

ANNEX 7:

Summary Strategic Environmental Assessment

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Introduction

Strategic Environmental Appraisal (SEA) is a relatively new process to ensure that policies, plans and programmes identify significant environmental effects which might result of their implementation. The process then permits the mitigation of any adverse effects by the originator of the action, or ensures that a full understanding of possible consequences is communicated to the decision maker.

Consultants, Building Design Partnership (BDP), have been retained by the Council to produce a SEA of the Second Local Transport Plan (2LTP) and to ensure that its statutory obligations are met, for the benefit of local peoples' quality of life.

In this summary of the BDP final report, the SEA process has shown that the Second Local Transport Plan:-

- is largely made up of policies and actions that have a positive impact on the environment.
- has some less sustainable actions, whose environmental disbenefits may be mitigated through measures contained within the Plan.

The SEA process used the six delivery themes planned within the 2LTP (chapter 6).

As part of the SEA analysis, a wide range of stakeholders and other interested organisations were invited to participate. These included the statutory consultees, The Environment Agency, English Nature, English Heritage and the Countryside Agency.

Context

The Strategic Environmental Assessment (SEA) Directive 2001/42/EC was adopted into British law in July 2004. In consequence, the Second Local Transport Plan for Darlington is subject to SEA, according to the Regulations and the guidance from the Department for Transport. The main requirements of this SEA Directive are to publish its findings in an Environmental Report (ER), which sets out the significant effects of the Second Local Transport Plan (LTP2), and to undertake consultation at relevant stages in the process. The main requirements of the SEA directive are outlined in this summary along with comments on where and how each requirement has been fulfilled.

If a SEA is required in the opinion of the Council, then it must

then prepare an Environmental Report setting out the significant environmental effects that the Second Local Transport Plan is likely to have, and how they will be addressed. It should be remembered that the main focus of an SEA is the significant environmental effects. However, SEA does include some social issues such as health and crime and economic issues, such as employment. It is Darlington Borough Council's opinion that a SEA is required.

In addition to the SEA process, the Council asked BDP to examine the Plan under the requirements of sustainability appraisal. Sustainability Appraisal (SA) is mandatory for all Development Plan Documents (DPDs) and Supplementary Planning Documents (SPD's) as outlined in Planning Policy Statement 12. SA is a key process in ensuring that sustainability and sustainable development is achieved within strategies, plans and programmes. It is a method of assessing a strategy, in this case the Darlington Borough Council's Second Local Transport Plan, to find out whether it is likely to promote a sustainable pattern of development, and where possible, avoid or lessen any significant social, environmental or economic effects of that strategy by improving the integration of sustainability considerations throughout its preparation and adoption.

Combined SEA and SA Process

The requirement to carry out a SA and a SEA are distinct but there is a considerable amount of overlap in the processes. It is possible to satisfy both through a single appraisal process, which considers social and economic factors as well as environmental issues.

Central Government provides guidance¹ on meeting the requirements of both SA and SEA. For consistency, and in line with Government advice, the SA/SEA of this Local Transport Plan is being undertaken as part of the combined assessment/appraisal process. As such the SEA report that BDP have produced includes all of the information required for a Sustainability Appraisal Environmental Report.

The tasks to complete SA and SEA processes given *Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents* are listed in **Table 1**. The SEA process for Darlington's 2LTP contains five stages, that are in turn sub-divided into tasks. The table correlates these requirements with the documentation produced as part of the appraisal process. Stages C, D and E will be completed following the consultation period.

¹ Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents (ODPM)

Table 1 Compliance with Guidance

SA / SEA Stages and Tasks (from ODPM Guidance)	Where tasks are covered in the final SEA Report
Stage A Tasks	
Task A1: Identifying other relevant plans, programmes objectives	3.11 and table 3.1 for relevant plans and programmes; 3.14 and table 3.2 for objective related SEA topics from relevant plans and programmes.
Task A2: Collecting baseline information	5.13 – 5.16 outline of the collection of baseline information in relation to the objectives and indicators. Baseline situation outlined in SEA framework/toolkit in appendix 3.
Task A3: Identifying environmental and sustainability issues/problems	4.1 – 4.17 and table 4.1 outline of environmental and sustainability issues/problems derived from the LTP SEA forum and information types to monitor sustainability issues and problems.
Task A4: Developing the SEA Framework	Section 5 outlines the development of each component of the SEA framework (objectives, sub-objectives, indicators, baseline and targets). the framework is given in appendix 3.
Task A5: Consulting on the scope of the SEA	3.4 – 3.10 description of the scoping report consultation; appendix 1 – statutory consultees response to scoping report; appendix 7 scoping report on CD.
Stage B Tasks	
Task B1: Testing the Plan objectives against the SEA Framework	6.1 – 6.5 and appendix 4 demonstrate the appraisal of the plan objectives against the SEA objectives.
Task B2: Developing the Plan options	6.7 – 6.16 and appendix 5 shows a range of plan options are considered for the appraisal including 'do nothing' or 'no plan scenario' for each plan theme.
Task B3: Predicting the effects of the Plan	6.7 – 6.16 and appendix 5 shows a range of plan options are appraised and the effected are predicted. The detail is given in appendix 5 and a summary is given in 6.12 to 6.16. For the options with the most significant impact further analysis of the impact is given in 6.17 to 6.23 with detailed analysis given in appendix 6.
Task B4: Evaluating the effects of the Plan	The options with the most significant impact are further analysed and the impact is given in 6.17 to 6.23 with detailed analysis given in appendix 6. This is used to determine the SEA preferred options and mitigation is outlined for options that have performed poorly within the SEA framework. This is used to give an evaluation of the effects of the plan in point 6.41.
Task B5: Considering ways of mitigating the adverse effects and maximising beneficial effects	6.43 – 6.46 and table 6.1 give possible mitigation measures for options with negative impacts and outlines how beneficial effects can be maximised.
Task B6: Proposing measures to monitor the significant effects of implementing the Plan	Section 7.1 to 7.3 outlines the principles for developing a monitoring framework from the SEA framework.

Table 1 Compliance with Guidance continued

SA / SEA Stages and Tasks (from ODPIM Guidance)	Where tasks are covered in the final SEA Report
Stage C Tasks	
Task C1: Preparation of Environmental Report and Consultation on Environmental Report	This document contains the relevant components of an environmental report. This report will be sent to the four statutory consultees and made available to the public for a consultation period of 6 weeks.
Stage D Tasks	
Task D1: Public participation on the preferred options of the Plan and the SEA Report	This report will be made available to the public for a consultation period of 6 weeks.
Task D2(i): Appraising significant changes to the plan Task D2(ii): Appraising significant changes resulting from representation	To be completed after consultation period.
Task D3: Making decisions and providing information	To be completed after consultation period.
Stage E Tasks	
Task E1: Finalising aims and methods for monitoring	To be completed after consultation period and plan implementation.
Task E2: Responding to the adverse effects	To be completed after consultation period and plan implementation.

Tasks during stages A and B are indicated where they are completed within the final SEA report.

Darlington's Second Local Transport Plan

As outlined in the Second Local Transport Plan, the vision of transport investment in Darlington is to:-

- improve people's accessibility, especially for those with a mobility or sensory impairment, and for those who are socially excluded;
- tackling traffic congestion;
- making the transport network safe and secure for all; and
- helping people make the best travel choices.

In seeking to achieve these outcomes, the Plan is designed to work in harmony with actions resulting from other Plans, including that of Darlington Partnership, the Local Strategic Partnership. It is also designed to contribute to the goals set by the Primary Care Trust for the area, as well as by the Tees Valley sub-region through documents such as the Structure Plan. In achieving this, the Plan also is designed to meet the requirements of the Shared Priorities for Local Government.

The Second Local Transport Plan is based on the indicative budget set by the Department for Transport (DfT) and has been drafted in accordance with the DfT Guidance on Local Transport Plans. Every opportunity has been taken to add value through the integrated use of additional resources from both Cycling England and the DfT sustainable travel demonstration town initiative. Darlington's status as a partner in both these prestigious awards is currently unique.

In line with the ethos of achieving outcomes, the 2LTP is based on the reasons why people travel, rather than a particular focus on any one mode. In maintaining, or preferably improving, accessibility the Council is conscious of the benefits that transport can bring to improving quality of life. Six objectives are set for the 2LTP (**Table 2**).

The preparation of the 2LTP has been made easier by Darlington having amongst the best data on travel behaviour of any transport authority. In addition, the extensive involvement of the local community and other key stakeholders has resulted in a Plan that is designed to answer the needs of local people.

Defining the scope of Darlington's Second Local Transport Plan

The top priority in terms of the initiatives being delivered by the Government and the Council is to enhance the economy thus improving local peoples' quality of life, and this is reflected in the Community Strategy for Darlington. Darlington's Economic Regional Strategy also relies on two key factors: quality of life and accessibility whilst Darlington's Transport Strategy sets out the communities' vision for Darlington and identifies how transport can make the lives of all those who live, work, invest and relax in Darlington better.

Strategic decisions have been made during the formulation of these policies that the Local Transport Plan cannot change. This gives the plan a clear sphere of influence or scope. Additionally the scope of the Local Transport Plan informs delivery plans and programmes further down the planning hierarchy such as the Transport Asset Management Plan.

The scope of the SEA is defined as per the EU directive, namely consideration of the impact of the 2LTP on:

- biodiversity
- population
- human health
- fauna and flora
- soil
- water
- air
- climatic factors
- material assets
- cultural heritage, and
- landscape

The SEA has a scope or focus that is appropriate to the hierarchical level of the plan. Thus, since the 2LTP is within a plan hierarchy, this SEA includes how to ensure that higher order policies are fulfilled through the 2LTP whilst minimising their environmental costs.

A scoping report on the SEA of 2LTP was reviewed by the four statutory consultees and by the SEA forum set up by Darlington Borough Council. The scoping report established:

- The relevant plans and programmes
- The SEA objectives
- Local environmental and sustainability issues
- Established the SEA framework (called the 'SEA toolkit').

Scope of Strategic Environmental Appraisal

Table 2. Second Local Transport Plan objectives

Strategy Objective	Transport Shared Priority	Tees Valley objective	Community Strategy
A To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington.	Accessibility Quality of Life	Objective 1 Tees Valley Vision Objective 5 Congestion	Improving the local economy Enhancing the environment
B To improve access to employment and education, particularly for those without access to a private car, those with a disability and those that have greatest need.	Accessibility	Objective 2 Accessibility Objective 3 Bus use Objective 4 Rail use	Promoting inclusive communities Raising educational achievement Stimulating leisure activities Improving the local economy Improving health and well-being
C To tackle traffic congestion on key corridors and its potential impact on the economy and environment by making the most effective use of the transport network.	Congestion Air quality	Objective 3 Bus use Objective 4 Rail use Objective 5 Congestion	Develop an effective transport system
D To improve travel safety and security for all by addressing the real and perceived risks.	Road Safety		Promoting community safety
E To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips.	Congestion Accessibility	Objective 3 Bus use Objective 4 Rail use	Promoting inclusive communities Developing an effective transport system
F To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food.	Quality of life Accessibility	Objective 2 Accessibility	Improving health and well-being

The scoping report responses from the four statutory consultees can be found in the final report. In addition there were two workshops with the SEA forum on 7 and 23 November 2005. The feedback regarding the scoping report was used in preparing the final report.

During the production of the final report there was a constant dialogue with the team developing the Second Local Transport Plan at Darlington Borough Council, to ensure the plan and the SEA were being developed mutually, whilst maintaining the

objectivity of the SEA. The final report will be made available for a further period of consultation of 6 weeks. During this period, the SEA will be open to scrutiny by the all of the European Union Member States, as well as the four statutory consultees for further comment.

As detailed in the final report, the SEA process took account of the requirements of many documents. **Table 3** illustrates the linkages.

Table 3 Relevant objectives from plans and programmes related to SEA topics

SEA Topic	Relevant Objectives from Plans and Programmes	Document
Biodiversity, Fauna and Flora	<p>To safeguard and increase biodiversity and geodiversity</p> <p>Maintain and enhance protected species and their habitat</p> <p>Ensures no negative impact on SSSI and other important conservation sites</p> <p>Ensure good access natural green space.</p>	<p>The Johannesburg Declaration on Sustainable Development</p> <p>EU Directive 92/43/EEC: Habitats</p> <p>PPS 9</p> <p>RPG 1: North East</p> <p>SUSTAINÉ</p> <p>Durham Biodiversity Action Plan</p>
Population and Health	<p>Reduce air and noise pollution from current activities and the potential for such pollution.</p> <p>Improve road safety.</p> <p>Increase use of more healthy modes of transport such as walking and cycling.</p> <p>Access to local services and employment.</p>	<p>Environment 2010: Our Future, Our Choice: The Sixth Environment Action Programme of the European Community</p> <p>PPG 13</p> <p>RPG 1: North East</p> <p>Draft Regional Spatial Strategy for the North East</p> <p>SUSTAINÉ</p> <p>Darlington Local Neighbourhood Renewal Strategy</p> <p>Darlington Borough Local Plan 1997</p> <p>Darlington Community Strategy</p>
Soil	<p>Protect mineral resources and promote use of recycled materials.</p> <p>Make the best use of existing transport infrastructure and minimise the impact of road construction.</p>	<p>RPG 1: North East</p> <p>Draft Regional Spatial Strategy for the North East</p> <p>Tees Valley Structure Plan</p> <p>Darlington Borough Local Plan 1997</p>

Table 3 Relevant objectives from plans and programmes related to SEA topics continued

SEA Topic	Relevant Objectives from Plans and Programmes	Document
Water	Reduce impact from current activities on the environment and the potential for such impacts.	EU Directive 92/43/EEC: Habitats Environment 2010: Our Future, Our Choice: The Sixth Environment Action Programme of the European Community The Johannesburg Declaration on Sustainable Development PPS 9 Securing the future Delivering UK Sustainable Development Strategy Draft Regional Spatial Strategy for the North East SUSTAINÉ
Air Quality	Reduce the number and length of car journeys Increase the share for public transport, rail, inland waterways, walking and cycling modes. Improvement of air quality emission controls on vehicles.	Environment 2010: Our Future, Our Choice: The Sixth Environment Action Programme of the European Community The Johannesburg Declaration on Sustainable Development Draft Regional Spatial Strategy for the North East SUSTAINÉ
Cultural Heritage and Archaeology	Preserve, promote and enhance regional culture and heritage. Safeguard important built, historic and archaeological and architectural features. Increase non-car based access to local cultural heritage activities.	Draft Regional Spatial Strategy for the North East Darlington Community Strategy Darlington Local Neighbourhood Renewal Strategy
Landscape and Visual	Protect and enhance the physical environment. Protect local distinctiveness and 'setting'.	Sustainable Communities Plan ODPM 2003 SUSTAINÉ Darlington Local Neighbourhood Renewal Strategy Darlington Borough Local Plan 1997

Analysis

Background

The 2LTP lists a series of general problems and opportunities regarding local transport in Darlington. This provided a good base for assessing the problems and opportunities in Darlington with relation to local transport, corroborated by discussion with members of the SEA forum.

In terms of environmental problems, it is understood that there is a lack of understanding with regard to the location of protected habitats and species. This can cause massive problems for developers if problems dealing with biodiversity are met late into the development process. An opportunity exists to develop databases of the location of species by undertaking an environmental masterplan. Funding for a post to carry out this process is being sought by the Countryside team of Darlington Borough Council, recognising that this type of information will benefit developers by making their decision making easier.

Several protected species and habitats are currently isolated by roads developed in the 1960's and 1970's, with new bridges needed in key locations to improve accessibility. One particularly bad example will be solved by the creation of the Darlington Eastern Transport Corridor, which will include a brideway bridge of the A66 outer ring road, to improve access to the Whinnies Nature Site and Great Burdon Community Woodland.

Darlington does not currently have any Air Quality Management Areas, though it is likely that with new legislation expected in the future, any management areas declared will be around major roads. It must be stressed that whilst PM10 Particulate is usually recorded as an indicator of air quality, this is not purely a transport emission, though clearly at major junctions a large amount of the emissions will be the result of transport.

The Climate Change Strategy (Darlington Borough Council 2006) which is currently being developed will note that transport is a major contributor to climate change, and it's accompanying Action Plan will specify how it is hoped to reduce transport emissions. It must be stressed that several solutions fall outside the scope of the council's influence, such as providing alternative fuel sources for the public which is a decision for commercial firms to reach, or congestion charging which is a decision to be made at regional or national government level.

In a contribution to lowering emissions from travel, Darlington Borough Council has converted its entire fleet of over 200 vehicles to run on bio diesel, with a small number running on LPG. It is hoped that the success of this initiative can be

disseminated to other large organisations in Darlington, via the Climate Change Action Plan.

The SEA toolkit, described in the final report is a mechanism that incorporates the SEA objectives, indicators and evidence base information. The toolkit is thus a single information source that brings together the objectives with the relevant indicators and associated baseline statistics. It is able to be used for monitoring the LTP2 over time.

Problems and Opportunities

Environmental problems and opportunities were considered in 14 categories, as outlined in table 4.1 of the SEA final report. The categories are:

- Health.
- Sustainable travel.
- Accessibility.
- Safety.
- Land use
- Quality and access to local Biodiversity and Greenspace
- Pollution.
- Landscape.
- Infrastructure and business opportunities.
- Local employment income.
- Transport modal split.
- Development and transport.
- Guidance provision, and
- Energy efficiency.

Alongside the environmental problems and opportunities, there is a need to consider transport sustainability issues. It is noted that a successful transport network is a major contributor to economic regeneration. Darlington has excellent links to the rest of the country via the Durham Tees Valley Airport, East Coast Main Line railway and the A1 motorway to the North and South.

As a Sustainable Travel Demonstration Town, Darlington seeks to encourage 'smarter choices' in local transport, with the aim of reducing individual car use. This aim will be supported by the 2LTP and has clear benefits for environmental sustainability.

Objectives

Using the strategic choices debate, set out in **chapter 4** of the 2LTP, the following objectives were set for the SEA analysis (**Table 4**).

Table 4 SEA Objectives and Sub-Objectives

SEA Objective	Sub-objectives
1. To safeguard, increase and enhance biodiversity, geological conservation and habitats and increase opportunities for access and enjoyment by the whole community.	<p>Ensure no negative impact on SSSI and other important conservation sites and take opportunity to increase such sites.</p> <p>Maintain and enhance protected species and their habitats.</p> <p>Ensure good access natural green space.</p>
2. Reduce air, noise and water pollution resulting from transport activities.	<p>Reduce air, noise and water pollution from current activities and the potential for such pollution.</p> <p>Improvement of air quality emission controls on vehicles.</p>
3. Improve health and safety of the community through improved road safety and promotion of healthy modes of transport.	<p>Improve safety when using public transport.</p> <p>Improve road safety.</p> <p>Increase use of more healthy modes of transport such as walking and cycling.</p>
4. Reduce the environmental impact of car travel and promote more sustainable modes of transport.	<p>Make the best use of existing transport infrastructure and minimise the impact of road construction.</p> <p>Maximise the use of energy efficient travel/vehicles including cycling, walking, trains and buses.</p> <p>Reduce the number and length of car journeys.</p> <p>Improve road safety.</p>
5. Improve accessibility and infrastructure in order to promote economic growth and quality employment within inclusive communities.	<p>Improve quality of life in existing and new developments.</p> <p>Provide opportunities for economic growth and quality job creation.</p> <p>Maintain and improve transport infrastructure.</p> <p>Improve accessibility economic centres.</p> <p>Provide good access to local services and employment.</p> <p>Developments should no be affected by future flood risk and should not effect future flood risk.</p>
6. Protect and enhance the physical environment and cultural heritage for enjoyment by the whole community.	<p>Protect buildings sites areas and features of historic, archaeological and architectural interest.</p> <p>Protect and enhance the physical environment.</p> <p>Protect local distinctiveness and 'setting'.</p> <p>Preserve, promote and enhance regional culture and heritage.</p> <p>Increase access to local cultural heritage activities.</p> <p>Protect finite resources and promote use of recycled materials.</p>
7. Prudent and efficient use of energy and minimal production of waste.	<p>Make the best use of existing transport infrastructure and minimise the impact of road construction.</p> <p>Maximise the use of energy efficient travel including cycling, walking, trains and buses.</p> <p>Improvement of air quality emission controls on vehicles.</p> <p>Improve access to education and training facilities.</p>
8. Develop education and training opportunities which build the skills and capacity of the whole population.	<p>Maintain and improve transport infrastructure.</p>

Analytical process

An appraisal matrix was produced by BDP with the SEA objectives set out across the horizontal axis of the table and the LTP2 objectives down the vertical axis. The appraisal itself was carried out using the following scoring mechanism (**table 5**) to assess the impact of the objectives against one another. The rationale behind each score was described except where a neutral impact was found.

The scores were amended following debate with stakeholders.

Table 5 Scoring categories

++	Likely to be a very positive impact/highly compatible
+	Likely to be a positive impact/compatible
0	Likely to be a neutral impact/neither compatible or incompatible
-	Likely to be a negative impact/ incompatible
--	Likely to be a very negative impact/highly incompatible
?	Impact not known/unclear

Results

As shown in the options appraisal matrix (**Table 6 at end of summary**) the majority of the options scored positively with many high scores (high scores are classified as above 8 or equivalent of one + for each of the SEA objectives). There are 10 negative scores and a further 6 options that had a negative impact on at least one of the SEA objectives, but had an overall positive impact.

Of the 10 overall negative scores, 6 of these were the 'do nothing' option for each theme. This suggests the do nothing option is not viable.

It is important to focus on the options with the most significant impact. With regard to all options with overall negative impacts and highly positive impacts it is important to determine the detail of the impact, for example long or short term, extent, direct or indirect etc. To go to this level of detail for options with smaller impact will be time consuming and largely unhelpful as the impacts are smaller or more uncertain.

There are two options that have overall significantly negative scores – do nothing and the Darlington Eastern Transport Corridor (DETC) and two options that are slightly negative – developing short stay car parking strategies and working with the taxi trade to improve service. As a consequence, mitigating interventions have been incorporated into the 2LTP programme, for example the traffic calming of Haughton Green as a result of the construction of the DETC (**Table 7**).

There are seven options that got highly positive scores including

improve cycle networks; improve walking routes linking home and bus stops; promotion of car sharing schemes and car clubs; environmental improvements through increased maintenance and cleansing for streets; promoting walking and cycling networks that link green spaces, parks and countryside; promotion of 'doorstep walks' that link historical sites; and promotion of coach and rail travel for long distance journeys.

In terms of the significance of impact, further analysis was undertaken before arriving at the preferred options in terms of the SEA assessment. As detailed in the final report, these focus on interventions that improve accessibility, safety, security, better health, improved facilities for pedestrians/cyclists and bus users as well as better travel information. These interventions were included in the programme for the Provisional 2LTP and, have therefore been incorporated into the final Plan (**chapter 6**).

In view of the degree of uncertainty that applies to strategic appraisals, such as this covering the whole of the 2LTP, it is proposed to undertake more detailed analysis of key interventions. For example, the Darlington Eastern Transport Corridor has been subject to investigations detailing the likely environmental impacts as part of the funding applications process. We also intend to apply this principle to other major interventions, such as any Park & Ride scheme, in order to gain a measure of understanding about the detailed effect of the Plan's proposals.

Table 7 Mitigation for options with negative impacts

Option	Mitigation	Intervention proposal
<p>Improve road capacity through infrastructure improvements for all transport modes</p>	<p>Ensure action to tackle traffic congestion through improved road capacity, is combined with improvements for public transport , cyclists and pedestrians.</p> <p>This will promote a range of transport modes in addition to cars. Availability of transport options can reduce pollution and resource use by reducing reliance on cars.</p> <p>Biodiversity can be improved through incorporating roadside biodiversity management and habitat creation near the road and through improving access to sites with the use of footbridges over roads that often dissect sites and prevent access to each side.</p>	<p>Corridor of Certainty</p> <p>Information provision</p> <p>Supported Bus Services</p> <p>Concessionary Fares</p> <p>Environmental mitigation works for DETC</p>
<p>Provide easier access through the development of the Darlington Eastern Transport Corridor (new road)</p>	<p>Road building projects should be combined with improvements for public transport and cyclists/pedestrians such as safe cycle lanes, pedestrian pathways and crossings and bus only lanes with bus priority at junctions. This will promote a range of transport modes in addition to cars. Availability of transport options can reduce pollution and resource use by reducing reliance on cars.</p> <p>Biodiversity can be improved through incorporating roadside biodiversity management and habitat creation near the road and through improving access to sites with the use of footbridges over roads that often dissect sites and prevent access to each side.</p>	<p>Corridors of Certainty on Houghton & Yarm Roads</p> <p>Houghton Green traffic calming</p> <p>National Cycle Route 14</p> <p>Improvements to bus service 21</p> <p>Environmental mitigation works for DETC</p>
<p>Parking enforcement measures</p> <p>Contract parking for business to be linked with operational and effective travel plans</p>	<p>Restrictions to parking should be carefully balanced with availability of other high quality transport modes that cater for all and the provision of limited parking tailored to those who really need it (for example disabled parking, short stay business parking).</p>	<p>Decriminalised Parking Enforcement</p> <p>Travel Planning</p> <p>Car Park improvements</p> <p>Park & Ride</p>

Table 7 Mitigation for options with negative impacts continued

Option	Mitigation	Intervention proposal
Develop short stay car parking strategies for shoppers in balance with long stay car parking Modification of car parking provision for shoppers with more attention to the need of the disabled, those with young children and motorcyclists	This option needs to be carefully developed in line with other options that promote sustainable modes of travel so shoppers are not over reliant on cars to do their shopping.	Parking Strategy Decriminalised Parking Enforcement Residents' Parking Zones Park & Ride
Work with taxi trade to help provide the service the public need	This option should be provided in conjunction with a range of other more sustainable options so reliance on taxis does not become widespread and can be alleviated.	Corridor of Certainty Ring a Ride Supported Bus Services Concessionary Fares

Monitoring

Rather than use a new suite of indicators, the SEA toolkit is considered in the set of indicators that the Council has chosen to assess how it delivers the Second Local Transport Plan. Whilst some of the indicators are nationally set, the local ones have been chosen with regard to the desired outcomes of the 2LTP (**executive summary**), associated with improving quality of life.

The monitoring process of the 2LTP will therefore be used, with reports being made through the Annual Progress Report system.

Additional Information

Second Local Transport Plan SEA Forum Membership

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Table 6 Options Appraisal Matrix

LTP2 Options	SEA Objectives										TOTAL	Comments
	1 To safeguard, increase and enhance biodiversity, geological conservation and habitats and increase opportunities for access and enjoyment by the whole community.	2 Reduce air, noise and water pollution resulting from transport activities.	3 Improve health and safety of the community through improved road safety and promotion of healthy modes of transport.	4 Reduce the environmental impact of car travel and promote more sustainable modes of transport.	5 Improve accessibility and infrastructure in order to promote economic growth and quality employment within inclusive communities.	6 Protect and enhance the physical environment and cultural heritage for enjoyment by the whole community.	7 Prudent and efficient use of energy and minimal production of waste.	8 Education and training opportunities which build the skills and capacity of the population				
Theme 1: Improve transport for all commuters (within Darlington, from rural areas and between Darlington and neighbouring urban areas)												
Option 1: Do nothing	0	--	0	--	--	0	0	-	0	0	-7	Doing nothing to improve transport for all commuters will mean trends in the baseline situation regarding the SEA objectives will continue. This will mean that negative or stationary trends that are not favourable will continue and that significant improvements that are desired will be almost impossible to achieve.
Option 2: Improve road capacity through infrastructure improvements for all transport modes	0	+	+	-	+	0	0	0	0	0	2	Improving road capacity will allow improvements for accessibility and road congestion. It can also reduce air pollution due to better traffic flow. However, improved road capacity could lead to increased car patronage with environmental consequences. Needs mitigation – ensure improved road capacity is combined with improvements for public transport and cyclists/pedestrians.
Option 3: Improve public transport through improved accessibility and information, bus priority measures and links to other transport modes.	0	++	0	++	+	0	0	0	0	0	5	Improving public transport will have very positive impact in terms of reducing the environmental impact of the car, reducing air pollution and accessibility with no likely negative impacts in terms of the SEA objectives.
Option 4: Improve cycle network routes from home to work	0	++	++	++	+	+	+	+	0	0	9	Improving the cycle network between homes and work has very positive impact for the majority of the SEA objectives as cycling produces nominal pollution, promotes healthy living and improves the safety for cyclists.
Option 5: Improve walking routes linking homes to bus stops	0	++	+	++	++	+	++	+	0	0	8	Improving routes for pedestrian access to public transport has a highly positive impact for the majority of the SEA objectives as walking produces nominal pollution, promotes healthy living and the use of public transport rather than cars.

Theme 1: Improve transport for all commuters (within Darlington, from rural areas and between Darlington and neighbouring urban areas)											
Option 6: Promotion of car sharing schemes.	0	++	0	0	0	0	0	0	0	3	Car sharing will reduce the number of cars on the road and thus have a positive impact on pollution and resource use with no likely negative impacts in terms of the SEA objectives.
Option 7: Park and ride linking railway stations and car parks to work.	0	+	0	++	+	0	0	0	0	5	Park and ride will reduce the distance travelled by car through promotion of public transport this in turn will reduce pollution and resource use as well as improving accessibility by widening travel options available from just car to trains, buses and cars.
Option 8: Provide easier access through the development Darlington Eastern Transport Corridor (new road)	--	--	-	-	+	0	0	--	0	-7	While a new road will improve accessibility and economic growth opportunities, it will largely have a negative impact. This is because roads can compromise safeguarding of biodiversity and cultural heritage, they promote use of the car, resource use and pollution, focus on the car means that transport options are often not considered and can compromise health through both pollution and reduction in walking and cycling as they are sometimes perceived as unsafe. Needs mitigation – the road building project can include safe cycle and pedestrian access and bus lanes to promote a range of transport options. Availability of transport options can reduce pollution and resource use by reducing reliance on cars. Biodiversity can be improved through incorporating roadside biodiversity management and habitat creation near the road and through improving access to sites with the use of footbridges over roads that often dissect sites and prevent access to each side.
Option 9: Improve rail services and links between railways and home/work	0	+	0	+	+	0	0	+	0	4	Improvement of rail services will provide a more sustainable option for those driving cars thus contributing to a likely reduction in pollution and resource use connected to transport and will improve accessibility.
Option 10: Development of Light Rapid Transit through conversion of a heavy rail line	0	+	+	+	+	0	0	0	0	4	Development of a Light Rapid Transit through conversion of a heavy line would provide a new sustainable transport mode that uses existing infrastructure thus saving resources. This option has a largely positive impact with regard to the SEA objectives, as it is likely to improve accessibility and reduce dependency on cars leading to a likely reduction in pollution resulting from transport.
Option 11: Use of planning controls to ensure choices of modes is available from new employment sites	0	+	0	+	+	0	0	+	0	4	The use of planning controls to ensure choices of travel modes are available for places of work will ensure good accessibility and mode choice that will reduce dependency on cars. This is likely to reduce pollution and save resources connected to transport.
Option 12: Reduce need to travel through home working, flexible hours and development of neighbourhood resource centres.	0	++	0	++	0	0	0	+	0	5	Home working, flexible hours of work facilitated through neighbourhood resource centres will reduce the need to travel and could reduce the number of people travelling at peak hours. This option has a positive impact on the SEA objectives as it will reduce the need to travel by car thus reducing pollution and resource use.

SEA Objectives										
LTP2 Options	1 To safeguard, increase and enhance biodiversity, geological conservation and habitats and increase opportunities for access and enjoyment by the whole community.	2 Reduce air, noise and water pollution resulting from transport activities.	3 Improve health and safety of the community through improved road safety and promotion of healthy modes of transport.	4 Reduce the environmental impact of car travel and promote more sustainable modes of transport.	5 Improve accessibility and infrastructure in order to promote economic growth and quality employment within inclusive communities.	6 Protect and enhance the physical environment and cultural heritage for enjoyment by the whole community.	7 Prudent and efficient use of energy and minimal production of waste.	8 Education and training opportunities which build the skills and capacity of the population	TOTAL	Comments
Theme 2: Improve transport for business										
Option 1: Do nothing	0	--	0	--	--	0	-	0	-7	Doing nothing to improve transport for business will mean trends in the baseline situation regarding the SEA objectives will continue. This will mean that negative or stationary trends that are not favourable will continue and that significant improvements that are desired will be almost impossible to achieve.
Option 2: Parking enforcement measures	0	+	0	++	-	0	+	0	3	Parking enforcement measures are largely positive in terms of the SEA objectives as they hinder the use of cars and encourage the use of more sustainable transport modes. This is likely to lead to the reduction in pollution and resource use (petrol and land for parking). Parking enforcement measures could hinder business as clients/customers have nowhere to park forcing business elsewhere and reduce accessibility for those who are reliant on cars for health reasons. Needs mitigation – restrictions to parking should be carefully balanced with availability of other high quality transport modes that cater for all and the provision of limited parking tailored to those who really need it (for example disabled parking, short stay business parking).
Option 3: Workplace travel plans	0	+	+	+	+	0	+	+	6	Workplace travel plans are largely positive in terms of the SEA objectives as they are likely to facilitate sustainable travel options and limit use of cars. Therefore they should have a positive impact on pollution, resource use, accessibility, health and access to skills and education provision.
Option 4: Meet freight needs efficiently and reduce diesel spillage	+	++	0	0	0	0	+	0	4	Meeting freight needs more efficiently and reducing diesel spillage are largely positive in terms of the SEA objectives as they will lead to a reduction in pollution and resource use due to transporting freight and will help safeguard roadside biodiversity from diesel polluted road surface run off.
Option 5: Travel marketing to demonstrate travel options	0	+	+	+	+	0	+	+	6	Travel marketing that demonstrates travel options available could promote sustainable travel options that are available to people using and within a business but have not been utilised due to a lack of knowledge regarding the opportunities. This could stimulate the use of more sustainable travel modes which will have a positive impact on many of the SEA objectives including reduction in car usage, pollution and resource use as well as providing access to training and education opportunities within local businesses.

Theme 2: Improve transport for business											
Option 6: Promotion of car sharing schemes and car clubs	0	++	++	++	+	+	+	+	+	10	Car sharing will reduce the number of cars on the road and thus have a positive impact on pollution and resource use with no likely negative impacts in terms of the SEA objectives.
Option 7: Park and ride linking railway stations and car parks to business areas	0	+	0	++	+	0	+	+	+	6	Park and ride will reduce the distance travelled by car through promotion of public transport this in turn will reduce pollution and resource use as well as improving accessibility by widening travel options available from just car to trains, buses and cars. While a new road will improve accessibility and economic growth opportunities that can increase the number of training courses available to build education and skills, it will largely have a negative impact environmentally. This is because roads can compromise safeguarding of biodiversity and cultural heritage, they promote use of the car, resource use and pollution, focus on the car means that transport options are often not considered and can compromise health through both pollution and reduction in walking and cycling as they are sometimes perceived as unsafe. Needs mitigation – the road building project can include safe cycle and pedestrian access and bus lanes to promote a range of transport options. Availability of transport options can reduce pollution and resource use by reducing reliance on cars. Biodiversity can be improved through incorporating roadside biodiversity management and habitat creation near the road and through improving access to sites with the use of footbridges over roads that often dissect sites and prevent access to each side.
Option8: Darlington Eastern Transport Corridor	--	--	-	-	+	0	--	+	+	-6	Improving the A66 according to the Darlington Gateway Study will improve the road capacity. This will allow improvements for accessibility and road congestion. It can also reduce air pollution due to better traffic flow. This improved transport link will attract business to the areas it supplies and can increase the number of training courses available to build education and skills. However, improved road capacity could lead to increased car patronage with environmental consequences. Needs mitigation – ensure improved road capacity is combined with improvements for public transport and cyclists/pedestrians.
Option 9: Improve A66(T) as per Darlington Gateway Study	0	+	+	-	+	0	0	+	+	3	Linking the contract parking allowance of a business to a travel plan will promote a progressive reduction in the number of car parking spaces that a business can have. Parking capacity reduction is largely positive in terms of the SEA objectives as they hinder the use of cars and encourage the use of more sustainable transport modes. This is likely to lead to the reduction in pollution and resource use (petrol and land for parking). Parking restrictions could hinder business as clients/customers have nowhere to park forcing business elsewhere and reduce accessibility for those who are reliant on cars for health reasons. Needs mitigation – restrictions to parking should be carefully balanced with availability of other high quality transport modes that cater for all and the provision of limited parking tailored to those who really need it (for example disabled parking, short stay business parking).
Option 10: Contract parking for business to be linked with operational and effective travel plans	0	+	+	+	-	0	+	0	0	3	Linking the contract parking allowance of a business to a travel plan will promote a progressive reduction in the number of car parking spaces that a business can have. Parking capacity reduction is largely positive in terms of the SEA objectives as they hinder the use of cars and encourage the use of more sustainable transport modes. This is likely to lead to the reduction in pollution and resource use (petrol and land for parking). Parking restrictions could hinder business as clients/customers have nowhere to park forcing business elsewhere and reduce accessibility for those who are reliant on cars for health reasons. Needs mitigation – restrictions to parking should be carefully balanced with availability of other high quality transport modes that cater for all and the provision of limited parking tailored to those who really need it (for example disabled parking, short stay business parking).

Theme 2: Improve transport for business										
Option 11: Improve road capacity through infrastructure improvements for all transport modes	0	+	+	-	+	0	0	+	3	Improving road capacity will allow improvements for accessibility and road congestion. It can also reduce air pollution due to better traffic flow. Good transport links are likely to attract business to the area and this can increase the number of training courses available to build education and skills. However, improved road capacity could lead to increased car patronage with environmental consequences. Needs mitigation – ensure improved road capacity is combined with improvements for public transport and cyclists/pedestrians.

SEA Objectives										
LTP2 Options	1 To safeguard, increase and enhance biodiversity, geological conservation and habitats and increase opportunities for access and enjoyment by the whole community.	2 Reduce air, noise and water pollution resulting from transport activities.	3 Improve health and safety of the community through improved road safety and promotion of healthy modes of transport.	4 Reduce the environmental impact of car travel and promote more sustainable modes of transport.	5 Improve accessibility and infrastructure in order to promote economic growth and quality employment within inclusive communities.	6 Protect and enhance the physical environment and cultural heritage for enjoyment by the whole community.	7 Prudent and efficient use of energy and minimal production of waste.	8 Education and training opportunities which build the skills and capacity of the population	TOTAL	Comments
Theme 3: Improve transport for schools and colleges										
Option 1: Do nothing	0	--	0	--	--	0	--	--	-8	Doing nothing to improve transport for education will mean trends in the baseline situation regarding the SEA objectives will continue. This will mean that negative or stationary trends that are not favourable will continue and that significant improvements that are desired will be almost impossible to achieve.
Option 2: Increase school and college travel plans	0	+	+	+	+	0	+	+	6	School travel plans are largely positive in terms of the SEA objectives as they are likely to facilitate sustainable travel options and limit use of cars. Therefore they should have a positive impact on pollution, resource use, accessibility, health and access to skills and education provision.
Option 3: Safer routes to school and 20 mph speed limits around school gates	0	+	++	+	0	0	+	+	6	Creating safe zones around schools are largely positive in terms of the SEA objectives as they will improve the safety around schools which is likely to promote walking and cycling as it will be perceived as safer to do so. If this is the case it will reduce pollution from traffic near school sites and reduce resource use.
Option 4: Provide school bus service, 'Yellow Bus' style (home to school) with allocated seats and tracking system for security	0	++	+	+	+	0	+	+	7	Yellow bus style school services are largely positive in terms of the SEA objectives as they are safe thus parents feel less need to take children by car. This will reduce use of cars and thus pollution and resource use. The buses will also improve accessibility to education through the provision of an additional transport mode.

Theme 3: Improve transport for schools and colleges												
Option 5: Planning for educational centres with high regard for accessibility via a range of transport modes	0	+	+	+	+	+	+	0	+	+	7	The use of planning controls to ensure choices of travel modes are available for places of education are largely positive in terms of the SEA objectives as they will ensure good accessibility and mode choice that will reduce dependency on cars as well as improving access to education and training. This is likely to reduce pollution and resource use.
Option 6: Environmental improvements through increased maintenance and cleansing as part of StreetScene Initiative	+	+	+	+	+	+	++	0	+	0	8	Improved day/night street environment will have a positive impact on many of the SEA objectives as it will improve street safety, permit walking between home and school/college that will improve accessibility and also enhance the physical environment.
Option 7: Provide road safety advertising, education and training for cyclists, pedestrians and young car and motorcycle drivers to improve safety for pedestrians and cyclists	0	+	++	+	+	+	0	0	+	0	6	Improved environment along routes to educational centres are largely positive in terms of the SEA objectives as they promote walking and cycling as they will be far more pleasant and safe. This will reduce car usage and consequential pollution and resource use.
Option 8: Have promotional events such as 'Walk and Bike to School Weeks'	0	+	++	+	0	0	0	0	+	0	5	Promotional events such as walk/bike to school weeks will highlight sustainable travel options that are available but have not been utilised due to a lack of knowledge regarding the opportunities. This could stimulate the use of more sustainable travel modes which will have a positive impact on many of the SEA objectives including reduction in car usage, pollution and resource use.
Option 9: Promote 16-19 concessionary fares to help young people access education	0	+	0	+	++	0	0	0	+	++	7	Promotion of 16-19 concessionary fares on public transport will promote use of sustainable transport and post 16 education as it is more affordable. If sustainable transport modes are promoted within young age groups they are possibly more likely to continue in this vein, especially as once people use a car they become quite dependant and reluctant to stop. This option will also have a positive impact on many of the other SEA objectives including reduction in car usage, pollution and resource use.

SEA Objectives										
LTP2 Options	1 To safeguard, increase and enhance biodiversity, geological conservation and habitats and increase opportunities for access and enjoyment by the whole community.	2 Reduce air, noise and water pollution resulting from transport activities.	3 Improve health and safety of the community through improved road safety and promotion of healthy modes of transport.	4 Reduce the environmental impact of car travel and promote more sustainable modes of transport.	5 Improve accessibility and infrastructure in order to promote economic growth and quality employment within inclusive communities.	6 Protect and enhance the physical environment and cultural heritage for enjoyment by the whole community.	7 Prudent and efficient use of energy and minimal production of waste.	8 Education and training opportunities which build the skills and capacity of the population	TOTAL	Comments
Theme 4: Improve transport for shoppers										
Option 1: Do nothing	0	—	0	—	—	0	-	0	-7	Doing nothing to improve transport for shoppers will mean trends in the baseline situation regarding the SEA objectives will continue. This will mean that negative or stationary trends that are not favourable will continue and that significant improvements that are desired will be almost impossible to achieve.
Option 2: Develop short stay car parking strategies in balance with long stay car parking	0	0	-	-	+	0	0	0	-1	Short stay car parking will promote use of cars for shopping. While this will maintain access to shopping centres, it will encourage use of cars rather than more sustainable modes of transport. Overall this option does not have a positive impact with relation to the SEA objectives. Needs mitigation – this option needs to be carefully developed in line with other options that promote sustainable modes of travel so shoppers are not over reliant on cars to do their shopping.
Option 3: Encourage home food delivery and neighbourhood collection points for deliveries to local residents	0	++	0	++	+	0	+	0	6	Home food delivery has a positive impact on many of the SEA objectives. This is because it reduces the overall need to travel (especially by car) thus reducing pollution and resource use and provides access to food stores that people without a car would find difficult due to the location of stores away from town centres and difficulty carrying many bags on public transport.
Option 4: Modification of car parking provision with more attention to the need of the disabled, those with young children and motorcyclists	0	0	0	-	++	0	-	0	1	Provision of car parking with strategies for disabled and those with young children will improve accessibility for these groups who would find shopping difficult without a car. This option could have a negative impact in terms of promoting car usage. Needs mitigation – this option needs to be carefully developed in line with other options that promote sustainable modes of travel so shoppers are not over reliant on cars to do their shopping.

SEA Objectives										
LTP2 Options	1 To safeguard, increase and enhance biodiversity, geological conservation and habitats and increase opportunities for access and enjoyment by the whole community.	2 Reduce air, noise and water pollution resulting from transport activities.	3 Improve health and safety of the community through improved road safety and promotion of healthy modes of transport.	4 Reduce the environmental impact of car travel and promote more sustainable modes of transport.	5 Improve accessibility and infrastructure in order to promote economic growth and quality employment within inclusive communities.	6 Protect and enhance the physical environment and cultural heritage for enjoyment by the whole community.	7 Prudent and efficient use of energy and minimal production of waste.	8 Education and training opportunities which build the skills and capacity of the population	TOTAL	Comments
Theme 5: Improve transport for leisure trips										
Option 1: Do nothing	--	--	0	--	0	--	0	0	-8	Doing nothing to improve transport for leisure will mean trends in the baseline situation regarding the SEA objectives will continue. This will mean that negative or stationary trends that are not favourable will continue and that significant improvements that are desired will be almost impossible to achieve. This is especially important in terms of access to sites of biodiversity value and sites of cultural heritage value that are used for leisure but are often accessed predominantly by car.
Option 2: Improve perception of street and road safety to encourage a vibrant night time economy	0	0	++	+	++	+	0	0	6	Improved perception of day/night street environment will have a positive impact on many of the SEA objectives as it will improve street safety, permit walking in town centres that will improve accessibility and also enhance the physical environment.
Option 3: Ensure walking and cycling networks link green spaces parks and countryside, as well as the National Cycling Network	++	+	++	++	+	++	+	0	11	Walking and cycling networks will have a positive impact on many of the SEA objectives as it will improve accessibility to the countryside and to sites of heritage value by providing sustainable travel options. These options will improve health through increased walking and cycling and will also reduce pollution and resource use from travel.
Option 4: Promote local StreetScene environment	+	0	0	0	0	++	0	0	3	Improved day/night street environment will have a positive impact on many of the SEA objectives as it will improve street safety, permit walking in town centres that will improve accessibility and also enhance the physical environment.
Option 5: Promote Darlington doorstep walks to encourage use of walking network including footpaths and bridleways, access to historical sites, flower displays and other places of interest	++	++	++	++	0	++	+	0	11	Promotion of walking routes linked to historic sites will have a positive impact on many of the SEA objectives as it will improve accessibility to sites of heritage value through a sustainable travel option. These options will improve health through increased walking and will also reduce pollution and resource use from travel to sites of heritage value.

Theme 5: Improve transport for leisure trips											
Option 6: Work with taxi trade to help provide the service the public need	0	-	-	-	0	+	0	-	0	-3	While taxis are essential for accessibility for some people they are not a sustainable mode of transport. They are expensive and resource intensive as well as polluting. Needs mitigation – this option should be provided in conjunction with a range of other more sustainable options so reliance on taxis does not become widespread and can be alleviated.
Option 7: Improve community transport provision, especially for those with a mobility disability, to improve access to facilities	0	+	0	+	0	++	0	+	0	5	Community transport provision will have a positive impact on many of the SEA objectives as it will improve accessibility and reduce reliance on cars and taxis for people with mobility problems. This could have a positive impact on pollution and resource use from travel as community transport will serve groups that would use several cars or taxis if they travelled individually.
Option 8: Promote late buses and shared taxi schemes for those in rural locations	0	0	+	0	+	++	0	0	0	4	Night buses and shared taxis to rural locations will have a positive impact on many of the SEA objectives as they will improve access to night time economy and potentially cultural heritage for many who would not be able to due to a lack of public transport and expense of an individual taxis.
Option 9: Develop ticketing initiatives to encourage sustainable travel, e.g. joint tickets for bus and leisure centre or bus and football ticket	+	++	0	+	0	+	+	+	0	7	Ticketing initiatives that combine the cost of an activity with public transport costs will have a positive impact on many of the SEA objectives as it will promote usage of more sustainable travel options that will have a knock-on effect on reliance on cars, pollution and resource use.
Option 10: Car sharing for Darlington Football Club and park and ride schemes for away fans	0	+	0	++	0	0	0	+	0	4	Car sharing will reduce the number of cars on the road and thus have a positive impact on pollution and resource use with no likely negative impacts in terms of the SEA objectives.
Option 11: Implement car clubs throughout the borough	0	++	++	++	+	+	+	+	0	9	Car clubs will have a positive impact on many of the SEA objectives as it will improve accessibility and reduce reliance on the number of cars. This could have a positive impact on pollution and resource use from travel as car sharing will serve groups that would use several cars if they travelled individually.
Option 12: Promotion of coach and rail for long distance travel	0	++	+	++	+	+	+	+	0	8	Promotion of bus and train for long distance travel will have a positive impact on many of the SEA objectives as it will reduce use of cars. This would have a positive impact on pollution and resource use from travel.
Option 13: Promote and improve Sky Express 737 airport shuttle	0	+	0	++	0	++	0	+	0	6	Promotion and improvement of the shuttle between the airport and Darlington will improve accessibility to the airport for leisure trips. It will reduce the number of individual vehicles travelling between the airport and the town and in addition improve access in terms of cost.

LTP2 Options	SEA Objectives								Comments	
	1 To safeguard, increase and enhance biodiversity, geological conservation and habitats and increase opportunities for access and enjoyment by the whole community.	2 Reduce air, noise and water pollution resulting from transport activities.	3 Improve health and safety of the community through improved road safety and promotion of healthy modes of transport.	4 Reduce the environmental impact of car travel and promote more sustainable modes of transport.	5 Improve accessibility and infrastructure in order to promote economic growth and quality employment within inclusive communities.	6 Protect and enhance the physical environment and cultural heritage for enjoyment by the whole community.	7 Prudent and efficient use of energy and minimal production of waste.	8 Education and training opportunities which build the skills and capacity of the population		TOTAL
Theme 6: Improve transport for access to health services										
Option 1: Do nothing	0	-	--	-	--	0	-	0	-7	Doing nothing to improve transport for access to health and to improve will mean trends in the baseline situation regarding the SEA objectives will continue. This will mean that negative or stationary trends that are not favourable will continue and that significant improvements that are desired will be almost impossible to achieve. This is especially important in terms of healthy transport modes (walking and cycling) which are particularly low compared to other transport modes.
Option 2: Participation in the county Durham Travel Response Centre via the Transport to Health Partnership	0	0	++	+	++	0	0	0	5	Participation in the County Durham Travel Response Centre has a positive impact on many of the SEA objectives as it will improve access to health and thus the health of the area. It will also reduce reliance on the car for access to health which can exclude some members of society
Option 3: Improving community transport provision, including ring-a-ride to promote accessibility to facilities for those with mobility disability and wider community	0	0	++	+	++	0	0	0	5	Improved community transport provision including ring-a-ride to access health facilities will improve access to health and thus the health of the area. It will also reduce reliance on the car for access to health which can exclude some members of society.
Option 4: Cycle Network Development	0	++	++	++	++	0	+	0	9	Cycle network development has a positive impact on many of the SEA objectives as it will improve health through increased use of healthy transport modes. This will also reduce pollution, resource use and can improve overall accessibility within the area.
Option 5: Implement Safer Routes to Health (hospitals, health centres, GP surgeries) in partnership with Sustrans	0	0	++	+	++	0	0	0	5	Safer routes to health services will have a positive impact on many of the SEA objectives as it will promote walking and cycling to these sites, in addition to other travel options, that are often perceived as unsafe improving accessibility. It will also reduce reliance on the car for access to health which can exclude some members of society.

Theme 6: Improve transport for access to health services											
Option 6: Work with Transport to Health Partnership to ensure that all local people can get to their 'out of hours' primary care centre in line with the social inclusion strategy	0	0	++	+	++					5	Ensuring access to out of hours primary health centres through public transport will have an overall positive impact on the SEA objectives as it will promote public transport, walking and cycling to these sites, improving accessibility. It will also reduce reliance on the car for access to health which can exclude some members of society.