

## THEME 7: Efficient and Effective Transport Infrastructure

		Comments
CSIO 024	Highways Agency	Provided information in relation to the current (2006) operation and expected future (2021) operation of the Strategic Road Network in terms of network link stress (volume/capacity). A section of the A66(T) heading northbound was approaching capacity in 2006 with the same section operating over capacity in 2021. In 2021 a further northbound section of the A66(T) and southbound sections will be approaching capacity
CSIO 024	Highways Agency	Interested in the safety of the routes adjoining the SRN and would be concerned if the development or intensification of land would increase levels of traffic on the network such to create capacity problems in the future.
CSIO 025	Environment Group, Government Office for the North East	The supporting text covers a wide range of accessibility and sustainable transport issues but the inclusion of only one option on the cross town route does not adequately explore the options nor address the linked Core Strategy objectives and the spatial implications of the Darlington Local Transport Plan. The Council should consider additional consultation on this theme in order to provide a thorough basis for the next stage. Please refer to Planning Policy Statement 12: Local Development Frameworks - Annex B: Policy Advice and integration with other strategies, particularly paragraphs B9 to B14.
CSIO 033	Natural England	This section should include a description of the existing strategic cycle and rights of way network in the Borough and consideration should be given on the options needed to upgrade or enhance the strategic cycle and rights of way network in order to meet the core strategy objectives. This theme should also address issues of integration of the public transport services and infrastructure and the provision of cycle and walking routes to encourage the local community and visitors to use all these options, both locally and for journeys across the Borough.
CSIO 035	Turley Associates for Durham Tees Valley Airport	There is no recognition of the importance of DTVA to the local and wider regional economy. This theme seeks to create an environment that encourages quality of life and promotes healthy, well-educated and inclusive communities whilst supporting economic vitality of Darlington. DTVA will provide enhanced accessibility for both business people and freight, and can help to deliver economic success to the area. In light of this we request that a reference to DTVA is highlighted in Issue 33.

### ISSUE 33 – Should we continue to provide land for the cross town route?

		<b>Comments</b>
CSIO 024	Highways Agency	No preference but wants to be consulted on any proposal that comes forward that could have implications on traffic patterns on any part of the strategic road network.
CSIO 035	Turley Associates for Durham Tees Valley Airport	There is no recognition of the importance of DTVA to the local and wider regional economy. DTVA will provide enhanced accessibility for both business people and freight, and can help to deliver economic success to the area. Request that a reference to DTVA is highlighted in Issue 33.
CSIO 041	Mr S Howarth	Don't know detail
CSIO 043	Sadberge Parish Council	Pg 73: Want a statement included in the Core Strategy to the effect that development will only be permitted if the transport infrastructure is capable of handling the traffic that will be generated by that development. Cites problems with volume and type of traffic experienced in Sadberge, arising from drivers avoiding congestion around developments east of Darlington and at the airport.
CSIO 043	Sadberge Parish Council	With reference to the proposal to upgrade the A66(T) bypass to a dual carriageway, Sadberge Parish Council supports improvements to the local road network that are likely to reduce the volume of traffic passing through Sadberge. Development of the road infrastructure should be planned so that it encourages heavy vehicles to travel by main roads and not through villages.
CSIO 044	North East Assembly	The scheme is not identified as a regional transport priority, and therefore the importance of and need for this infrastructure should be balanced against other objectives in the core strategy. In establishing a preferred policy approach, the Council should take into consideration the broad objectives for transport in RSS further proposed changes policy 5A.
CSIO 051	Durham Cathedral	For many years there has been the possibility of linking the A66 to the A1 in order to reduce traffic congestion and pollution for the local communities along the A1150. A logical route would link to the A66 just east of Great Burdon on Cathedral land.
CSIO 052	English Heritage	The likelihood of the central section of the Cross-Town Route ever being built is increasingly remote. Aside from any transport imperatives, it should be noted that the potential for adverse impact on the Stockton-Darlington Railway heritage of the areas is a material factor to weigh in consideration. The Sustainability Appraisal, if it did not, should have identified this as a potential issue and cause for concern were the scheme to be progressed with insufficient mitigation.
CSIO 087	Mrs V Whitby	Do not understand question. What level.
CSIO 092	J Wheeler	Why no questions relating to transport policy, for example cycleways and footpaths, other than the Cross Town Route? The period of this plan could see great changes to road needs. The Cross Town Route is a very hard decision to make. I do not favour extending the road any further, but it might be prudent to

		consider the future of the reserved land very carefully but the decision must take into account how much of the route is already clear and what would be lost by clearing the remainder. Not having this information, I am in no position to comment further.
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		<b>Comments</b>
CSIO 019	Central Ward Partnership	What about a northern bypass for town? Connect A167/A1 to A66 eastbound.
CSIO 020	Tees Valley Rural Community Council	Given there is a theme for transport this question fails to address the key concerns referred to earlier in the document about public transport, and sustainable transport. Community transport, car sharing, park and ride, ring and ride. Considerably more attention needs to be given within this strategy to take account of the transport needs recognising ageing populations in rural areas.
CSIO 022	Peacock and Smith, for Bussey and Armstrong Ltd	Having provided about 50% of the cross town route, it would be counter productive, illogical and contrary to the objectives of the strategy if the safeguarding of the central section of the route were to be removed at this stage. The need for such a route, and the improvements to local access and links to Teesside that would occur as a result, have long been recognised and those factors are considered to remain entirely valid today. It would be wholly inconsistent to contemplate a strategy based to a large extent on investment and economic growth whilst at the same time abandoning a strategic highway option that would, if implemented, make a significant contribution to local transport improvements and the image of the town. The strategy should therefore be based on option 33A, and should include a commitment to securing the implementation of the central section of the route at the earliest possible opportunity.
CSIO 067	Darlington & Sedgfield Liberal Democrats Constituency Association	A better solution for through traffic (to A1) would have been improvement of A1M/A66 junction at Blackwell to allow traffic to travel north when joining. In absence of this, completion of Cross Town Route would divert through traffic to north A1 and to north west of town away from centre. Would improve conditions for residents in Haughton Road and Whinfield area. Heavy vehicles are the main problem.
CSIO 080	Arnold and Judith Parker	Now started (Eastern Transport Corridor) and should be continued. Provides access to A1M(north) and distribution centres to west of town for traffic from Teesside, which may increase in view of future developments there.
CSIO 080	Helen Steel	Assessment needed! You can't just abandon something that people are expecting.
CSIO 095	King Sturge for Marchday Group, owners of Lingfield Point, Darlington	Improving road connections will underpin local accessibility, improving movement flows associated with commerce and also providing opportunity for enhanced public transport routes.
CSIO 096	Heighington Parish Council	Don't understand question.

		Comments
CSIO 086	CPRE, Darlington District Committee	<p>C.P.R.E. has campaigned for many years against the Cross Town Route.</p> <p>In summary we believe the Cross Town Route will have many negative impacts, for example it will bring:</p> <ol style="list-style-type: none"> <li>1. Severance of communities;</li> <li>2. Road safety problems;</li> <li>3. Noise pollution;</li> <li>4. Air pollution;</li> <li>5. Light pollution; and</li> <li>6. Problems with vibration</li> </ol> <p>In addition it will be:</p> <ol style="list-style-type: none"> <li>7. Harmful to wildlife;</li> <li>8. Harmful to the historic Stockton and Darlington Railway trackbed;</li> <li>9. Harmful to the historic "£5 note bridge";</li> </ol> <p>and it will impact negatively on the residential amenity of residents, particularly since the housing along the central section is close by and predominantly high density terraced dwellings.</p> <p>The remaining protected corridor for Cross Town Route should be redesignated as "open land" and developed as part of the Open Spaces Strategy as a wildlife corridor and for recreational use. In addition the historical value as the Stockton and Darlington Railway trackbed can be developed, especially in the vicinity of the Darlington Railway Centre and the "£5 note bridge"</p>
CSIO 023	Barton Willmore for St Modwen Developments Ltd.	In the absence of a technical assessment demonstrating the cross town route as a realistic prospect, this option should be the Council's Preferred Option at the next stage of the core strategy. The current safeguarded route runs adjacent to the southern boundary of our Client's landholding and retaining this route would be an obstacle to regeneration in the immediate area. Our client therefore agrees with the Sustainability Appraisal in that removal of the safeguarded Cross Town Route would provide more certainty for local residents and businesses.
CSIO 053	Councillor Copeland (Haughton North)	Don't want to see a big road through Darlington cutting it into sections.
CSIO 059	England & Lyle, for Private Clients	Agree that the likelihood of the central section of the Cross Town Route is increasingly remote. In accordance with PPS12 request that the allocated line is deleted from the proposals map, to avoid perceived blight. Also, the allocated route is not consistent with the proposed junction improvements on North Road and the financial viability of the road scheme is evidently questionable, particularly given the problems encountered with the Eastern Corridor route and that the new rail crossing would make the cross town route unviable. Failure to delete the safeguarding route could result in the loss of major residential development opportunity - a proposal which is line with more up-to-date local and sub-regional strategic development objectives - resulting in the stagnation and dereliction of a significant brownfield

		site in Albert Hill .
CSIO 072	Peter Wellings	If you have lived in a city you will realise that traffic congestion in Darlington is insignificant and that any "rush hour" is short-lived. A park and ride scheme would be useful but where would it be located (several sites needed?) Public transport needs to be more comfortable, reliable, cheaper and accessible. Encouraging cycling and walking is ok for those who are physically able (no problems with disability and/or age)
CSIO 100	Green Street Motors	We own a 3.75 acre old gas works site on Cleveland Street, used for vehicle dismantling and the sale of accident damaged vehicles. This industry is now in decline and the site is now coming to the end of its economic use. The proposed cross town route corridor has blighted the site, and redevelopment is constrained by planning restrictions, even though several housing and land development companies have expressed an interest in the site. If the blight was lifted, this site and others like it on the south side of Cleveland Street and Albert Road could be developed bringing investment, employment, and needed housing and commercial property, regenerating the whole area. Otherwise, what will become of redundant, blighted sites like these? This is a great opportunity to move on.

<b>ISSUE 33 - SUMMARY</b>	<b>Out of 101 Respondents, 35 chose one of the following options</b>
33A – Continue to safeguard a line for the central section of the Cross Town Route	23 respondents chose this option.
33B – Remove the safeguarding line for the central section of the Cross Town Route	12 respondents chose this option.

**OFFICER COMMENTS** - A majority of respondents felt that the line of the central section of the Cross Town Route should continue to be safeguarded, provided it can be justified by a detailed technical assessment. They pointed to the continuing potential economic/accessibility benefits of having an east-west link whilst those against cited the impact on nearby local residents and the ongoing blight on land affected by and adjacent to the protected route, which would hinder regeneration. Officers agree that the issue of whether or not to construct the section, and thus the CTR as a whole, needs to be resolved, and certainly not be prolonged by the Core Strategy. A detailed assessment will therefore be pursued as a matter of some urgency.