve air quality	<ul style="list-style-type: none"> • Will it reduce transport related air pollutants? • Will it reduce levels of congestion? 	+	+	+	The policy should encourage increased use of public transport and thus contribute to reducing car related air pollution.
Objective 7. Conserve, protect and enhance ground and surface water quality	<ul style="list-style-type: none"> • Does it improve the quality of water in the Borough? 	0	0	0	No significant link

<p>Objective 8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management</p>	<ul style="list-style-type: none"> • Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled? 	0	0	0	No significant link
<p>Objective 9. Protect, conserve and enhance biodiversity</p>	<ul style="list-style-type: none"> • Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity? 	0	0	0	No significant link.

<p>Objective 10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets</p>	<ul style="list-style-type: none"> • Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements? 	<p>+?</p>	<p>+?</p>	<p>+?</p>	<p>There may be some slight synergies with this policy and improving the public realm and build heritage.</p>
<p>Objective 11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth</p>	<ul style="list-style-type: none"> • Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector 	<p>+?</p>	<p>+?</p>	<p>+?</p>	<p>There may be some slight synergies with this policy and improving the public realm and build heritage.</p>
<p>Objective 12. Revitalise the town centre</p>	<ul style="list-style-type: none"> • Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre 	<p>+</p>	<p>+</p>	<p>+</p>	<p>This policy should help to improve connections at interchanges and improve parking close to interchanges.</p>

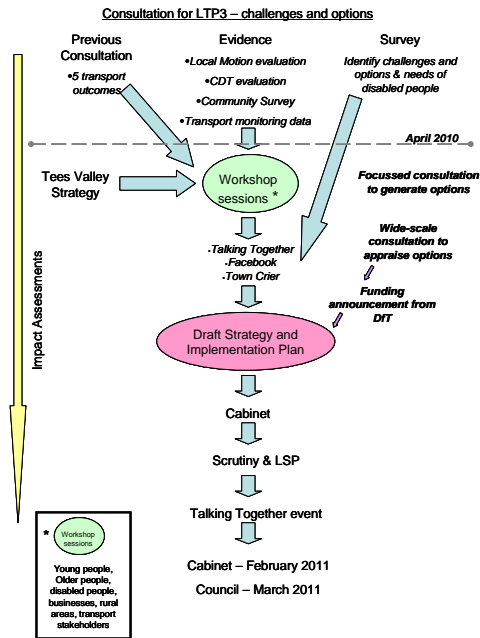
<p>Conclusions This policy scores positively across the board and should improve the attraction and use of public transport with associated sustainability, low carbon and health benefits.</p> <p>Uncertainties</p> <p>Recommendations/Mitigation Improvements to interchanges should maximise synergies with the public realm, built heritage and climate change adaptation.</p>

Appendix 4 Consultation response

A4.1 Background

Consultation during the development of the LTP has been collated and appears in an Appendix to the main document. It is produced here for completeness. In addition feedback from the statutory consultees has been included at the end of the Appendix. This was used to produce the final version of the Scoping Report. Darlington has a strong track record on consultation, in particular with the general public and through formalised partnerships such as the Local Strategic Partnership. The Third Local Transport Plan has been developed through a staged approach to consultation, integrating survey evidence, monitoring data and project evaluations with ideas and opinions from numerous sources. Reports have been taken to both Economy and Environment Scrutiny and Cabinet at various stages to seek approval to continue with the next stage of the process. Additional consultation was undertaken with young people at the request of Cabinet. The process is described in **Diagram 1**.

Diagram 1



The following is a summary of the key findings at each stage of the process.

A4.2 Consultation on draft goals

19th November 2009

Presentation and workshop with members of Economy and Environment Scrutiny Committee, Darlington Partnership and the 5 theme groups and Councillors.

5 draft goals or outcomes were presented and 3 questions were asked:

- Are these 5 goals or outcomes right?
- Are there any goals or outcomes missing?

- Is there one that should be a priority?

There was general agreement that there was a great deal of commonality between the 5 goals set out in the national transport strategy and the outcomes set out in One Darlington: Perfectly Placed, but that the local outcomes should drive forward the transport strategy for Darlington.

Prosperous Darlington	A need to create a fairer society and promote financial inclusion, with transport enabling access to training and employment opportunities. Particular issues for those in rural areas and disabled people. There should be a strong relationship between transport and land use planning. Transport should support the ongoing development of the town centre and other development sites, and Darlington as a visitor destination. Reliability of travel times is considered important for businesses.
Greener Darlington	Invest in a lower carbon transport system to reduce the negative impacts of transport on the physical environment and adapt to the increased risks resulting from climate change.
Healthy Darlington	There is a significant gap in life expectancy between wards and there is an aging population which will place different demands on the transport system. There is a need to minimise the negative impacts of transport – poor air quality, noise, physical severance, risk of accidents – and promote positive physical and mental health benefits of sustainable transport.
Aspiring Darlington	A requirement for better integration of transport services, land use planning and provision of education, training and employment opportunities to help people achieve their full potential, whilst travelling by sustainable transport. The creation of a high quality environment in the town centre and the opening of the University are seen as springboards for greater aspirations for the whole population.
Safer Darlington	Both actual and perceived safety need to be addressed. Creating safer environments will help to encourage more walking and cycling. A key issue is for everyone to respect all road users.

The **quality of journey experience**, including connectivity and interchange between modes was also considered key for all those making a journey. The LSP should have a leadership role to support behaviour and cultural change. The economy and climate change were seen as key priorities, but inequalities in health are also a key issue for the LSP to tackle.

The 6 draft goals were therefore agreed as being:

1. To provide and maintain a reliable, predictable and efficient transport network to support employment, economic activity and sustainable development;
2. Deliver quantified reductions in greenhouse gases from transport with the desired outcome of tackling climate change;
3. Encourage more people to choose sustainable travel, benefitting health and wellbeing;

4. To enable everyone to access education, training, jobs, health and other services to support a fairer society;
5. Minimise the negative impacts of transport such as noise, air pollution, accidents and severance (barriers) on the natural environment, landscape and people; and
6. Improved journey experience – quality of life and quality of place.

24th November 2009

Talking Together event

Presentation and workshop with local organisations and members of the public (open invitation) plus on-line forum.

- Are these 6 draft goals or outcomes right?
- Are there any goals or outcomes missing?
- Is there one that should be a priority?

There was general agreement that the goals were right but that the Implementation Plan must be in place to ensure that the strategy actually delivers the outcomes and that it does not become just a list of meaningless statements.

It was recognised that carbon reduction could include a wide variety of measures. These included greater use of environmentally responsible modes such as walking, cycling and motorcycling, but also the potential use of technology and the potential role of electric cars and buses. This was seen as a priority as it would also contribute to delivering against many of the other outcomes, especially health, quality of life and the economy.

Connectivity and good interchange between different modes, especially bus and rail, was seen as important, as well as better links between transport and land use planning.

Concerns were raised that other policy and decision makers in the public and private sector did not understand or consider the travel implications of their decisions.

Some people wanted the Council to take control of bus operations in the Borough, driven by a desire for a highly effective public transport system that will offer a real choice for car drivers.

Attendees also emphasised that the public should be able to give feedback throughout the process for developing the LTP, and that there should be an annual meeting to discuss the progress on delivering the Plan.

24th January 2010

Young People

A facilitated workshop with a group of young people who had already done some work on raising the transport issues for young people

The two groups provided their views on the 5 draft goals, prioritised them and identified some challenges for young people. The young people broadly supported the goals, but prioritised them into 2 different orders:

	Economy	Carbon	Health	Green	Accessibility
Group 1	1 st	2nd	3rd	4th	5th
Group 2			1 st		2 nd

The challenges they raised were:

Transport needs to be **affordable** – an issue also raised by Campaign for the Protection of Rural England on behalf of people living in more rural communities. It was also felt that transport (buses) needed to be **reliable** – this was mainly a safety issue, reassuring parents that young people will be able to get to or from their destination on time.

Young people also believed that it was they that would have to face the consequences of actions now, in terms of carbon reduction and impact on climate change.

One group saw improving health as more important than safety. The other group saw safety as the key issue. Young people carry out an assessment between actual and perceived danger and journey times. It was felt that road safety training was undertaken in primary schools but not in secondary schools (often when they are allowed to travel independently).

Accessing activities was seen as a problem as the public transport times did not always match the start and finish times of the activities. However the young people did not automatically assume that it was up to the bus operator to change the buses, but that actually it could be a change to the location or time of the activity or it could be a different type of transport altogether.

They wanted the accessibility goal extending to include **access to activities** as most of what they do out of school is seen as an activity rather than a service or a facility (e.g. sport, hobbies, study, youth groups etc). This is mirrored in the travel statistics from Local Motion that show the majority of trips that we all make are for shopping and leisure.

In response to the views expressed during the consultation, the transport goals were altered to be:

1. Everybody is able to enjoy the Borough's prosperity by providing and maintaining a reliable, predictable, efficient and **affordable** transport network;
2. Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change;
3. People live long, healthy and active lives, travelling safely and making active travel choices;
4. Everyone in Darlington can maximise their life chances by being able to **access** services, **activities** and facilities; and
5. People in Darlington enjoy a **positive journey experience** on an attractive, clean, green and sustainable transport system

Additional evidence to feed into the process and the Impact Assessments
Disability Survey – Ring a Ride
Transport event for people with learning disabilities

A4.3 Consultation on challenges and options

A number of workshop sessions were run with specific groups, and then a Talking Together event was held to enable organisations and local people to get involved and develop potential ideas as options for delivering the goals.

31st March 2010

Council of School Councils – 4 secondary schools and 1 college were represented

Many of the options that they generated were about the quality of the journey experience – cleanliness, attitudes of others, availability and quality of travel information and the environment.

There was a particular focus on affordability; availability and reliability of bus services; and safety across all modes of transport.

Young people came up with more innovative ideas – solar powered monorails, car sharing to reduce carbon emissions, compare the taxi.com, segways – but also some very basic ideas that would make a big difference – better attitudes by other road users, clean buses, cleaner walking routes, more secure cycle sheds, more promotion of health benefits of walking and cycling and more accessible vehicles for those with a disability (buses and taxis).

20th May 2010

Businesses

No attendees

20th May 2010

Transport stakeholders

Representatives from Arriva, CPT, Sustrans, British Motorcycling Federation, Durham Constabulary, Tees Valley Rural Community Council

The 3 main priorities that were highlighted were:

- The importance of accurate information before and during journeys
- Maintaining the highway network
- Improving coach facilities in the short term and possibly a purpose built facility as part of Town Centre Fringe in the long term.

In addition options raised included:

- Better integration between rail and bus, possibly utilising a small electric vehicle to link the town centre bus stops with the turning circle in Bank Top rail station.
- More bus priority and enforcement of priority, to ensure that bus services are more reliable.
- Car club
- Using a different public transport model to deliver public transport in rural areas – e.g. demand responsive transport
- Electric vehicles – cars and buses, though recharging is an issue (especially for buses that operate long distances even with the urban area)
- Provision of 20pmh zones outside schools to address perception of risk to pedestrians and cyclists, even when there is no accident history
- Review of park and ride options

24th May 2010

Greener Theme Group, LSP

The members of the LSP group developed options for each of the goals. The focus was on promoting sustainable transport and reducing the carbon impact of travel. The key options were:

- Aggressively follow up any complaints about public transport – this has been successful in Peterborough for increasing bus patronage
- Learn lessons from the Cycling Demonstration Town project and apply it to bus travel, to achieve attitudinal change

- Educate drivers so that they understand cyclists and pedestrians
- Offset the environmental costs of travelling to work through investment in biodiversity
- Electric charging points to encourage switch to electric vehicles
- Discourage parking
- Car clubs
- More cycle (and motorcycle) facilities, including parking in the town centre
- Accessible facilities through sustainable planning (land use planning and policy)
- Improved public transport waiting facilities and better integration

26th May 2010

Older People

Invited through Growing Older Living in Darlington and Age Concern

There was a focus on improving bus services, but also on encourage walking and maintaining roads. Some of the options included:

- Completing the Inner Ring Road
- Managing the movement of buses and providing a bus station
- Providing all day blue badge parking
- Providing and enforcing the use of bus lanes, especially illegal parking
- Re-introduce a paid for concessionary schemes (i.e. previous local scheme)
- Coordinate streetworks better to reduce delays
- Roll out of real time bus information to key stops
- Smart ticketing – so do not need to carry money (good from a personal safety point of view)
- Car Club
- Electric cars
- More cycle parking required
- Personalised travel information, especially if you are new to the town
- More accessible taxis required
- All buses should be low floor
- More dropped kerbs are required
- Cycling on pavements is an issue and needs greater enforcement
- Better interchange at the rail station
- Require proper coach stops and passenger waiting facilities
- Need more residents parking
- Do not use green space to accommodate parking (verge hardening)

11th June 2010

People with disabilities

Invited via Darlington Association on Disability

Transport is a priority for people with a disability. The personalisation agenda will provide people with greater choice, but only if suitable transport is available to enable people to access the services, facilities and activities that they need or want to use.

Many of the issues raised were challenges rather than options. Most require small scale improvements or changes in behaviour, some of which can be addressed through raising awareness of the issues that disabled people face or training.

- Car parking on pavements causing an obstruction
- Management of streetworks and building works, especially when they impinge on the footway
- Cyclists to be separated from pedestrians
- Real time information is good, but would also like audible announcements on buses and at bus stops
- Bus drivers are not always helpful, especially when communicating with people at bus stops before they have got onto a bus
- Disabled people would first and foremost like genuine travel choices, climate change is secondary. Need to provide choices that combine both whenever possible.
- Safety is an issue if pedestrian crossings are not working
- Panic buttons on buses would help people with learning difficulties
- To access employment and other services, need to be certain that can access a bus or taxi on a regular basis
- Consider using cheap alternatives when possible e.g. dropped kerbs
- Review car parks to make accessible parking bays truly accessible
- Need to use all communications channels when changes come into effect on transport e.g. Twitter, Facebook
- Access to rail station is difficult – what about a trolley

17th June 2010

People living in rural areas

Invited via the Association of Parishes

Attendees from Sadberge, Bishopton, Hurworth, Neasham, Middleton St George, East Newbiggen and West Newbiggen.

Transport is seen as a vital service in rural areas, particularly for those without access to a car. There was a general consensus that the bus service that they currently get is good – on time, clean vehicles and pleasant drivers – and would like to see the

services being more frequent. However there was an understanding that keeping the existing services is crucial and any improvements would be an aspiration. Whilst concessionary fares are valued, they would rather pay and keep a bus service, than have a concession but no bus service on which to use it.

There were a lot of options to reduce carbon emissions:

- Electric cars and charging points for each village
- Car Club
- Enhanced rail services (especially using Dinsdale station)
- Better broadband in rural areas to support home working
- Cycle training and cycling groups to encourage more cycling, linked to better cycle parking at supermarkets
- Pool bikes or cycle hire in villages
- Promote more positive driver behaviour

To promote better safety

- 20mph speed limits in villages
- Extend the Community Speed Watch programme which has started in Sadberge

To improve access:

- Support the development of the Metro, enhancing the rail services for Dinsdale station
- More services to be provided locally e.g. post office, shop
- Safe walking and cycling route from Sadberge to MSG, also enhancing provision for those using mobility scooters (an increasing issue with an aging population)
- More dropped kerbs, especially at bus stops

To improve the journey experience:

- Conductors on buses could help older people
- Extend walking and cycling routes in rural areas – just because villages are in rural areas there is not necessarily good access to green space/infrastructure
- Stop HGVs operating through villages

Talking Together events

10th and 12th July – stall in Darlington market

16th and 17th – drop in event in Dolphin Centre

Promoted via an article in the Town Crier, press release and a shop window display

The aim was for local people to have their opportunity to provide options and ideas for delivering against the goals. In addition it had become more apparent that the level of funding for transport that would be received from Government and locally would be significantly reduced. Tough choices on how the money would be spent would therefore have to be made. It was decided to add an element of forced choice to see how people would like to split the funding. They were asked to split £100 in blocks of £10 between 3 areas of work that the LTP covers. These were:

Maintain, Manage, Improve

Maintain	Manage	Improve
<i>Maintain the transport assets that we currently have (physical infrastructure)</i>	<i>Make best use of the transport network that exists and make the most appropriate travel choices (manage, inform, enforce)</i>	<i>Add to the transport assets and travel system (physical improvements and new or enhanced transport services)</i>
Examples	Examples	Examples
Inspect and repair: Roads Pavements Bridges Streetlights Road markings and signs Traffic lights Cycle paths Winter gritting	Ensure reliability through implementation of the Network Management Plan; Ensure people can travel safely and feel safe through training, enforcement and education; Provide information so people can make travel choices; Manage some costs of travel such as car parking and concessionary fares; Keep the transport system clean	Extend and enhance walking and cycling routes, safer Routes to School, bus network and roads; Tackle congestion hot spots with junction improvements and new roads; Improve interchange between all modes; Improve waiting environments for rail, bus and coach passengers

The results showed that there was significant support for maintaining the existing physical infrastructure, receiving 44% of the notional funding. The remaining funding was split more evenly between managing (26%) and improving (30%). This allocation of funding was not determined by the mode of transport that was used by the respondent, but was more a recognition that when funding is limited it is more prudent to spend it on making sure what you currently have is well looked after and fit for purpose.

Two key issues that were raised a number of times over the 4 days were:

1. Consideration to other road users – this was seen as an issue across all modes

- a. cyclists cycling on pavements with no consideration for pedestrians
 - b. car drivers parking with no consideration of the needs of pedestrians or bus/HGV drivers
 - c. car drivers not letting buses pull away from bus stops
 - d. vehicular traffic not showing due consideration for cyclists whom choose to cycle on the road
 - e. pedestrians using mobile phones or listening to music and not looking where they are going causing problems for other road users
2. Coach station/bus station – this was quoted as a solution to a myriad of problems but needs to be considered as two separate issues as they operate differently:
- a. Coach station for long distance travel
 - i. few places in the town for coaches to park e.g. to serve the theatre, Dolphin Centre etc
 - ii. Long distance tour operator coaches require places to stop over to allow drivers to have a rest period – opportunity for Darlington’s economy
 - iii. National Express coach stop to pick up/drop off passengers – currently poor passenger waiting facilities
 - b. Bus station for local bus services
 - i. To take buses out of the town centre altogether
 - ii. To provide enhanced waiting facilities
 - iii. To reduce congestion on the roads in the town centre

A4.4 Consultation on draft LTP3

The consultation took place between Monday 15th November – 13th December 2010, following approval by Cabinet (2nd November 2010). The Draft LTP3 was made available on-line, and in printed format at the Town Hall and in Libraries. The consultation was promoted via a press release. The information was sent via lead officers to all members of the 5 Darlington Partnership Theme Groups – and included a briefing at Healthy Darlington’s meeting (24th November). It was sent to statutory and other stakeholders, plus key officers within the Council. The results of the consultation were presented to Economy and Environment Scrutiny Committee on 16th December 2010 in a verbal report and a summary circulated following the meeting.

Feedback

Stakeholders

Jobcentre Plus	<p>Supports to key issues for employment opportunities namely: inward investment-attracting new businesses and creating new jobs on existing and new sites with traffic management and sustainable transport options; and supporting local people into training and employment opportunities through sustainable travel options by bus, rail and car sharing for longer trips.</p> <p>Local issues raised by Jobcentre Plus revolve around bus transport, particularly lack of services fitting with shift work; some journeys requiring 2 buses; and issues with transport in rural areas.</p>
Durham Constabulary	<p>Ensure that the options for non-motorised traffic on the strategic road network are clear by changing the wording to reflect that non motorised users are not allowed to travel on sections that are motorways. Facilities should be provided that enable non-motorised users to travel along the route of or are able to safely cross the strategic road network (either through bridges, underpasses, use of quiet roads/bridleways or provision of new routes).</p> <p>Following analysis by the Police of an 11 month period in 2010, excess speed only contributed to 4.9% of road traffic accidents. Therefore they query whether enforcement of speed would reduce the risk of accidents.</p>
North Yorkshire County Council	<p>There are important links between Darlington and North Yorkshire, particularly as many of the services for residents in North Yorkshire are located in Darlington. There are strong links between Darlington and Richmond and Catterick Garrison. Some of the traffic that contributes to congestion issues in Darlington is generated by Yorkshire residents and therefore efforts to promote more sustainable transport on these links will help to reduce traffic levels. We will support any efforts to improve, and at a minimum retain current levels of, connectivity and accessibility, particularly in terms of improving public transport links and maintaining the cross boundary network to a suitable standard.</p> <p>Road safety is an issue for North Yorkshire, particularly by non residents, and at risk groups such as motorcyclists and people driving to work. Will work alongside DBC to educate on road safety issues.</p>
Friends of the National Railway Museum North East Branch	<p>Tees Valley Transport strategy – Challenge 2 – the Plan should take into account the cross boundary trips between Darlington Borough and North Yorkshire and County Durham, particularly for those without access to a private car. The Plan should take these demands into account and develop cost effective solutions, making use of the existing rail lines where appropriate.</p> <p>East Coast Main Line and Darlington Gateway – Bank Top Station provides access to long distance travel, as well as the Bishop Line and eastwards to Middlesbrough and Saltburn. This cross Darlington link is important when viewed from the perspective of people living in County Durham in providing access to</p>

	<p>employment and further and higher education. More promotion of this service should be included. Rail loading gauge clearance – we support the use of the rail network for transporting freight and raise concerns that with increased rail freight traffic Darlington could become a bottle neck, unless the rail industry develops solutions.</p> <p>A challenge is the need to improve interchange between bus and rail at Bank Top Station and at North Road Station. At Bank Top this could be achieved through improvements to the east of the station with bus services on Neasham Road and an improved footbridge. At North Road this could be achieved with a new platform to the north of the line with bus interchange and parking</p> <p>Options – improved rail information at bus stops near rail stations</p> <p>Options – lobby for more frequent rail services, including Sunday services, as part of the rail franchise process.</p> <p>Options – promote the use of the Bishop Line to access leisure activities and tourist opportunities, including the rail museums.</p>
Tees Valley Rural Community Council	<p>Rural transport does not appear as a specific area of transport in any of the strategy, policy or choices and challenges sections. The rural population have distinct transport needs, and do represent about 12% of Darlington borough’s population.</p> <p>The transport goals concerning accessibility should apply to the whole Borough, including the rural areas. Accessibility is one of the most important transport issues – for people without a car, older people, disabled people and isolated rural residents.</p> <p>The LTP outcome ‘Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities’, includes the rural population, who, with fewer current transport services available to them, perhaps deserve increased emphasis with regard to allocation of future resources.</p> <p>The challenge relating to ‘maximising life-chances’ should include everyone, not just older people. The challenge to ‘target funding at schemes and initiatives that are low cost, deliver value for money and /or deliver the greatest outcomes at a local level’ needs to include the rural areas. The needs of individuals seeking travel options to meet their personal travel choices could be met through locally allocated transport funds, and a bid to the Local Sustainable Transport Fund is an opportunity to secure funding, perhaps at a parish Council level.</p> <p>The policy choice ‘Work in partnership with the private and voluntary community sectors to adapt the existing transport network to meet more of the needs of older people and people with disabilities (disabled people), limiting the need for specialist transport.’ It should be noted that rural isolation parallels the needs of older and disabled people. Partnership working with the community and voluntary sectors may result in a reduced need for specialist transport, but the sector will require support to provide appropriate transport services to fill in the gaps. Use could be made of the Northern Transport</p>

	Hub.
Confederation of Passenger Transport, Northern Region	<p>Little reference is made to the operation of scheduled or non-scheduled coach services in Darlington. CPT would agree that there needs to be an improvement to waiting facilities in the short term. Longer term improvements should be part of town centre fringe improvements but may not need to be a purpose built facility, which implies something substantial and high cost – only minor and low cost fine tuning is required (this is based on current town centre layout and traffic operation).</p> <p>No recognition is made of the possible business and regeneration opportunity provided by attracting touring coaches, with Darlington as both a destination and a 'calling in' place on coaches using the A1(M). This should be seen as an opportunity not a problem to be resolved.</p> <p>CPT recommends that Darlington Borough Council makes the point forcibly that the for major (and even minor) health developments to go ahead regardless of their accessibility is a major contributor to social exclusion and penalises those most in need of assistance.</p>
British Motorcycling Federation	Would like to see greater mention of Powered Two Wheelers in the Plan, particularly in relation to reducing carbon emissions and tackling congestion.
Highways Agency	Response to the LDF Core Strategy – amendments to the required improvements to the A66 from part dualling to junction improvements at DETC, Morton Palms, Darlington Arena, Blands Corner and Great Burdon.
Healthy Darlington Business Group	<p>Would like to see interventions targeted at certain groups e.g. those with specific health issues, the elderly – with appropriate messages.</p> <p>Want to tackle and/or prevent social isolation in older people. Potential to use informal volunteering networks.</p> <p>Brokerage of available transport to maximise use.</p> <p>Air quality isn't a major environmental issue in Darlington, but interventions to tackle vehicle emissions are important due to the potential impact on health for those with respiratory conditions, including asthma.</p> <p>Road safety – target interventions to reduce slight injuries as there is greater benefit to the NHS due to the volumes (compared to KSIs). Education, enforcement and training are key to road safety work. Could volunteers undertake such roles as clearing snow from pavements near old peoples' homes to support the concept of reducing slight injuries?</p>
Public Health Policy, NHS County Durham	<p>The document provides a useful picture of Darlington's transport issues and is strong on the connectivity to the Tees Valley. There are useful sections on the strategic drivers, active/sustainable travel agenda and ongoing consultation feedback. The evidence base is less clear. It is difficult to gauge what the impact of the previous plan has been.</p> <p>The support for many of the approaches set out in the document is countered by 3 main concerns:</p> <ul style="list-style-type: none"> • The need to plan for reduced travel and travel distances by enabling better local access to

	<p>services, and by remote connectivity, so as to reduce the adverse health impacts of the transport system. (This will fundamentally challenge the concept of 'choice');</p> <ul style="list-style-type: none"> • The need to reduce the actual and perceived barriers to active travel through a combination of infrastructure and behavioural interventions; and • The need to 'future proof' any economic prosperity (rather than growth) by building resilience against climate change and 'peak oil' which means a greater focus on local access, active travel and efficient public transport or its equivalent.
Darlington Association on Disability	<p>The necessity of Shopmobility needs to be highlighted in the Plan, enabling people to keep their independence and dignity, contributing to wellbeing. (This is supported by evidence provided from a Shopmobility Users survey, DAD, 2010 provided as part of the consultation response).</p> <p>The options spell out a basic acknowledgment of the transport issues which disabled people have in Darlington but there is no real commitment that these issues will be addressed.</p> <p>Transport policy needs to work more closely with taxi licensing to make a positive difference to taxi and private hire provision in Darlington for disabled people.</p> <p>There is no recognition that some disabled people have no transport provision at all. Unless it is identified, it will not be addressed.</p>
Tees Valley Local Access Forum	<p>Increase the number of trains that stop at the Airport Rail Station, linked to the terminal by minibus. There is no bus or coach station in Darlington; there is no public transport link to the rail station in Darlington; and Darlington Memorial Hospital is not included in the consultation.</p>
Bishop Line Community Rail Partnership	<p>Reiterates the comments made by Friends of the National Railway Museum North East Branch. In addition North Road Station is identified as having particular issues regarding access, antisocial behaviour, lack of facilities and interchange. It is worth considering a new DDA compliant platform to the north of the line, providing good passenger waiting facilities. The new road being built adjacent to this site (North Road/Whessoe Road junction) would provide an opportunity to develop an interchange with facilities for pedestrians, cyclists, buses, taxis and car parking. The existing platform could be returned to use by the museum.</p>
Highways Agency	<p>Would welcome the opportunity to comment on the Implementation plan when it is developed. The HA will be involved in the Local Enterprise Partnership and will aim to assist in investigating funding sources such as the Regional Growth Fund.</p> <p>Welcome the close development of the LTP and the LDF and support this approach, ensuring a close link between spatial planning and transport in both documents.</p> <p>HA are keen to maintain the partnership approach that has been taken with the Tees valley authorities in developing the Area Action Plan and Tees valley Connectivity and Accessibility Study. Both are reflected in the Tees Valley transport strategy and Statement of Ambition which underpin the policy goals in the LTP. The HA recognises the continued safe and efficient operation of the Strategic Road network is</p>

	<p>important to the economy of Darlington.</p> <p>HA welcomes the emphasis on the need to build on the successes of the Local Motion project and the promotion of non car modes. Policies to promote the use of public transport will help to address the pressures on the junctions on the A66 as developments outlined in the LDF Core Strategy are brought forward. We support the approach of identifying improvements to the A66 in both the LDF Infrastructure Delivery Plan and within the LTP Options.</p>
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Council Officers

Development and Commissioning 0-11 Years, Children's Services	Lack of flexibility in home to school transport for disabled children and young people. As contracts are not flexible children have to travel home at the end of the school day and are unable to access after school care or activities, resulting in inequality of access.
School Place Planning, Children's Services	<p>It should be noted that whilst the numbers of older people is increasing, the birth rate has risen in recent years, with a resultant impact on pupil numbers. Forecasts are for the birth rate to peak in 2014, and then a slow decrease, though with limited impact on pupil numbers at this stage.</p> <p>Number of infant, junior and primary schools has fallen from 30 to 29 with the amalgamation of the 2 Dodmire schools.</p> <p>Further education is provided by the two colleges and Carmel RC College sixth form.</p>
Adult Social Care	Require options that are sufficiently flexible to address area based issues but also cross cutting themes. Would like to create an environment that supports the Big Society, encourages the development of Community Enterprise Schemes and use of Social Capital.
Housing Strategy and Renewals	<p>A requirement for more executive housing in Darlington has been identified to reduce the home to work travel and retain more highly skilled employees through a broader local housing offer. This should reduce travel from other areas with more executive housing in North Yorkshire and South Durham. The expansion of Catterick Garrison may have increased the level of cross boundary trip making from North Yorkshire.</p> <p>Reducing the need to travel by increasing levels of home working and creating living and working space as part of new housing (e.g. Lingfield Point).</p> <p>Additional housing should be on previously developed land rather than in rural or greenfield sites in order to minimise pressure on the transport infrastructure.</p> <p>The creation of extra care housing schemes enables essential health services to be purchased and delivered to vulnerable residents on site, reducing the need to travel.</p> <p>Durham Tees Valley Airport – need to identify the key link to European markets and the essential link to</p>

	<p>Amsterdam for on-ward long haul flights.</p> <p>Local sustainable production of food could reduce the carbon emissions associated with the travel impact of food production.</p> <p>Provision of large scale new family unit housing must consider creating suitable, appropriate and safe accessible routes for additional pupils to and from local schools.</p> <p>Consider the use of electric or hybrid fleet vehicles for DBC operational staff to reduce carbon emissions from transport.</p> <p>Provide/Improve or Remove street furniture and signage to improve accessibility and mobility. (Links to safety)</p>
<p>Planning Policy</p>	<p>Technical updates on issues such as the LEP, university in Darlington, airport, LDF process, response to LDF from HA and Area Action plan work.</p> <p>Generally the LTP focuses on the problems caused by development now and current patterns of development – more needs to be said throughout it about linking to proposals in LDFs across the sub region and in Darlington.</p>
<p>Countryside and Rights Of Way</p>	<p>Assume ROWIP to be included in LTP3 as per LTP2.</p> <p>Amend the transport outcome ‘people in Darlington enjoy an attractive, clean, green, connected and sustainable transport system’.</p> <p>In the Tees Valley chapter need to add a paragraph about the quality of life and the importance of ‘natural assets’ both in the urban and rural areas, identified in the Tees Valley Green Infrastructure Strategy.</p> <p>By improving the local environment, including local venues, people choose nearby locations for recreational travel, resulting in improved fitness and reduced car miles.</p> <p>Need to include measures for adaptation to climate change – need heard landscapes, including highways, to be designed with critical green infrastructure elements included, in order to reduce disconnections in the green corridors.</p> <p>In the Chapter on Darlington Context need to add a section on Green Infrastructure, referencing the aims of the emerging Darlington Green Infrastructure Strategy and how sustainable transport and green infrastructure work together.</p> <p>One of the strategic choices in Economy needs to identify how to cater for increased travel whilst simultaneously protecting and enhancing the quality of the outdoor environment for people’s enjoyment.</p> <p>One of the strategic choices in carbon reduction needs to explore how improving green infrastructure helps to improve the quality of the journey experience, with other associated benefits for health, social inclusion and improving biodiversity.</p>

Public

No comments were sent in from members of the public or entered on the on-line forum.

A4.5 Potential amendments to the LTP3 Transport Strategy on the basis of the consultation response

Need to add a rural dimension to the LTP3 – particularly in terms of outcomes, challenges and options. It is useful to consider the rural dimension in the context of meeting the needs of older and disabled people, as rural isolation has some parallels in terms of limited travel choices. The role of the Community and Voluntary sector needs to be explored and potential inclusion in a bid to the Local Sustainable Transport Fund.

Need to consider cross boundary trips into North Yorkshire and County Durham, particularly by rail and bus.

Need to consider the role of the rail network, including the Bishop Line and cross boundary trips from County Durham to the rest of the Tees Valley. This should include improved interchange between rail and bus and better information. This may be achieved through physical enhancements at North Road and Bank Top Stations, potentially funded as part of the Metro scheme and/or a Regional Growth Fund bid via the LEP.

It is worth considering a new DDA compliant platform to the north of the line, providing good passenger waiting facilities. The new road being built adjacent to this site (North Road/Whessoe Road junction) would provide an opportunity to develop an interchange with facilities for pedestrians, cyclists, buses, taxis and car parking. The existing platform could be returned to use by the museum.

Identify schemes and initiatives to reduce trip lengths or the need to travel at all.

Support the Airport, particularly the links to Amsterdam for onward long haul trips. Increase the number of trains that stop at the Airport Rail Station, linked to the terminal by minibus.

As land is developed for housing, identify suitable, appropriate and safe accessible routes for additional pupils to and from local schools. Welcome the close development of the LTP and the LDF and support this approach, ensuring a close link between spatial planning and transport in both documents

Improve accessibility and mobility, particularly for pedestrians, through better management of street furniture and signage.

Consider the use of lower carbon options for operational transport within DBC.

Create an environment that supports the Big Society, encourages the development of Community Enterprise Schemes and use of Social Capital to deliver transport solutions or minimise the need to travel.

Disabled children and young people do not have the same access to after school activities due to inflexible home to school travel contracts.

Minor and low cost improvements could be made to coach facilities to significantly improve travel to and from Darlington by coach. As the town centre develops the requirements for coaches need to be included. The potential market for touring coaches should be developed promoting Darlington as a destination and a 'drop in' place on longer distance journeys.

Health developments (including potential hospital at Wynyard) should be accessible by public transport.

Road safety should focus on reducing slight injuries, as part of the strategy in health to reduce slight injuries from all causes. Education, enforcement and training are key to this.

Use of volunteers and volunteering networks to assist in reducing social isolation and addressing safety and health issues, through practical assistance and brokering of transport.

The ROWIP will be included in LTP3 as per LTP2 as an existing development strategy and further reference will be made to the emerging Darlington Green Infrastructure Strategy. Need to include measures for adaptation to climate change

Need to identify how to cater for increased travel whilst simultaneously protecting and enhancing the quality of the outdoor environment for people's enjoyment.

Need to explore how improving green infrastructure helps to improve the quality of the journey experience, with other associated benefits for health, social inclusion and improving biodiversity, as well as reducing emissions of carbon.

The necessity of Shopmobility needs to be highlighted in the Plan, enabling people to keep their independence and dignity, contributing to wellbeing.

The options spell out a basic acknowledgment of the transport issues which disabled people have in Darlington but there is no real commitment that these issues will be addressed. There is no recognition that some disabled people have no transport provision at all. Unless it is identified, it will not be addressed.

Transport policy needs to work more closely with taxi licensing to make a positive difference to taxi and private hire provision in Darlington for disabled people.

The HA will be involved in the Local Enterprise Partnership and will aim to assist in investigating funding sources such as the Regional Growth Fund. HA are keen to maintain the partnership approach. The HA recognises the continued safe and efficient operation of the Strategic Road network is important to the economy of Darlington.

HA welcomes the emphasis on the need to build on the successes of the Local Motion project and the promotion of non car modes. Policies to promote the use of public transport will help to address the pressures on the junctions on the A66 as developments outlined in the LDF Core Strategy are brought forward. We support the approach of identifying improvements to the A66 in both the LDF Infrastructure Delivery Plan and within the LTP Options.

The need to plan for reduced travel and travel distances by enabling better local access to services, and by remote connectivity, so as to reduce the adverse health impacts of the transport system. (This will fundamentally challenge the concept of 'choice').

The need to reduce the actual and perceived barriers to active travel through a combination of infrastructure and behavioural interventions.

The need to 'future proof' any economic prosperity (rather than growth) by building resilience against climate change and 'peak oil' which means a greater focus on local access, active travel and efficient public transport or its equivalent.

A4.6 Comments from Economy and Environment Scrutiny Committee - 16th December 2010

Following the preparation of a report on the draft Local Transport Plan for the members of Economy and Environment Scrutiny Committee, there was a comprehensive discussion on the challenges, strategic choices and options identified in the Plan. There was also consideration of the consultation that had taken place with stakeholders, council officers and the public, as detailed above. This was followed by a presentation on the emerging issues and priorities for the Implementation Plan.

A summary of the comments/questions follows:

Comment/Question	Response
There is a need to clarify the priorities so that there is more focus.	The text will be reviewed to ensure that the document is clearer about which priorities are most important
Concern that congestion on the A66 will get worse – is the Highways Agency involved?	The Area Action Plan for the Tees Valley is collaboration between the 5 Tees Valley transport authorities and the Highways Agency. It continually reviews the traffic levels on the strategic road network (A19, A1 and A66) as well as the roads that the local authorities manage that interchange with or provide relief to the strategic road network. It also uses a database of planned land use developments which will generate new trips on the highway network. The AAP identifies current and potential future stress points on the network, as well as a programme of works to manage and mitigate the traffic levels. This has fed into the Tees Valley Statement of Transport Ambition which provides the context for the LTP. .
A need to provide safe access to schools and tackle school gate congestion	This has been undertaken through the school travel plan process and Safer Routes to School programme. It is intended to continue this approach, and implement necessary schemes subject to funding.
Availability of sustainable transport – bus , rail, Metro	The Plan supports the ongoing availability of high quality public transport to both tackle congestion and improve accessibility for all.

Further development of the cycle network	The cycle network has been significantly improved as part of the Cycle Demonstration Town project. The focus will be to complete the two missing links in the 7 radial routes.
Opportunity to develop North Road Station – as part of the TVBNI North Road/Whessoe Road junction improvement	The funding for the junction improvement is subject to grant funding restrictions and cannot therefore be used to build a new platform at North Road Station. However the junction improvement has been designed to enable further development to take place to the north of the Rail Station. An improved transport interchange in this location will be included in the LTP, but will be subject to the availability of future scheme funding.
Make the priority more obvious – what are the targets?	The national PI set has now been announced. More work is required to establish local targets.
Highways maintenance – how can we make it more efficient?	Work is already underway on a national, regional and local level to secure greater efficiencies for maintenance schemes. For instance a Tees Valley and York specialist material framework, accessed via the NEPO portal is starting to reap benefits in the region of 20%.
Support TV wide initiatives such as the further development of Teesport, enhancements to rail gauge for rail freight and the Metro proposal	The LTP should explicitly support the wider Tees valley initiatives.
We need to continue our implementation of ‘soft measures’	The TVBNI includes funding for smarter choices to promote the use of public transport. The Interreg funding will continue to provide funding until December 2011 for smarter choices, specifically Medal Motion and other work in schools. The Local Sustainable Transport Fund provides an opportunity to bid for further funding to increase the use of sustainable travel to reduce carbon emissions and support the economy.
Cross boundary links to the north particularly to support access to employment	The LTP will need to highlight the importance of County Durham and North Yorkshire to the economy of Darlington both in terms of employment and supporting Darlington’s retail, leisure and service economy.
Darlington should support the reinstatement of an air link to Heathrow from Durham Tees Valley Airport	The Plan will identify the need to continue to lobby for the service.

Attitudinal change for public transport	Public perception of public transport needs to be addressed through actual improvements by both bus operators and the transport authority, as well as a marketing and information campaign to motivate and incentivise behaviour change. Perception needs to be addressed across a wide range of decision makers, influencers and policy makers.
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A4.7 Statutory Consultee Feedback on the Draft SEA Scoping Report

This feedback has been included in the final version of the Scoping Report.

Date: 16th March 2010
Our ref: NB6b
Your ref:

Please reply to:
Tracy.Jones@naturalengland.org.uk

Direct Dial 0300 060 0883



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Dear Sue,

Darlington LTP3 SEA Scoping Report

Thank you for consulting Natural England on the SEA Scoping Report for the Darlington LTP3.

Natural England has been formed by bringing together the landscape, access and recreation elements of the Countryside Agency (CA), English Nature (EN) and the environmental land management functions of the Rural Development Service (RDS).

Natural England has been charged with the responsibility to ensure that England's unique natural environment including its land, flora and fauna, freshwater and marine environments, geology and soils are protected and improved. We also have the responsibility to help people enjoy, understand and access the natural environment.

This letter is provided as the formal response of Natural England to your request for advice or information under Directive 2001/42/EC (the Strategic Environmental Assessment Directive) for this plan or programme. In relation to the European Directive on Strategic Environmental Assessment (SEA), the Government has designated three Agencies – Natural England (previously English Nature and Countryside Agency), English Heritage, and the Environment Agency as 'authorities with environmental responsibility' which must be consulted during the SEA assessment process.

Our SEA role embraces only those interests that we consider 'environmental'

- landscape character and quality
- visual amenity and enjoyment of the countryside as a whole
- recreational opportunities
- enjoyment of access land or a public right of way
- biodiversity
- flora and fauna
- geo-diversity
- soil, water, air in so far as these are necessary to support biodiversity, flora and fauna
- multi functional green infrastructure
- climate change

The founding bodies of Natural England have produced a wide range of literature which sets out our views and guidance on these aspects. They can therefore assist with consideration of issues and the establishment of baseline information against which to measure changes. This information is detailed in our publications catalogue or available through our national or regional website (www.naturalengland.org.uk).

Please note that we have also produced the following guidance notes and position statement which should be considered in the development process for the LTP3 and SEA/HRA.

Natural England Guidance note on Local Transport Plans and the Natural Environment. _

http://www.naturalengland.org.uk/Images/local-trans-plans_tcm6-15159.pdf

LTP and ROWIP Integration Good practice note.

<http://naturalengland.etraderstores.com/NaturalEnglandShop/Product.aspx?ProductID=a9f67df9-f61d-40ae-9ed7-457b60b89394>

Natural England Position on Transport and the Natural Environment

http://www.naturalengland.org.uk/Images/transport_tcm6-16528.pdf

Annex 1 provides our detailed comments on the SEA scoping report.

Annex 2 sets out generic information which Natural England expect to see included in the SEA process across North East, along with some specific to the plan area being assessed here. This will inform many of the questions asked in your consultation.

For further technical support and advice concerning Sustainability Appraisals/Strategic Environmental Assessments we would suggest you obtain advice from the DCLG, the Local Government Association or Government Office for the North East.

This opinion is based on the information provided by you, and for the avoidance of doubt, does not affect our obligation to advise on, and potentially object to any specific development proposal which may subsequently arise from this or later versions of the plan or programme which is the subject of this consultation, and which may despite Strategic Environmental Assessment, Environmental Impact Assessment and Habitats Regulations Assessment have adverse effects on the environment.

We would welcome further involvement in the next stages of the LTP3 process in Darlington, and in particular with the Strategic Environmental Assessment and Habitats Regulations Assessment process which are an integral part of developing and later delivering the LTP3. In addition we would also welcome further involvement in the development, implementation and monitoring of the ROWIP if this is to be integrated into the LTP3.

I trust that this is helpful, but please do not hesitate to contact me at the above address or telephone number should you wish to discuss this matter further.

Yours faithfully

Tracy Jones, Planning and Transport Advisor, Government Team.

Annex 1 Detailed Comments SA/SEA Scoping Report

Annex 2 Information which Natural England expect to see included in the SEA process across North East

Annex 1 Darlington LTP3 SEA Scoping Response.

Detailed Comments

Page 4 Paragraph 2.5 It should also be made clear if the Rights of Way Improvement Plan is to be integrated into the Darlington LTP3.

Page 4 Paragraph 2.7 Please note that where the Habitats Regulations Assessment is undertaken in parallel with the SEA, it is important that it is clearly documented, in the correct terminology. The HRA report should be clearly distinguishable from the SEA processes, so that it is clear which parts of the report are intended to be compliant with the Habitats Regulations.

Page 9 Climate Change - adaptation measures are also required for the natural environment to enable responses to the impacts of climate change, for example through the provision of habitat networks to allow species to migrate.

Page 10 RSS Data/Biodiversity data – please note the RSS data is now nearly 5 years out of date, although it does provide some trend data. It also does not take account of local government reorganisation. More up to date information should be provided for the baseline tables.

The most up to date information on delivery of favourable condition status for SSSI can be found on the Natural England website. This indicates that 94% of SSSI area in the north east region is meeting the PSA target as of Feb 2010 (favourable/unfavourable recovering condition) <http://www.sssi.naturalengland.org.uk/Special/sssi/report.cfm?category=R,RF>

Page 10 Please note that Heritage Coast is a landscape definition (alongside National Parks and AONBs) rather than a 'heritage' asset as such.

Page 16 Other key implications should include an aim to reduce the need to travel, and protect biodiversity and geodiversity.

Page 18 As part of the health agenda, and encouraging walking and cycling, there is also a need to protect, manage and enhance the multi functional green infrastructure network in the local authority area (linked to delivery of the Tees Valley Green Infrastructure Strategy and any local green infrastructure strategy work).

Page 20 There is also no mention of growth point status and its associated environmental conditions in this section including the need to deliver a green infrastructure strategy, and implementation of the rights of way improvement plan.

Page 35 Objective 9 should also refer to geodiversity.

Appendix 1 Page 52 PPS7, PPS9 and PPG17 should also be included under national plans

Page 53 New PPS4 Planning for Sustainable Economic Growth is now published (Dec 09).

Page 60 Revised IRF was published March 2008.

Page 62 Regional plans should also include :

A Biodiversity Audit of the North East North East Biodiversity Forum 2001

Page 64 Sub regional plans should also include :

Tees Valley Green Infrastructure Strategy;

National Character Areas - please note that Darlington is also partially covered by additional NCA to the Tees Lowlands. These are the Durham Magnesian Limestone Plateau and the Durham Coalfield Pennine Fringe. This should also be reflected in the text on Page 27.

Page 125 Landscape character Trend data on changes to the National Character areas can be found via the Countryside Quality Counts project. <http://countryside-quality-counts.org.uk/>

Page 136 LTP3 should consider if and how it could integrate ROWIP plan into the LTP3.

Page 28/139 LTP3 also needs to consider how it can contribute to protecting and enhancing the green infrastructure network (access to green space, walking and cycling networks etc)

Annex 2 Information which Natural England expect to see included in the SEA process across North East

Generic advice on each aspect of the scope of the SEA is set out in this Annex, which is structured to reflect the expected contents of the Environmental Report as given in the SEA Regulations Schedule 2.

Specific section of the Environmental report (based on the draft SEA Regulations Sch. 2)	Advice of Natural England
1. Relationship (if any) with other relevant plans and programmes.	<p>National</p> <p>Planning Policy Statement 1: Delivering Sustainable Development</p> <p>Planning Policy Statement: Planning and Climate Change - Supplement to Planning Policy Statement 1</p> <p>Planning Policy Guidance 2: Green belts</p> <p>Planning Policy Statement 7: Sustainable Development in Rural Areas</p> <p>Planning Policy Statement 9: Biodiversity and Geological Conservation</p> <p>Planning Policy Guidance 13: Transport</p>

<p>Specific section of the Environmental report (based on the draft SEA Regulations Sch. 2)</p>	<p>Advice of Natural England</p>
	<p>Planning Policy Guidance 17: Planning for Open Space, Sport and Recreation</p> <p>Planning Policy Statement 22: Renewable energy</p> <p>The Conservation (Natural Habitats, &c.) (Amendment) Regulations 2007 advice regarding protected species issues is set out: www.naturalengland.org.uk/conservation/wildlife-management-licensing/default.htm</p> <p>Biodiversity Duties of Local Authorities and others is explained : www.naturalengland.org.uk/conservation/wildlife/default.htm</p> <p>State of the Natural Environment 2008 – Natural England www.naturalengland.org.uk/sone/default.htm</p> <p>Regional The following should be considered to provide the context for evaluation of natural environment issues in the North East.</p> <ul style="list-style-type: none"> • Regional Spatial Strategy for the North East • Integrated Regional Framework for the North East • State of the Environment Report for the North East • North East Strategy for the Environment <p>Landscape The following should be considered to provide the context for evaluation of landscape issues in the North East.</p>

Specific section of the Environmental report (based on the draft SEA Regulations Sch. 2)	Advice of Natural England
	<ul style="list-style-type: none"> • European Landscape Convention • PPS7 Sustainable Development in Rural Areas • Countryside Character Vol 1: North East Countryside Agency (now Natural England) • Countryside Character Network (www.ccnetwork.org.uk) • Countryside Quality Counts (www.countryside-quality-counts.org.uk) • Landscape Character Assessment: Guidance for England and Scotland April 2002. • Local landscape character assessments <p>Protected Landscapes</p> <ul style="list-style-type: none"> • Northumberland National Park Management Plan • North Pennines AONB Management Plan • Northumberland Coast AONB Management Plan • Durham Heritage Coast Management Plan • North Yorkshire and Cleveland Heritage Coast Management Plan <p>Biodiversity/Geodiversity</p> <p>The following should be considered to provide the context for evaluation of Biodiversity and Geodiversity issues in the North East</p>

Specific section of the Environmental report (based on the draft SEA Regulations Sch. 2)	Advice of Natural England
	<ul style="list-style-type: none"> • <i>PPS9: Biodiversity and Geological Conservation</i>, its accompanying <i>Government Circular: Biodiversity and Geological Conservation – statutory obligations and their impact within the planning system</i> ODPM 06/2005, and the good practice guide <i>Planning for Biodiversity and Geological Conservation: A Guide to Good Practice</i> available at http://www.communities.gov.uk/index.asp?id=1143832 , • These should be considered with the <i>Government Circular: Biodiversity and Geological Conservation – statutory obligations and their impact within the planning system</i> available at http://www.communities.gov.uk/index.asp?id=1144318. • • Nature conservation interests include European Sites (SPA and SAC), National Nature Reserves, SSSI, protected and priority species, local sites • <i>Working with the Grain of Nature :A Biodiversity Strategy for England</i> (DEFRA 2002) • UK BAP (DEFRA 1994) • A Biodiversity Audit of the North East • Relevant Local Biodiversity Action Plans. • Relevant Local Geodiversity Action Plans. <p>Coastal/Marine Issues</p>

<p>Specific section of the Environmental report (based on the draft SEA Regulations Sch. 2)</p>	<p>Advice of Natural England</p>
	<p>The following should be considered to provide the context for evaluation of coastal/marine issues in the North East.</p> <ul style="list-style-type: none"> • Relevant Shoreline Management Plans • Relevant European Marine Site Management scheme <p>Green Infrastructure/Access/Recreation</p> <p>The following should be considered to provide the context for evaluation of green infrastructure issues in the North East.</p> <ul style="list-style-type: none"> • Rights of Way Improvement Plans/Local Transport Plans(County Councils/Unitary Councils) • Green Infrastructure/ Greenspace Strategies • National Trails • Open Access Land <p>Climate Change</p> <p>The following should be considered to provide the context for evaluation of climate change issues in the North East.</p> <ul style="list-style-type: none"> • Planning Policy Statement: Planning and Climate Change – Supplement to PPS1 • Conserving Biodiversity in a Changing Climate Guidance on Building Capacity to Adapt DEFRA May 2007 • North East Climate Change Action Plan (Sustaine) • North East Climate Change Adaptation Plan (Sustaine)

Specific section of the Environmental report (based on the draft SEA Regulations Sch. 2)	Advice of Natural England
	<ul style="list-style-type: none"> • Relevant local climate change action plans
<p>2. The relevant aspects of the current state of the environment and their likely evolution without implementation of the plan or programme.</p>	<p>Key information in the North East which should form the basis of this assessment is available in:</p> <ul style="list-style-type: none"> • ‘State of the Environment Report for the North East of England’, commissioned by ONE North East working with regional Partners including members of the North East Environment Forum and Biodiversity Forum (2004) is available through ONE North East’s Website at www.onenortheast.co.uk/page/regionalinit/crosscut/envIRON.cfm • The state of the Countryside 2005 Countryside Agency • ‘A Biodiversity Audit of the North East’ North East Biodiversity Forum (2001). • ‘Biodiversity Indicators and Targets for the North East of England’ North East Biodiversity Forum (2004) • ‘Natural Commitment: Working together for wildlife in the North East’, EN & GONE (2003) • These sources should be supplemented by the relevant Local Biodiversity Action Plans. • Information on international and national environmental designations is available on www.magic.gov.uk

Specific section of the Environmental report (based on the draft SEA Regulations Sch. 2)	Advice of Natural England
	<ul style="list-style-type: none"> • Nature on the Map www.natureonthemap.org.uk presents current information on the state of designated nature conservation sites • The Biodiversity Activity Recording System (BARS) is now available on line at www.ukbap-reporting.org.uk, this provides greater detail for the development of biodiversity indicators across the North East. • The NBN Gateway www.searchnbn.net, provides biodiversity information that is available within the National Biodiversity Network. This also allows you to access raw biodiversity data. • Information on National Trails (the Pennine Way, Cleveland Way, and Hadrian’s Wall) can be found on www.nationaltrails.gov.uk • Maps of open access land and registered common land can be found on www.openaccess.gov.uk
3. The environmental characteristics of areas likely to be significantly affected.	These should be identified from the sources above, along with Natural Area and Countryside Character Area (now known as National Character Areas) profiles both accessible through www.magic.gov.uk .
4. Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular	Information on the condition of designated sites can be obtained at SSSI unit level from the Natural England (www.naturalengland.org.uk) /English Nature website www.english-nature.org.uk/special/sssi/reportIndex.cfm ,

Specific section of the Environmental report (based on the draft SEA Regulations Sch. 2)	Advice of Natural England
<p>environmental importance, such as areas designated pursuant to the Birds or the Habitats Directives.</p>	<p>selecting Condition of SSSI units from County downloadable data. Relevant component SSSI Units for international nature conservation designations can be identified from www.natureonthemap.org.uk Favourable condition is to be a key target on all units and should be maintained where appropriate or otherwise opportunities taken to enhance units to achieve favourable condition. The National Audit Office holds summary information by Authority for monitoring purposes on environmental as other issues, this can be accessed at http://www.areaprofiles.audit-commission.gov.uk/InformationPages/Information.aspx?info=START&menu=6</p>
<p>5. The environmental protection objectives relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.</p>	<p>There are a number of existing environmental objectives relevant to SEA in the North East; Sustaine, the Integrated Regional Framework for the North East includes a series of objectives for sustainable development with objectives 5-8 including key Regional environmental indicators and targets. The 'State of the Environment Report for the North East of England', The Regional Enhancement Plan and the regional Biodiversity Action Plan Targets are also relevant at the Regional level. County and other Local Biodiversity Action Plans will provide a more local focus for targeting delivery and monitoring. The national PSA target for SSSI to achieve 95% of sites in favourable condition by 2010 is also relevant as development should not result in any loss of or damage to features of interest, either directly or indirectly.</p>
<p>6. The likely significant effects on the</p>	<p>The SEA should recognise that Protected species might be</p>

Specific section of the Environmental report (based on the draft SEA Regulations Sch. 2)	Advice of Natural England
<p>environment:</p> <ul style="list-style-type: none"> • Biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage (including architectural and archaeological heritage), and landscape. <p>and</p> <ul style="list-style-type: none"> • the inter-relationship between these and other issues listed in the Directive <p>and any</p> <ul style="list-style-type: none"> • short, medium and long-term effects; permanent and temporary effects; positive and negative effects; and secondary, cumulative and synergistic effects. 	<p>affected by Plan proposals. Information on protected species should be sought from appropriate sources, in the absence of a Regional Environmental Records Centre this will largely be held by voluntary Groups and specialists. Depending on the site specific details of plans specialist surveys may be necessary. European Protected Species must be considered in the context of the Habitats Regulations as amended http://www.naturalengland.org.uk/conservation/wildlife-management-licensing/default.htm . Please contact us if the Local Plan includes specific locations, geological or biodiversity issues where the SEA process should consider information beyond that identified above.</p>
<p>7. The measures envisaged to prevent, reduce and offset any significant adverse effects on the environment of implementing the plan or programme.</p>	
<p>8. The reasons for selecting the alternatives dealt with and how the assessment was undertaken.</p>	
<p>9. The measures envisaged concerning monitoring in accordance with Article 10 of the Directive.</p>	