Local
Transport
Plan
3

Strategic Environmental Assessment:
Appendices

Durham
County Council

Appendix A – Context Review

KEY TO TABLES	
	This symbol indicates that the selected text sets out a key policy principle that the LTP will need to have regard to.
	This symbol indicates text that provides background/explanation or amplification.

Plans/Policies and Programmes	Key Objectives or requirements relevant to plan and SEA	How objectives or requirements might be taken on board in the LTP	Implications for LTP
International and European			
Kyoto Protocol 1997 – United Nations Framework Convention on Climate Change	Each Party included in Annex I, in achieving its quantified emission limitation and reduction commitments under Article 3, in order to promote sustainable development, shall: • Implement and/or further elaborate policies and measures in accordance with its national circumstances, such as: • Enhancement of energy efficiency in relevant sectors of the national economy; • Protection and enhancement of sinks and reservoirs of greenhouse gases not controlled by the Montreal Protocol, taking into account its commitments under relevant international environmental agreements; promotion of sustainable forest management practices, afforestation and reforestation; • Promotion of sustainable forms of agriculture in light of climate change considerations; • Research on, and promotion, development and increased use of, new and renewable forms of	Ensure that LTP supports the reduction of greenhouse gas emissions, particularly through the delivery and promotion of energy efficient and low carbon forms of transport. Demand management measures and supporting the planning objectives of improving accessibility and reducing the need to travel will also contribute. SEA will include objective on carbon reduction UK is meeting its Kyoto Protocol targets. The Climate Change Act sets new targets for the UK to 2020 and 2050.	

	energy, of carbon dioxide sequestration technologies and of advanced and innovative environmentally sound technologies; • Progressive reduction or phasing out of market imperfections, fiscal incentives, tax and duty exemptions and subsidies in all greenhouse gas emitting sectors that run counter to the objective of the Convention and application of market instruments; • Encouragement of appropriate reforms in relevant sectors aimed at promoting policies and measures which limit or reduce emissions of greenhouse gases not controlled by the Montreal Protocol; • Measures to limit and/or reduce emissions of greenhouse gases not controlled by the Montreal Protocol in the transport sector; • Limitation and/or reduction of methane emissions through recovery and use in waste management, as well as in the production, transport and distribution of energy; • Cooperate with other such Parties to enhance the individual and combined effectiveness of their policies and measures adopted under this Article, pursuant to Article 4, paragraph 2(e)(i), of the Convention. To this end, these Parties shall take steps to share their experience and exchange information on such policies and measures, including developing ways of improving their comparability, transparency and effectiveness. The Conference of the Parties serving as the meeting of the Parties to this Protocol shall, at its first session or		

	as soon as practicable thereafter, consider ways to facilitate such cooperation, taking into account all relevant information. Under the protocol the UK is committed to a 12.5% reduction emissions of a "basket" of greenhouse gases between 1990 and 2008/12.		
	The Parties included in Annex I shall, individually or jointly, ensure that their aggregate anthropogenic carbon dioxide equivalent emissions of the greenhouse gases listed in Annex A do not exceed their assigned amounts, calculated pursuant to their quantified emission limitation and reduction commitments inscribed in Annex B and in accordance with the provisions of this Article, with a view to reducing their overall emissions of such gases by at least 5 per cent below 1990 levels in the commitment period 2008 to 2012.		
The UNECE Convention on Access to Information, Public Participation in Decision Making and Access to Justice for Environmental Matters (The Aarhus Convention – ratified by the UK in 2005)	In order to contribute to the protection of the right of every person of present and future generations to live in an environment adequate to his or her health and well-being, each Party shall guarantee the rights of access to information, public participation in decision-making, and access to justice in environmental matters in accordance with the provisions of this Convention.	The Planning Green Paper, Planning Bill and the SEA Directive underline the growing importance of the need for greater public participation in the planning process, particularly in decision-making of planning proposals.	
	Each Party shall take the necessary legislative, regulatory and other measures, including measures to achieve compatibility between the provisions implementing the information, public participation and access-to-justice provisions in this Convention, as well as proper enforcement measures, to establish and maintain a clear, transparent and consistent framework to implement the provisions of this Convention.		
	Each Party shall endeavour to ensure that officials and authorities assist and provide guidance to the		

	public in seeking access to information, in facilitating participation in decision-making and in seeking access to justice in environmental matters.		
European Landscape Convention 2000 – ratified by UK in 2006	The European Landscape Convention (ELC) is the first international convention to focus specifically on landscape, and is dedicated exclusively to the protection, management and planning of all landscapes in Europe. The ELC was signed by the UK government on 24 February 2006, ratified on the 21 November 2006, and became binding on 1 March 2007. The convention highlights the need to recognise landscape in law, to develop landscape policies dedicated to the protection, management and creation of landscapes, and to establish procedures for the participation of the general public and other stakeholders in the creation and implementation of landscape policies. It also encourages the integration of landscape into all relevant areas of policy, including cultural, economic and social policies Specific measures include: • raising awareness of the value of landscapes among all sectors of society, and of society's role in shaping them; • promoting landscape training and education among landscape specialists, other related professions, and in school and university courses; • the identification and assessment of landscapes, and analysis of landscape change, with the active participation of stakeholders; • setting objectives for landscape quality, with the involvement of the public; • the implementation of landscape policies,	LTP needs to ensure conservation of landscape character and quality and the appropriate remediation measures are taken in relation to road and other transport schemes to support Landscape objectives. LTP to further recognise the role that transport networks and associated green infrastructure can play toward enhancing landscape character SEA to include objective on landscape conservation and enhancement	

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	through the establishment of plans and practical programmes. The convention also promotes European co-operation, mutual assistance and information exchange on landscape issues. There is a particular emphasis on the need for co-operation in implementing programmes relating to landscapes that cross administrative and national boundaries.		
EC Directive 2004/35/EC on Environmental Liability with regard to the prevention and remedying of environmental damage ("The Environmental Liability Directive") 2004	Establishes a framework based on the "polluter pays" principle, according to which the polluter pays when environmental damage occurs. As the ELD deals with the "pure ecological damage", it is based on the powers and duties of public authorities ("administrative approach") as distinct from a civil liability system which is more appropriate for "traditional damage" (damage to property, economic loss, personal injury). The Directive's main objective is to prevent and remedy "environmental damage". Environmental damage is defined as damage to protected species and habitats (nature), damage to water and damage to soil. The liable party is in principle the "operator", i.e. the one (natural or legal person) who carries out an occupational activity. The operator, who carries out certain dangerous activities as listed in the Directive, is strictly liable (without fault) for the environmental damage he caused. He might though benefit from certain exceptions and defences allowed by the ELD (for example *force majeure*, armed conflict, third party intervention) or by transposing legislation of the Member States (for example regulatory compliance defence, state of the art defence). All operators carrying out occupational activities are liable for fault-based damage they cause to nature as defined by the ELD. Operators have to take the necessary preventive action in case of immediate threat of	LTP needs to be part of the preventative approach to ensure damage does not occur. Hierarchy of policies on designated international and national sites and protected species, local sites and priority habitats and species would be advisable.	

	environmental damage. They are equally under the obligation to remedy the environmental damage once it has occurred ("polluter pays"). In specific cases where the operators fail to do so or are not identifiable, the competent authority may step in and carry out the necessary preventive or remedial measures. Remediation has to consist basically in the restoration of the damaged natural resources (nature, water, soil) either in kind or by recreation of similar resources. Civil society plays an important part when it comes to necessary preventive and remedial action: Affected natural or legal persons including environmental NGOs have the right to request the competent authority for action if they deem it necessary. If the entitled persons consider that the competent authority, which has to inform them about the decision to accede or to refuse the request for action, has failed to take the appropriate decision, they even have the right to appeal before a court or other independent public body to review the decision. Embedded into UK law through the Environmental Damage Regulations		
EC Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment 2001	The objective of this Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.	Carry out Strategic Environmental Assessment	
	The environmental assessment referred to in Article 3 shall be carried out during the preparation of a plan or programme and before its adoption or submission to the legislative procedure.		
	Where an environmental assessment is required under Article 3(1), an environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into		

	account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.		
	The environmental report prepared pursuant to paragraph 1 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 in order to avoid duplication of the assessment.		
EC Directive92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora 1992	The aim of this Directive shall be to contribute towards ensuring bio-diversity through the conservation of natural habitats and of wild fauna and flora in the European territory of the Member States to which the Treaty applies. In the UK, the Habitats Regulations, as amended, embed the Directive into UK Law.	Ensure that the LTP recognises the location and sensitivities of European protected sites and the listed natural habitats and species and take appropriate steps to avoid significant impact on these habitats and avoid disturbance of scheduled, scarce or rare species.	
EU Directive 79/409/EEC Birds Framework Directive 1979	• Preservation, maintenance or restoration of a sufficient diversity and area of habitats is essential to the conservation of all species of birds • Effective bird protection is typically a trans-frontier environment problem entailing common responsibilities • The introduction of any new species of wild bird not naturally occurring in the European territory of the Member States does not cause harm to local flora and fauna.	LTP needs to ensure protection and enhancement of habitats and flora and fauna to support overall objectives and requirements of the Directive. Habitats Regulations Assessment must be used to make sure policies have no significant affect on SPA's. SEA to include objective on protecting / enhancing biodiversity and protecting designated areas	

Ramsar Convention on Wetlands of International Importance Especially as Waterfowl Habitat 1971	A united Nations treaty which provides the framework for national action and international co-operation for the conservation and intelligent use of wetlands and their resources. Together with sites designated under the EU Wild Birds and Habitats Directives, Ramsar Sites are the most important nature conservation sites in the UK. All Ramsar sites are designated as SSSIs. The Northumbria Coast Ramsar site extends into County Durham from the North and is also a Special Area of Conservation under the EU Wild Birds Directive. The Teesmouth and Cleveland Coast Ramsar Site extends into the County from the south and is also a Special Area of Conservation	Use Habitat Regulations Assessment to ensure that policies in the LTP do not result in damage to Ramsar Sites in the plan area and elsewhere, and ensure that the European network of sites is maintained. SEA to include objective on conserving and enhancing biodiversity.	
	A coherent European ecological network of Special Areas of Conservation shall be set up under the title Natura 2000. This network, composed of sites hosting the natural habitat types listed in Annex I and habitats of the species listed in Annex II, shall enable the natural habitat types and the species' habitats concerned to be maintained or, where appropriate, restored at a favourable conservation status in their natural range. The directive applies to the listed habitats and species both within and outwith protected sites.	Use Habitat Regulations Assessment to ensure that policies in the LTP are not likely to result in significant impact on Special Areas of Conservation (SACs) in the plan area and elsewhere, and ensure that the European network of sites is maintained or restored; as appropriate. Ensure that integrity of listed habitats and species outside protected sites is recognised and conserved. SEA to include an objective on protection and enhancement of biodiversity	
EC Directive 2000/60/EC establishing a framework for the Community action in the Field of Water Policy (the Water Framework Directive) 2000	The purpose of this Directive is to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater which: • prevents further deterioration and protects and enhances the status of aquatic ecosystems	The LTP should minimise the risk of pollution and damage to surface and ground waters through careful location of transport infrastructure and appropriate design and mitigation. LTP	

	and, with regard to their water needs, terrestrial ecosystems and wetlands directly depending on the aquatic ecosystems; • promotes sustainable water use based on a long-term protection of available water resources; • aims at enhanced protection and improvement of the aquatic environment, inter alia, through specific measures for the progressive reduction of discharges, emissions and losses of priority substances and the cessation or phasing-out of discharges, emissions and losses of the priority hazardous substances; • ensures the progressive reduction of pollution of groundwater and prevents its further pollution, and • contributes to mitigating the effects of floods and droughts and thereby contributes to: • the provision of the sufficient supply of good quality surface water and groundwater as needed for sustainable, balanced and equitable water use, • a significant reduction in pollution of groundwater, • the protection of territorial and marine waters, and • achieving the objectives of relevant international agreements, including those which aim to prevent and eliminate pollution of the marine environment, by Community action under Article 16(3) to cease or phase out discharges, emissions and losses of priority hazardous substances, with the ultimate aim of achieving concentrations in the marine environment near background values for naturally occurring substances and close to zero for man-made	to further recognise the role that transport networks and associated green infrastructure play toward drainage and water conservation SEA to include an objective on protection of surface and groundwaters	

	synthetic substances.		
Groundwater Directive (80/68/EC) (1980) & Groundwater Daughter Directive (06/118/EC) 2006	• Aims to protect groundwater from pollution by controlling discharges and disposals of certain dangerous substances (nitrates in particular) to groundwater	LTP3 to reduce impact on groundwater and the potential for such impacts	
EU Directive 2008/50/EC on ambient air quality and cleaner air for Europe 2008	• Maintain ambient air quality where it is good and improve it in other cases.	Targets and objectives adopted in national Air Quality Strategy (see below) should be supported by LTP policies and text. Opportunities to improve air quality by promoting and delivering alternatives to private car use should be incorporated into the LTP strategy and implementation plan. SEA to include objective on air quality and ensure that the requirements of the Directive are reflected in the framework.	
Environmental Noise Directive (02/49/EC)	Aims to: Monitor the environmental noise problem; by requiring competent authorities in Member States to draw up "strategic noise maps" for major roads, railways, airports and agglomerations, using harmonised noise indicators	The LTP3 will need to consider how to prevent and minimise noise pollution from current and planned transport related activities. (for example, implementation of noise reducing surfaces)	
EU Climate Action and Renewable Energy Package (2008)	The package of EU climate and energy measures approved in December 2008 sets the following targets (relevant to the LTP3) which are likely to be effective from 2011: • For sectors not covered by the EU Emissions Trading System (e.g. transport	LTP3 to consider what measures/actions will need to be taken to meet the 10% target for Durham by 2020 LTP3 to consider how to encourage greater use of	

	(except aviation, which will join ETS in 2010), farming, waste and households) – greenhouse gas emissions to be cut to 10% below 2005 levels by 2020 • At least 10% of transport fuel in each country must be renewable (biofuels, hydrogen, 'green' electricity etc) by 2020 Biofuels must meet agreed sustainability criteria	alternative fuel sources (for example, when encouraging travel plans or drawing up/negotiating new public transport service contracts)	
White Paper: European Transport Policy for 2010: Time to decide (2001)	Aims to develop a European transport system capable of shifting the balance between modes of transport, revitalising the railways, promoting transport by sea and inland waterways and controlling the growth in air transport. Objectives to: • Address the imbalance between the overuse of road and air transport and the under-use of rail and sea modes • Improve the links between all methods of transport • Need for interconnected infrastructure • Place users at the heart of transport policy, in particular address safety concerns • Rationalise urban transport – current lack of integrated policy approach to town planning and transport is allowing the private car an almost total monopoly	LTP3 to support and encourage rail use in the County Improve all transport links and consider interconnectivity of infrastructure. LTP3 to improve public safety and address current causes for concern. LTP3 objectives to inform LDF policies and vice versa	
UK National			
Climate Change			
Climate Change Act 2008	Two key aims: • To improve carbon management and help the transition towards a low carbon economy in the UK • To demonstrate strong UK	Reducing the need for transport, and encouraging sustainable transport and sustainable construction and design in schemes are key ways the LTP can contribute.	

	leadership internationally Key provisions: - Legally binding targets: Green house gas emission reductions through action in the UK and abroad of at least 80% by 2050, and reductions in CO2 emissions of at least 26% by 2020, against a 1990 baseline. The 2020 target will be reviewed soon after Royal Assent to reflect the move to all greenhouse gases and the increase in the 2050 target to 80%. - A national carbon budgeting system which caps emissions over five year periods, with three budgets set at a time, to set out our trajectory to 2050. - The creation of the Committee on Climate Change, a new independent, expert body to advise Government on the level of carbon budgets and where cost effective savings could be made. - International aviation and shipping emissions - the Government will include international aviation and shipping emissions in the Act or explain why not to Parliament by 31 December 2012.. - Use of International credits - Government is required to "have regard to the need for UK domestic action on climate change" when considering how to meet the UK's targets and carbon budgets. The independent Committee on Climate Change has a duty to advise on the appropriate balance between action at domestic, European and international level, for each carbon budget. The Government also amended the Bill in its final	LTP to also recognise the role and opportunities for enhancement of carbon sinks through transport networks and associated green infrastructure. SEA to include an objective on reducing carbon emissions and mitigating climate change	

	stages to require a limit to be set on the purchase of credits for each budgetary period, by secondary legislation requiring debate in both Houses of Parliament, and taking into account the Committee's advice. • Further measures to reduce emissions include powers to introduce domestic emissions trading schemes more quickly and easily through secondary legislation; measures on biofuels; powers to introduce pilot financial incentive schemes in England for household waste; powers to require a minimum charge for single-use carrier bags (excluding Scotland). • On adaptation the Government must report at least every five years on the risks to the UK of climate change, and publish a programme setting out how these impacts will be addressed. • An Adaptation Sub-Committee of the Committee on Climate Change, in order to provide advice to and scrutiny of the Government's adaptation work. • A requirement for the Government to issue guidance next year on the way companies should report their greenhouse gas emissions. • New powers to support the creation of a Community Energy Savings Programme • New requirement for annual publication of a report on the efficiency and sustainability of the Government estate.		

Climate Change: The UK Programme 2006	Sets out the Government's policies and priorities for action in the UK and internationally in order to meet commitments in the Kyoto Protocol In the UK, the policies and priorities are broken down into the following relevant sectors: • Energy supply sector • Business sector • Transport sector • Domestic sector • Public sector and local government • Agriculture, forestry and land management sector • Personal action by the individual Action by Local Government is seen as critical in achieving the strategies objectives and is expected to have an integrated approach to both reducing its own emissions (from its own activities) and using its leadership and powers (e.g. through planning, transport planning, regulation, housing provision etc) to influence general emissions reductions within local communities. The strategy is far-reaching and its priorities and aspirations are being delivered through various pieces of legislation (e.g. Climate Change Act 2008), other strategies, policies and systems.	Reducing the need to travel, promoting sustainable transport and sustainable design and construction of schemes are three key ways the LTP can contribute to the strategy's aims. Transport Policies from the UK Climate Change Programme flow through guidance on LTP production	
The UK Renewable Energy Strategy (2009)	Recognises that to meet the challenge of climate change carbon needs to be saved in every sector of society which will involve a rapid transition to renewable energy. Sets a goal of 15% of UK's energy to be renewables by 2020. Re-iterates the EU's target that the transport sector should achieve 10% energy from renewable sources by 2020.	LTP3 to encourage renewable sources of transport energy such as sustainable biofuels, electricity and hydrogen	
Low Carbon Transport: A Greener Future (2009)	Strategy recognises that greenhouse gas emissions from transport represent 21% of total UK domestic emissions and that decarbonising transport must be part of the solution. Objectives to: • Support a shift to new technologies and	LTP3 polices and actions to support the objectives of the strategy. For example, the LTP3 could: • Specify actions to	

	sustainable fuels • Make public transport an accessible, attractive and low carbon and easy to use option for individuals and businesses • Improve co-ordination, integration and interchange between different modes, including cycling • Promote other sustainable modes • Promote eco-driving techniques • Develop ICT systems to reduce the need to travel • Ensure that the planning system takes full account of the potential consequences of development for transport • Use market mechanisms to encourage a shift to lower carbon transport	build on the success of the Sustainable Travel Towns Programme to continue promotion of sustainable modes. • Integrate with and influence the LDF process Consider how to use / introduce market mechanisms effectively in County Durham. For example, discounted public transport, increase in town centre parking costs etc	
Community Leadership and Climate Change – Guidance for LAs	Each Local Authority has a vital role in leading community responses to the challenge of climate change. Strategies developed now could pay huge dividends in the future.	Included for reference	
Sustainability			
Securing the Future – the UK Government Sustainable Development Strategy 2005	Sets out key principles and priorities for sustainable development. Guiding principles: • Living within environmental limits • Ensuring a strong, healthy and just society • Achieving a sustainable economy • Promoting good governance • Using sound science responsibly Shared priorities for action: • Sustainable consumption of resources and production • Climate change and energy • Natural resource	Sets the national context for sustainable development which should be reflected in strategies, plans and guidance at all levels. Environmental objective for transport flow through guidance on LTP production and the key priorities set out on carbon reduction, better safety, security and health and improved quality of life and healthy natural environment. SEA objectives will reflect the objectives, and carrying out SEA will	

	protection and environmental enhancement • Sustainable communities	help ensure the LTP contributes to sustainable development	
Sustainable Communities: Building for the Future (ODPM, 2003)	Sets out a long-term programme of action for delivering sustainable communities in both urban and rural areas. It aims to tackle housing supply in the South East, low demand in other parts of the country and the quality of our public places. The Regional Action Plan for the North East sets out the regional priorities as "strategic challenges" under the following key areas: Housing: • Market restructuring; in particular to tackle low demand housing areas • Affordable housing and decent homes – to improve quality and affordability within the housing stock Tackling deprivation and renewing communities: • Deprivation – coalfield areas and rural deprivation issues are highlighted • Crime – there are regional "hotspots" where crime is a significant issue • Health – as a region, the North East is the least healthy in England. County Durham reflects the regional picture • Liveability – degraded environments in deprived areas that need improving Economic regeneration, education and skills: • Unemployment and economic inactivity are high in the region • GDP is lower than other UK regions • Large unskilled workforce is ill-prepared for the trend in employment	Some of the regional priorities are expressed through the RSS or national policy guidance (e.g. housing policies and allocations). LDF policies should seek to positively influence the regional priorities wherever possible. LTP will need to support the priorities and policies set out in the County Durham LDF	

	opportunities (i.e. for more skilled jobs) • Education attainment is low compared to other regions Planning and the built environment: • Meet regional target of 65% new housing on previously developed land • Large areas of vacant, derelict and contaminated land still an issue • Need for innovative and high quality urban design • Performance targets for planning departments in local authorities (i.e. turnaround time for planning applications and producing the official local strategic planning document)		
Communities			
Strong and Prosperous Communities: The Local Government White Paper (2006)	The aim of the White Paper is to give local people and local communities more influence and power to improve their lives. Local communities should be • Consulted and involved in running services • Informed about the quality of services in their area • Enabled to call local agencies to account if services fail to meet their needs.	LTP3 to consult with the public alongside other stakeholders on the preparation of the LTPs policies and implementation plan	
The Urban White Paper (Our Towns & Cities: The Future) (2000)	Main objectives are: • Enhanced community involvement • Environmentally sustainable design and planning of towns • Provision of good quality services, *e.g.* health, education, housing • Towns and cities are attractive, well kept and use space and buildings well	LTP3 preparation to involve public consultation LTP3 policies and actions to contribute to the sustainable layout and attractiveness of the town centre including provision of green infrastructure	

The Rural White Paper (Our Countryside: The Future) (2000)	Rural service standard to: • Support vital village services • Modernise rural services • Provide affordable homes • Deliver local transport solutions • Rejuvenate market towns & local economies • Reform farming • Preserve and protect the countryside • Improve access to the countryside • Devolve power to town and parish councils Rural proof other policies and strategies	LTP3 to contribute to meeting the transport needs of rural communities in the Borough (rural proofing). Consideration of all options to be taken into account. For example community transport schemes.	
Transport			
Local Transport Act 2008	Retains the statutory requirement for local transport authorities to produce a Local Transport Plan. Also requires local transport authorities to have regard to Government guidance and policies on the environment when formulating Local Transport Plans and polices.	LTP3 is to meet local transport needs in the light of local circumstance whilst having due regard to environmental objectives. SA/SEA will help with this process.	
The Future of Transport (White Paper) 2004	This White Paper looks at the factors that will shape travel and transport over the next thirty years and sets out how the Government will respond to the increasing demand for travel, maximising the benefits of transport while minimising the negative impact on people and the environment. It aims to create transport networks founded on the following: Road networks enhanced by: • new capacity where it is needed, assuming that any environmental and social costs are justified; • locking in the benefits of new capacity through various measures including some tolling and carpool lanes where appropriate; • Government leading the debate on road pricing and its capacity to lead to better choices for	LTP needs to respond to the long term aims of the White Paper and will need to integrate with the LDF to ensure effective progress. LTP Guidance reflects aims for "Local Travel" of the white paper. SEA should take account of and help integrate the aims on "Respecting the Environment"	

	motorists; • better management, exploiting the potential of new technology to avoid problems and deal with them rapidly if they occur; and • using new technology to keep people informed both before and during their journey. Railways where: • Government sets the strategy, working with the industry to get the costs under control and with the Office of Rail Regulation ensuring that it pays the proper price for what it is buying; • the structure of the industry is improved, with clear lines of responsibility that focus the industry on delivering for its customers; • there is a single point of accountability for performance to improve standards across the industry; and • local and regional stakeholders are involved in decisions on the balance between rail and other forms of transport. Local travel enhanced through: • freer flowing local roads delivered though measures such as congestion charging; • more, and more reliable buses enjoying more road space; • demand responsive bus services that provide accessibility in areas that cannot support conventional services; • looking at ways to make services more accessible so that people have a real choice about when and how they travel; • promoting the use of school travel plans,		

	workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars; and • creating a culture and improved quality of local environment so that cycling and walking are seen as an attractive alternative to car travel for short journeys, particularly for children. A balanced approach to aviation: • working with all those involved to implement the conclusions of the Air Transport White Paper; • ensuring that, over time, aviation meets its external costs; and • ensuring that the impact on environment and communities is minimised, with appropriate mitigation and compensation measures put in place. Reflected in our shipping policy: • reviewing the policy framework for ports development by late 2005; and • working with the European Union and global bodies to maintain high quality in the shipping industry. Sustainable freight transport that: • focuses on approaches which offer the best outcomes for our economy, society and the environment. Supported by effective decision making that: • gives local and regional stakeholders more influence over transport investment in their area, including the rail network; • ensures that choices on		

	transport are made alongside other decisions that have an impact on transport, particularly housing and regeneration, at the national, regional and local level; and • ensures the social, economic and environmental costs and benefits are fully recognized when decisions are taken using the New Approach to Appraisal and our developing value for money analysis. And respecting the environment: • there will continue to be a strong presumption against schemes that would significantly affect environmentally sensitive sites or important species habitats or landscapes; • by keeping the environmental impacts of new and existing transport infrastructure to a minimum, ensuring that mitigation measures are implemented to a high standard; • working across government to ensure that we can deliver carbon savings in line with our domestic and international commitments and reduce the impact of other emissions which pollute the environment; • reducing the impact of all forms of transport, including encouraging the development, introduction and take- up of new vehicle technologies and fuels; • ensuring that the noise impacts of transport are reduced and mitigated; • making progress towards the inclusion of aviation in the European Union emissions trading scheme • by investing in public transport to provide		

	alternatives to the car.		
Transport White Paper - A New Deal for Transport: Better for Everyone 2000	The New Deal for Transport sets out the following four key aims: • integration within and between different types of transport - so that each contributes its full potential and people can move easily between them; • integration with the environment - so that our transport choices support a better environment; • integration with land use planning - at national, regional and local level, so that transport and planning work together to support more sustainable travel choices and reduce the need to travel; • integration with our policies for education, health and wealth creation - so that transport helps to make a fairer, more inclusive society. It sets out the role of local authorities in developing and implementing Local Transport Plans focused on meeting the needs and priorities identified in their area.	Sets up the LTP system of delivering transport funding and improvements. LTP guidance flows from this. SEA objectives will reflect the environmental and health aspects of the white paper, which has at its heart the aim of developing a more sustainable transport system.	
	Individual chapters deal with various aspects of improving transport systems and reducing the negative environmental impact of transport. It describes how the New Deal for Transport should promote better places to live: • cleaner air to breathe by tackling traffic fumes; • thriving town centres by cutting the stranglehold of traffic; • quality places to live where people are the priority; • increasing prosperity backed by a modern transport system; • reduced rural isolation by connecting people with services and increasing mobility;		

	easier and safer to walk and cycle; • revitalised towns and cities through better town planning.		
Transport 10 Year Plan, 2000	Our strategy for transport is to tackle congestion and pollution by improving all types of transport - rail and road, public and private - in ways that increase choice. It is a strategy for investment in the future to create prosperity and a better environment. This requires a new approach, based on: • **integrated transport:** looking at transport as a whole, matching solutions to specific problems by assessing all the options. • **public and private partnership:** government and the private sector working more closely together to boost investment. • **new projects:** modernising our transport network in ways that make it bigger, better, safer, cleaner and quicker.	This national plan sets the context for regional and local transport plans, and the guidance for Local Transport Authorities on producing Local Transport Plans will provide the means of incorporating its requirements within the LTP Now coming to the end of its lifespan.	
Delivering a Sustainable Transport System (2008)	Recognises that transport plays a key role in all our lives. Sets goals that take into account transports wider impact on climate change, health, quality of life and the natural environment: • To support national economic competitiveness and growth by delivering reliable and efficient transport networks • To reduce transports emissions of carbon dioxide and other greenhouse gases, with the desired outcomes 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	LTP3 to take into account these goals in the preparation of the LTP and to consider ways of meeting them. In particular the LTP3 should seek to: • Improve performance of existing networks to reduce congestion that constrains economic growth • Improve the connectivity of the transport system to	

	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	improve access to services • Reduce greenhouse gas emissions and recognise the role that transport networks and associated green infrastructure can play in adapting to climate change • Promote ways of travelling that are beneficial to health • Reduce the risk of transport related accidents and fatalities • Contribute to the County's regeneration plans • Face the challenges of transport connections to rural parts of the County and the challenges that will arise as a result of an ageing population • Where new infrastructure is required, seek solutions that ensure net environmental gain and can mitigate	

		unavoidable adverse impacts such as land take and noise.	
Guidance on Local Transport Plans 2009	Statutory guidance on the production of the third generation of LTPs. The guidance represents the distillation of many policy objectives listed elsewhere here. It includes the 5 Goals based on those above as overarching priorities for Local Transport Plan. 1) Support Economic Growth 2) Reduce Carbon Emissions 3) Promote Equality of Opportunity 4) Contribute to Better Safety, Security and Health 5) Improve Quality of Life and a Healthy Natural Environment	Prescribes the production of LTPs including overarching priorities to be taken on board and to frame the content of the LTP	
Health and Safety			
Healthy Weight, Healthy Lives. A cross-Government strategy for England (2008)	Sets out ambition to be the first major nation to reverse the rising tide of obesity in the population by ensuring that everyone is able to achieve and maintain a healthy weight. Initial focus will be on children: by 2020, aims to reduce the proportion of overweight and obese children to 2000 levels.	The LTP3 can contribute to the ambition through a range of supportive policies that include but are not limited to: • Prioritise modes of transport that involve physical activity when developing roads • Public open space to be accessible by foot or by bicycle • Business, office development to be linked to walking and cycling networks	

| Active Travel – UK Strategy 2010 | Sets out how cycling and walking should be developed and promoted to contribute to wider Government objectives:

• Improving people's health and wellbeing through more active lifestyles.
• Maximising access to jobs and services without increasing congestion.
• Reducing carbon emissions from transport and supporting our climate change targets.
• Reducing harmful emissions and improve local air quality.
• Making for more attractive, safer places and communities, and ensuring greater access for everyone to local services.
• Promoting enhanced mobility and independence for vulnerable groups, such as older people and those with disabilities or limiting long-term conditions.

It seeks to do this by making key destinations more accessible by active modes of travel and encouraging a greater take up of active travel.
Another aim is to contribute to wider road safety outcomes, by reducing the risk to cyclists and walkers of death and serious injury per km travelled in road traffic accidents. | Policies to ensure spatial planning contributes to greater accessibility by walking and cycling through location of development, provision of infrastructure and integration with public transport services.

LTP policies must ensure objectives are supported. Planning Policy Guidance and Statements are to be reviewed to enhance the contribution of spatial planning to the objectives.

SEA to include objective on health and wellbeing | |
| National Cycling Strategy (NCS) 1996 | The objectives and targets of the National Cycling Strategy are:

• Target (number of trips)- double by 2002 quadruple by 2012

2. Establish a consensus

• Support for the broad thrust of NCS document. - Wider support for the NCS

3. Take actionPlanning for sustainable access

• Plan for short trips - | LTP policies need to contribute to NCS objectives. Cycling aspects to be included as part of an integrated approach to route management, travel plans, awareness raising. Links with health objectives and relevant strategies need to be strong.

SEA to include objective on healthy | |

<table>
<tr><td></td><td>Increase accessibility to facilities by short trips.
• Establish indicators of sustainable transport schemes and packages
• Create local cycle network - Link development and cycle route networks to public transport
• Provide wider access - Link urban route networks into the countryside and the National Cycle Network

Integration with other modes

• Enable combinations of cycling and public transport - Programme of refurbishment (rail) and design (coach and rail) for bike carriage

Improve cycle safety

• Improve road user courtesy traffic law
• Identify the possibility of a cycling safety target by rate (exposure), consistent with increasing cycle use
• The overall content of Local Safety scheme programmes to reflect the extent of casualties to Vulnerable Road Users (VRUs)
• Reduce traffic speeds
• Identify scale of and solution to HGV threats
• Improve road user courtesy traffic law

Create a cycle-friendly infrastructure

• "Think cycling" in all highway management and public transport schemes
• Agree initial guidance for a "Cycle Audit" procedure by 1997
• Reallocate road space
• All major guidance to reflect Cycle-Friendly Infrastructure Guidelines
• Promote "people capacity" - Strategic cycle review of</td><td>lifestyles and reducing health inequalities to help reinforce LTP contribution to this area</td><td></td></tr>
</table>

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	all LA areas by 1998/9. • Reallocate road space - Cycling priority strategies in all LAs by 1999. Study cycle access to Vehicle Restricted Areas Provide for cycle parking • Secure, ample cycle parking at key destinations in towns and at public transport interchanges • Secure, ample cycle parking available at places of education and the workplace Reduce theft • Improve security - Set graded standards for cycle security devices • Increase recovery - Effective cycle registration and recovery scheme linked to the Police National Computer • Promotion of linked schemes at point of sale Shift travel incentives • Reward cycle use • Establish parity of allowances between cycles and other transport Raise public awareness • Educate transport providers and trip generators • Raise awareness of good practice in cycle-friendly provision • Take a lead as an employer • Inform potential cyclists • Re-establish cycling as normal transport, cycling as a fun and health activity • Cycle users to respect traffic laws • Engage other road users • Establish that cyclists are a legitimate road user with equal status to drivers • Recognise the speed and		

	convenience of cycling • Recognise the potential for improvements from and impacts of non-cycling programmes. • Educate retailers • Provide customer bike parking 4. Unlock resourcesResourcing to meet the NCS objectives • Highlight cycling in local transport funding • Broaden funding sources for cycling • Develop the Common Appraisal Framework to reflect the benefits of cycling in local transport plans • Staffing: All LAs to prioritise cycling; DOT to consider staff resources for cycling sufficient to meet new policy objectives 5. An ongoing processProgress the NCS • Afford the NCS processes a high status • Establish the National Cycling Forum • Annual report of progress • Local Authorities to regularly assess progress towards local targets for cycling Research and Development • Increase cycle use - Review the data collection on cycle use • Study "best practice" in medium sized European towns • Safety - Investigate the basis for cycling safety (exposure) targets • Identify the scale and solution to Heavy Goods Vehicle threats • Expertise -Review professional training courses • Guidance -Review all technical guidance		

	• Standards - Review highway authority standards • Cycle parking -Study standards of cycle parking equipment and installation • Attitudes -Develop a research basis for attitudinal monitoring 6. Monitor progressKey indicators • Improve public transport links -Measure and identify targets for increased combined trips with public transport • Improve Safety - Investigate a cycling safety target by rate (exposure) • Establish cycling policies - LAs to adopt a Cycle Strategy by 1999 • Reduce cycle theft -To measure, and later target, reductions in cycle theft • Improve cycle parking - Secure, ample cycle parking at key destinations • More cycle users - Monitor use and attitudes by gender and age • Increase cycle use -Local increases in cycle use to contribute to the central target • Resource the process - Increase funding for cycle-friendly measures		
Walking and Cycling: An Action Plan (2004)	The action plan recognises that walking and cycling are good for health, good for getting us around, good for our public spaces and good for our society. The plan outlines a number of measures to improve the levels of walking and cycling in the country	• Develop effective local transport strategies, including a full strategic consideration of walking and cycling in the County to inform the development of the LTP3 • Need to identify gaps in infrastructur	

		e and set out plans for appropriate improvements such as pedestrianisation and traffic management schemes • Consider actions to improve existing cycle paths and footpaths and the creation of new safe and secure routes on foot and on bike • Improve lighting schemes where necessary to reduce fears about personal security • Improve pedestrian or cyclist access to public transport to potentially increase public transport patronage	
Safer Places: The Planning System and Crime Prevention (2004)	Challenges designers to think about the most crime appropriate reduction measures without compromising the quality of the local environment	• Need to provide safe and direct routes on foot and by bike to local services	
Tomorrow's roads: safer for everyone (2000 - 2010)	Strategy to address and reduce injuries and fatalities on Britain's roads. Recommends: • Taking action to equip children with the life skills needed to ensure they can	LTP3 to promote safer neighbourhoods through a number of measures/policies that could include for	

	travel safely and become responsible road users • Introduce measures to instil better driving skills and better driving behaviour • Tackle drink and drug driving • Better maintenance of roads • Safety improvements for walkers and cyclists and horse riders • Effective speed management on roads • Improve vehicle safety • Maximise the contribution that road traffic enforcement can make to reducing road casualties • Promote safer road use	example, • Prioritisation of walkers and cyclists as road users • Tackling areas of congestion and traffic calming schemes • Maintenance projects • How to best use enforcement powers to contribute to road safety in County Durham	
Economy			
Towards a Sustainable Transport System – Supporting Economic Growth in a Low Carbon World 2007	Incorporates the findings of the Stern Review (on the economic impact of climate change) and the Eddington Report (on the transport system role in supporting economic growth) in a discussion document on sustainable transport strategy and a set of associated goals and investment plans up to 2014. Goal 1 – To maximise the competitiveness and productivity of the economy The challenge is to improve the performance of the existing network (and limiting new infrastructure to help achieve this) by focusing on the most unreliable, congested and crowded sections in order to improve journey times for commuting, business trips and goods transport Goal 2 – To address Climate Change by cutting emission of carbon dioxide and other greenhouse gases. For transport, this needs to be done by: "putting a price on carbon" so that more damaging journeys cost more; developing and encouraging the	The national LTP Goals have been taken from this paper. Places carbon emission reduction as a key priority. SEA to include objectives on environmental (including carbon reduction) and social (safety and health) aspects.	

	use of low carbon technologies in transport; removing barriers which prevent people from using greener modes of transport Goal 3 - To protect people's safety, security and health. Covering the safety of transport workers and users, crime and the terrorist threat on transport networks, the negative health impact of emissions from transport, but also to promote health benefits of cycling and walking Goal 4 – To improve quality of life. Covering the benefits of travel, the comfort and convenience of services and quality of information, and also protection of the healthy natural environment from the impacts of transport. Goal 5 - to promote greater equality of opportunity. Ensuring that transport systems provide effective access for everyone, including disadvantaged groups and disabled people, to jobs, services and social networks.		
Sustainable Distribution: A Strategy (1999)	The aim of the sustainable distribution strategy is to ensure that the future development of the distribution industry does not compromise the future needs of our society, economy and environment. Objectives include: • Improve the efficiency of distribution • Minimise congestion • Make better use of public transport infrastructure • Minimise pollution and reduce greenhouse gas emissions • Manage development pressures on the landscape – both natural and man-made • Reduce noise and disturbance from freight movements Reduce the number of accidents, injuries and cases of ill health associated with freight movement	LTP3 to support measures that improve the economic requirements of logistics in the County whilst reducing potential negative social and environmental impacts	
Heritage and Landscape			

| The Historic Environment: A Force for Our Future 2001 | Government statement on the historic environment following a comprehensive review of policy in the area. It sets out its importance and a vision for its conservation, management and use. It reaffirms the Government's commitment to the policy principles set out in PPG15 and PPG16 (see below) which must guide plan / policy-making in the area. It also encourages local authorities and partnerships, in preparing their community strategies to consider the role of the historic environment in promoting economic, employment and educational opportunities.

Its key objectives / tasks are:

To respond to public interest in the historic environment with firm leadership, effective partnerships and a sound knowledge base from which to develop policies

To realise the full potential of the historic environment as a learning resource

To make the historic environment accessible to everyone and ensure that it is seen as something with which the whole of society can identify and engage

To protect and sustain the historic environment for the benefit of our own and future generations

To ensure that the historic environment's importance as an economic asset is skilfully harnessed | LTP needs to recognise importance of the historic environment and the potential for transport schemes to impact upon it. Policy regarding protection of historic environment should be included.

SEA to include objective on protection and enhancement of historic environment. | |
|---|---|---|---|
| All Landscapes Matter (2008) | Policies include:

• All landscapes matter. They should be managed, planned and, where appropriate, protected to ensure landscapes remain distinctive and highly valued.
• need to plan and manage landscape change to ensure that all landscapes in the future respond to society's changing needs | LTP3 to consider the impact of policies and schemes on County Durham's landscape character. All transport infrastructure needs to be appropriate to and enhance the County's land and townscapes. | |

	and values. • The European Landscape Convention should be embedded more deeply into national, regional and local strategies, policies, processes and actions which affect England's landscapes and their enjoyment and understanding by the public. • Why and how society values landscapes needs to be better captured, translated and fully represented in decision-making. • New development and infrastructure should be appropriate to, and wherever possible, enhance its landscape context.		
Manual for Streets (2007)	Key recommendation is that increased consideration should be given to the 'place' function of streets. The manual sets out the following principles to achieve this: • Pedestrians to be considered first in the design process • Streets should cater for movement as this can affect how much people walk, cycle or use public transport • Design that accommodates the needs of children and disabled people is likely to suit most if not all user types • Pedestrian paths should be kept as straight as possible to minimise diversion from desired lines • Cyclists should generally be accommodated in the carriageway • Bus routes should be identified during the design process • Need to consider parking for cars, cycles and motorcycles • To be most effective, signs and markings should be	LTP3 to take into account the recommendations of the manual if publishing a policy on street design and to refer to the manual in terms of implementation of actions	

	used sparingly to reduce sign/marking clutter Street lighting and furniture should be appropriate to its setting		
Countryside Character Vol 1	Tyne and Wear Lowlands objectives: • The retention of the rural character of the countryside between settlements is important and consideration should be given to the improvement of the urban fringe environment. • The conservation and management of historic townscapes, parklands and landmark features, and the improvement of the urban environment including riversides, should be addressed. • There are opportunities to conserve and manage traditional landscape features, in particular semi-natural woodlands,hedgerows, hedgerow trees, heathlands and wetlands. • Integrated management of watercourses and river corridors would restore riparian vegetation, reduce pollution and improve their visual and nature-conservation value. • The development of community forests is important in the urban fringe, and where appropriate in the wider countryside, particularly within the area defined as the Great North Forest. • The improved restoration of mineral extraction sites would integrate them more fully into the surrounding landscape and provide quality landscapes combining a range of land uses, including forestry, amenity,recreation and nature conservation. Durham Magnesian Limestone	LTP to ensure that transport plans and schemes including green infrastructure can contribute to the objectives for each relevant character area along with the objectives outlined in the County Durham Landscape Strategy 2008 SEA to include objective on protection and enhancement of landscape character and quality	

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	Plateau objectives:		
	• The management of existing woodland, particularly semi-natural broadleaved woodland within coastal denes, and woodland on the limestone escarpment would encourage sustainability with a mix of native species and a diversity of age and structure. The creation of new broadleaved woodland would help to improve the landscape settings of urban settlements and transport corridors, especially where new development has produced raw abrupt edges. It would also provide opportunities for informal recreation.		
	• Implementating the Great North Forest programme for multi-purpose use provides opportunities for increasing community involvement in local landscape restoration, particularly through woodland planting, environmental improvement schemes and the development of recreational facilities including country parks, picnic sites and scenic walkways.		
	• The conservation and management of existing field boundaries, particularly older hedgerows, should be addressed. Broader uncultivated field margins and the planting of hedgerows would benefit both landscape and wildlife		
	• Opportunities exist for the implementation of environmental enhancement schemes for the remaining degraded areas and new industrial development sites. Key features of industrial archaeology might be		

	conserved and interpreted as local landmarks. There is scope to consider the restoration of limestone quarries to limestone grasslands and their associated habitats, the consolidation and extension of existing semi-natural features, and the conservation of important geological exposures • Conservation of coastal habitats, including the dunes, depends upon the encouragement of appropriate grazing levels and management of recreational pressures. The reduction in the intensity of agricultural use within the coastal strip would encourage the reversion of arable land to limestone grassland. • The change in management of deep mines needs to be addressed to avoid the pollution of water courses North Pennines Objectives: • There are opportunities to conserve and enhance blanket bog, heather moorland and unenclosed limestone grassland by, for example, reducing grazing levels, discouraging moorland drainage and blocking grips. • Improved management of farmland in the dales would include the reintroduction of traditional hay meadow management, active management of existing small woodlands, hedgerow trees and hedgerows, creation of new woodlands by planting or encouraging natural regeneration and restoration of wetlands, particularly in rough pastures and allotments. • The conservation of field boundaries, particularly		

	stone walls and older hedgerows, is important. • The use of sympathetic materials in the refurbishment of old buildings should be addressed. • There is scope for the further conservation and interpretation of sites of historic and industrial archaeological importance. Durham Coalfield Pennine Fringe objectives: • The retention of the rural character of the open countryside between settlements is important. • The conservation and management of traditional landscape features should be addressed. These include dry stone walls, hedges, hedgerow trees, semi-natural woodlands, moorland and wetlands. Similarly the conservation of historic landscapes is important, together with historic landscape features, including parklands, green villages and industrial artefacts and landmarks. Tees Lowlands objectives: • The conservation and management of existing field boundaries should be addressed, particularly where the loss of older hedgerows of nature-conservation value, or historic significance, would be detrimental to the landscape character. New hedgerow trees within farmland, and along road sides, would increase the sense of enclosure. • The management of existing woodland, particularly ancient, semi-natural woodland would ensure continuing diversity of age and structure.		

	• The restoration and management of both 'built' and natural features within historic parklands and estate landscapes, would help maintain their distinctive character. There are opportunities to encourage the conservation of archaeological sites, including deserted or shrunken villages, and surrounding patterns of land use and enclosure, including ridge and furrow. • The enhancement of degraded river and stream corridors might include the re-establishment of marginal vegetation and the reversion from arable or improved grassland to low intensity grassland management on land adjacent to river channels. • The enhancement of degraded areas and the re-creation of damaged landscapes, particularly those associated with industrial sites and with intrusive infrastructure, should be considered within their overall setting and landscape character. Pennine Dales Fringe objectives: • The main consideration in this fringe area is the maintenance of the diverse transitional character of the landscape. This means retaining the distinction between the pastoral areas and the arable valleys and between the pattern of walls in the west giving way to hedgerows in the east. Retention and appropriate management of field boundaries is therefore important. The importance of woodlands in the landscape needs to be recognised by encouraging appropriate management • Increases in the amount of		

	woodland could be accommodated particularly by reinforcing the existing pattern of valley-side woods. There is a unity to the buildings and settlements in the area which is due to the use of Millstone Grit and, sometimes, Magnesian Limestone. New development should address this strong vernacular character.		
Environmental quality			
State of the Natural Environment 2008	Identifies why the natural environment is valuable and what aspects are valued most: landscapes and geodiversity, biodiversity, opportunities for recreation, employment and inspiration. Identifies the following pressures on the natural environment: • Invasive species and diseases • Biomass crop production (risks and opportunities) • Agricultural intensification (drainage of wetlands, demise of mixed farming schemes etc) • Under management of woodlands • Nutrient enrichment of terrestrial and aquatic habitats • Toxic chemicals that enter the environment on a daily basis (pesticides, herbicides, industrial chemicals etc) • Climate change	LTP3 to reduce pressures and aim to enhance the natural environment by: • Ensuring that biofuels used are sustainably sourced • Reducing run-off from roads directly to water and soil • Taking action to address climate change • Recognising the role that transport networks and associated green infrastructure can play in providing valuable ecosystem services that assist in the adaptation to climate change	

The Environmental Damage Regulations 2009	Translates the EC Environemtal Liability Directive into UK Law. • It seeks to achieve the prevention and remedying of environmental damage - specifically, • damage to habitats and species protected by EC law, and to species or habitat on a site of special scientific interest for which the site has been notified • damage to water resources • land contamination which presents a threat to human health. It reinforces the "polluter pays" principle - making operators financially liable for threats of or actual damage. The Regulations supplement existing environmental protection legislation such as the Environmental Protection Act 1990, the Water Resources Act 1991 or the Wildlife and Countryside Act 1981 and the Control of Major Accident Hazards Regulations 1999. Those pieces of legislation will still apply, and to the extent that they impose additional obligations to those in these Regulations, will still need to be complied with.	LTP needs to be part of the preventative approach to ensure damage does not occur. Carrying out Habitat Regulations Assessment of the LTP should ensure significant impact to European designated wildlife sites is avoided. LTP should include policy on protection of the natural environment, including biodiversity, water resources and land. SEA to include objectives covering conservation and enhancement of biodiversity, protection of water resources and prevention of land contamination	
Air Quality Strategy for England, Scotland, Wales and Northern Ireland, DEFRA 2007	This Strategy describes the plans drawn up by the Government and the devolved administrations to improve and protect ambient air quality in the UK in the medium-term. "Standard" and "Objective" concentrations of a range of air pollutants are set out in the strategy as a guide for local authorities and regulatory authorities (e.g. the Environment Agency) to identify problems. In particular for local authorities, this means identifying specific areas which need to be designated as Air Quality Management Areas, and for which an Air Quality Action Plan is needed to ensure improvements in air quality are	LTP needs to include policy on protecting and improving air quality. It is specified in the overarching national goals for LTPs. Affects on human health and on sensitive aspects of the natural environment should be considered. LTP to also recognise opportunities for enhancing air quality through encouraging sustainable travel modes and enhancing associated green	

	made. The proposals aim to protect people's health and the environment (vegetation, soils and water) without imposing unacceptable economic or social costs. There are moves to incorporate the consideration of the protection of sensitive ecosystems within the standards and objectives in the future.	infrastructure. SEA to include an objective on maintaining good air quality and improving it where it is a problem	
	The planning systems across the UK for land use and transport planning are an important part of an integrated approach to air quality improvements. The UK Government provide planning authorities with guidance when considering new developments with emphasis on accessibility for public transport, park and ride schemes, walking and cycling. These can all help reduce the number of journeys by car and the emissions to air … Local Development Frameworks should contain air quality policies to set a strategic framework to deal with air quality in the local planning system.	The LTP should integrate with the LDF, to ensure effective promotion of more sustainable patterns of travel and reducing environmental costs.	
Future Water – A Water Strategy for England 2008	National strategy setting out a vision for water policy and management, where by 2030 at the latest, England has: • Improved the quality of the water environment and the ecology which it supports, and continued to provide high levels of drinking water quality • Sustainably managed risks from flooding and coastal erosion, with greater understanding and more effective management of surface water • Ensured a sustainable use of water resources, and implemented fair, affordable and cost-effective water charges • Cut greenhouse gas emissions • Embedded continuous adaptation to climate change and other pressures across the	The LTP should ensure transport development does not conflict with the objectives, and contributes to them where possible - sustainable urban drainage systems and green infrastructure alongside schemes for example. A policy on flood risk reduction would be advisable. SEA to include an objective on protecting and improving quality of ground and surface waters	

	water industry and water uses		
Groundwater protection: Policy and practice (GP3) 2008	Summarises the legislation relevant to the management and protection of groundwater and sets out the Environment Agency's associated and complimentary policies. The overall objectives are taken from the EU Water Framework Directive and the daughter Groundwater Directive: • To ensure all groundwater bodies are of good chemical and quantitative status and that none are of a deteriorating chemical or quantitative status • To implement measures to reverse negative trends in status of groundwater bodies • To prevent or limit inputs of pollutants to all groundwater Amongst the policies are those on source protection zones which have been identified to protect groundwater for human consumption and where the Environment Agency will object to in principle to certain activities and where additional controls or restrictions on activities may be needed to protect water abstracted for human consumption.	Specific policies set out the Environment Agency's approach to protecting groundwater resources. Has particular relevance to the location of landfill and other potentially polluting activities in relation to groundwater resources. Location of Source Protection Zones may be relevant to the LTP. SEA to include an objective on protection of water quality	
Consultation on draft Water and Flood Management Bill 2009 Flood and Water Management Act 2010	The Government's intention with this draft bill is to: • Provide better, more sustainable flood and coastal erosion risk management for people, homes and businesses • Protect essential water supplies by enabling water companies to control more non-essential uses of water during droughts • Modernise the law for managing the safety of reservoirs • Encourage more	Will have significant implications for local authority role in flood management. The LTP should ensure transport development does not conflict with the objectives, and contributes to them where possible. A policy on flood risk reduction is advisable that will dovetail into the County's Surface	

	sustainable forms of drainage in new developments • Make it easier to resolve misconnections to sewers It aims to do this by providing for a range of measures, including: • Clarifying who is responsible for managing flood water • Clarifying who has ownership and is responsible for delivery of Surface Water Management Plans • Removing legislative barriers to effective surface water management • Resolving who has ownership and responsibility of Sustainable Urban Drainage Systems Specifically, the draft bill proposes that the Environment Agency takes a strategic overview role in relation to the management of flood risk, and local authorities take a local leadership role in running local partnerships to plan and implement measures to manage flood risk and risks from coastal erosion. It states "*This enhanced role for local authorities, leading to new local partnerships and responsibility for sustainable urban drainage systems (SUDS) will be pivotal to the success of the much stronger and more comprehensive approach to flood risk management that we want to achieve following Sir Michael Pitt's Review.*" "*The draft Bill places the leadership role in these partnerships on county and unitary local authorities. They will need to ensure that all relevant partners are engaged in developing a strategy for local flood risk management and securing progress in its implementation. This will build on the county and*	Water Management Plan, which is yet to be produced. SEA to include an objective on adaptation to the effects of climate change, including increased incidence and severity of flooding. As above. Informs the County Durham Strategic Flood Risk Assessment, which the LDF and the LDF'S Sustainability Appraisal will use as part of its evidence base.	

	unitary authority leadership role in Local Area Agreements, and will allow them to develop centres of engineering and flood risk expertise alongside their existing highways functions, providing support to other partners and promoting collaboration across the whole area." The Flood and Water Management Act aims to provide better management of flood risks and tackle issues in the water industry in relation to bad debt and affordability. It reflects many of the elements already addressed in the Flood and Water Management Bill published in November 2009. The key change that local authorities would be pleased to see is that they are given the power to decide the extent to which it is necessary or appropriate to investigate a flood incident undertheir duty to investigate. The key amendments relevant to local authorities include: **Clause 19:** local authorities are given the power to decide the extent to which it is necessary or appropriate to investigate a flood incident under its duty to investigate. **Clause 29:** the Minister can transfer theflood and coastal risks management responsibilities oflead local flood authorities, district councils or Internal Drainage Boards (IDBs) to other risk management authorities and bodies. **Clause 38 and 39:** the Environment Agency (EA) and local authorities must consult persons who own or occupy land that is likely to be affected before they can carry out any work on incidental flooding and coastal erosion.		

Safeguarding our soils, A Strategy for England (2009)	Sets a vision that by 2030, all England's soils will be managed sustainably and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations. • Agricultural soils will be better managed and threats to them addressed • Soil will play a greater role in the fight against climate change and in helping us to manage its impacts • Soil in urban areas will be valued during development, and construction practices will ensure vital soil functions can be maintained: and, • Pollution of our soils is prevented, and our historic legacy of contaminated land is being dealt with.	LTP3 to make the best use of existing transport infrastructure to minimise the need to use more of the County's soil resources and potentially damage soil functions through the construction of new infrastructure. Where new transport infrastructure is required construction practises will need to be utilised to minimise the impact to soil	
The Environmental Assessment of Plans and Programmes Regulations 2004	These Regulations transpose the SEA Directive into law please refer to SEA Directive (see EC Directive on the Assessment of the Effects of certain plans and programmes on the Environment 2001/42/EC). Requires application of Strategic Environmental Assessment to plans and strategies likely to have a significant impact on the environment.	Included for reference. Requirements are addressed by undertaking SEA compliant SA	
The Strategic Environmental Assessment Directive: Guidance for Planning Authorities, ODPM November 2002	Guidance on how to carry out Environmental Assessments of English land use and spatial plans in accordance with the SEA Directive on the assessment of the effects of certain plans and programmes on the environment.	Addressed through undertaking SEA compliant SA	
Waste and Minerals			
Strategy for Sustainable Construction (2008)	The strategy identifies that the construction industry in England uses around 400 million tonnes of materials every year. Around 90 million tonnes of CD&E inert waste is produced, with half of this recycled as aggregates, including at the site of production. Estimates suggest at least a further 20 million tonnes of non-inert and mixed CD&E waste is also produced annually. As a result the strategy	LTP3 to reduce waste from construction activities and to promote use of recycled materials	

	sets a target of: By 2012, a 50% reduction of construction, demolition and excavation (CD&E) waste to landfill compared to 2008.		

Biodiversity and Geodiversity

Wildlife and Countryside Act 1981 (as amended)	The Wildlife and Countryside Act 1981 (as amended) is the principle mechanism for the legislative protection of wildlife and geological diversity in Great Britain. The Wildlife and Countryside Act is divided into four parts. • Part I is concerned with the protection of wildlife, • Part II relates to the countryside and national parks (and the designation of protected areas), • Part III covers Public Rights of Way, • Part IV deals with miscellaneous provisions of the Act It has been amended by the Countryside and Rights of Way Act 2000. It provides for the notification of Sites of Special Scientific Interest (SSSIs) and measures for their protection and management. It sets out the legal offences / penalties for killing or harming protected species and sets out the species that have statutory protection under the Act.	LTP needs to recognise the need for conservation and enhancement of existing biodiversity on non-designated sites as well as the protection of designated sites and scheduled species. Opportunities for enhancing green infrastructure in the County could be sought as part of the LTP SEA to include an objective on conserving and enhancing biodiversity	
Countryside and Rights of Way (CRoW) Act 2000	This Act amended the Wildlife and Countryside Act and increased the duty for provision of public access to the countryside and strengthened legislation relating SSSIs. In particular, it requires	The LTP needs to incorporate the County Durham Rights of Way Improvement Plan and promote its objectives. LTP should include a policy on protecting and enhancing	

	Local Authorities to further the conservation and enhancement of SSSIs both in carrying out their operations, and in exercising their decision making functions. Also requires Secretary of State to publish list of habitats and species of principal importance for the conservation of biodiversity in England Also includes sections on: Public Rights of Way: These are minor highways that exist for the benefit of the community at large. Originally part of the country's transport system, public rights of ways are now a recreation web that enables the public to explore the countryside. The Act requires local highways authorities to prepare Public Rights of way Improvement Plans for improving rights of way in their areas. These plans are now being integrated into Local Transport Plans. Consolidates and strengthens legislation on Areas of Outstanding Natural Beauty (AONBs) and places a duty on local authorities to produce management plans for AONBs within their boundaries. Also places a duty on local authorities, public bodies and statutory undertakers to have "due regard" for the purpose of AONB designation in carrying out their functions. Also sets out the Government's duty to: • have regard to the purpose of the conservation of biological diversity	the natural environment LTP needs to take into account relevant policies set out in the North Pennines AONB Management Plan - SEA to include objectives on protecting and enhancing biodiversity and landscape character and quality	

	in the exercise of Government functions		
Natural Environment and Rural Communities (NERC) Act 2006	Extends the Government duty (see CRoW Act above) to all local authorities, public bodies and statutory undertakers to give consideration to the conservation of biodiversity in all decision-making processes. Also establishes Natural England and the Commission for Rural Communities. Complemented by National Indicator 197 on Improved Local Biodiversity by which local authorities are assessed on the extent of positive management of Local Wildlife Sites.	Places a statutory duty for local authorities (and therefore the LTP) to consider conservation of biodiversity at all levels	
The Conservation of Habitats and Species Regulations 2010 (The Conservation of Habitats and Species Regulations 2010 consolidate and update the Conservation (Natural Habitats &c.) Regulations 1994. The consolidation amendments are primarily technical ones and do not involve any substantive changes to existing policy or procedures)	The regulations transpose European Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (EC Habitats Directive) and Directive 79/409/EEC on the Conservation of Wild Birds (EC Birds Directive) into national law. The Regulations came into force on 30 October 1994, and have been subsequently amended in 1997 and (in England only) 2000 . Containing five Parts and four Schedules, the Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites. Under the Regulations, competent authorities i.e. any Minister, government department, public body,	Require the protection of the integrity of European Sites through planning, requiring Habitat Regulations Assessment and Appropriate Assessment of all plans with potential to adversely affect a European Site, either on its own or in combination with other plans or programmes. LTP is a key plan in this regard. Screening report for Habitat Regulations Assessment to be produced in parallel with the SEA Scoping Report.	

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| | or person holding public office, have a general duty, in the exercise of any of their functions, to have regard to the EC Habitats Directive.

The Regulations make it an offence (subject to exceptions) to pick, collect, cut, uproot, destroy, or trade in certain plants, or deliberately capture, injure, kill, disturb, or trade in certain animals. It is also an offence to damage or destroy a breeding or resting place of such animals. It is also an offence to possess or control, any live or dead European Protected Species. However, these actions can be made lawful through the granting oflicences by the appropriate authorities

The amendments to the Regulations made in 2007 were to:

- simplify the species protection regime to better reflect the Habitats Directive;
- provide a clear legal basis for surveillance and monitoring of European protected species (EPS);
- toughen the regime on trading EPS that are not native to the UK;
- ensure that the requirement to carry out appropriate assessments on water abstraction consents and land use plans is explicit.

The amendments also affected the new Offshore | | |
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	Marine Conservation (Natural Habitats, &c.) Regulations 2007 which came into force on the 21st August 2007. Both Regulations revised the definition of deliberate disturbance of European Protected Species (cetaceans, turtles and the Atlantic sturgeon). The Regulations were amended again in 2009 in order for the species protection provisions to be entirely compatible with the strict species protection regime required by the EC Habitats Directive. It is now an offence to: • Deliberately capture, injure or kill any wild animal of a European Protected Species; • Deliberately disturb wild animals of any such species. Disturbance of animals includes in particular any disturbance which is likely to: impair their ability - - to survive, to breed or reproduce, or to rear or nurture their young; or - in the case of animals of a hibernating or - migratory species, to hibernate or migrate; or - to affect significantly the local distribution or abundance of the species to which they belong; • Deliberately take or destroy the eggs of such an animal; or • Deliberately		

	damage or destroy a breeding site or resting place of such an animal. It should be noted that the existing offences under the Wildlife and Countryside Act 1981 which cover obstruction of places used for shelter or protection, disturbance and sale still apply to European Protected Species. Although the law provides strict protection to these species of wildlife it also allows this protection to be set aside (derogation) through the issuing of European Protected Species licences		
Biodiversity: the UK Action Plan 1994	The national response to the Convention of Biological Diversity, signed at the Rio Earth Summit in 1992. The Action Plan sets out the nationally important ("priority") habitats and species and the criteria for establishing regionally and locally important ("priority" habitats and species) for which conservation action plans need to be drawn up in local Biodiversity Action Plans.	The LTP should include a policy covering protection and enhancement of natural environment. County Durham BAP provides the local focus for action. SEA to include objective on protecting and enhancing biodiversity.	
Working with the Grain of Nature: A Biodiversity Strategy for England, 2002	The Strategy seeks to ensure biodiversity considerations become embedded in all main sectors of public policy and sets out a programme for the next five years to make the changes necessary to conserve, enhance and work with the grain of nature and ecosystems rather than against them. Its two aims are to ensure: A halting, and if possible a reversal, of declines in priority habitats and species, with wild species	Conservation of biodiversity/green infrastructure in the broadest sense as an aspect of quality of life needs to be reflected in LTP.	

	and habitats as part of healthy, functioning ecosystems. The general acceptance of biodiversity's essential role in enhancing the quality of life, with its conservation becoming a natural consideration in all relevant public, private and non-governmental decisions and policy The Strategy sets out a series of actions that will be taken by the Government and its partners to make biodiversity a fundamental consideration in: • Agriculture: encouraging the management of farming and agricultural land so as to conserve and enhance biodiversity as part of the Government's Sustainable Food and Farming Strategy. • Water: aiming for a whole catchment approach to the wise, sustainable use of water and wetlands. • Woodland: managing and extending woodland so as to promote enhanced biodiversity and quality of life. • Marine and coastal management: so as to achieve the sustainable use and management of our coasts and seas using natural processes and the ecosystem-based approach. • Urban areas: where biodiversity		

	needs to become a part of the development of policy on sustainable communities and urban green space and the built environment.		
Protection of Badgers Act 1992	Makes it an offence to kill, injure or take a badger, or to damage or interfere with a sett unless a license is obtained from a statutory authority. A badger sett is defined in law as any stucture or place which displays signs of current use by a badger.	Law is straightforward and doesn't require policy to implement. Badgers should be recognised as protected species in policy on biodiversity and nature conservation	
Hedgerows Regulations 1997 (amended in 2003)	Under the regulations it is against the law to remove or destroy certain hedgerows without permission from the local planning authority. Permission is required before removing hedges that are at least 20 metres in length, over 30 years old and contain certain species of plant. The local planning authority assesses the importance of hedgerows using criteria set out in the regulations. Hedgerows in areas covered by a Historic Landscape Characterisation are often protected on the basis of historic importance and their wildlife value.	LTP needs to recognise importance of hedgerows as landscape and wildlife assets – in particular in relation to Historic Landscape Character Areas that are currently being developed for the County.	
Conserving Biodiversity in a changing Climate: Guidance on Building Capacity to Adapt (2007)	Identifies direct impacts as: • Changes in the timings of seasonal events • Changes in abundance and range of species • Changes in the habitats which species occupy • Changes to the composition of plant and animal	LTP strategy and delivery plan to aid the adaptation of biodiversity to climate change through enhancements to green corridors to enable better movement of species. For example, road and rail corridors, cycling routes, pedestrian paths and rights of way	

	communities		
	Guidelines for ensuring adaptation includes:		
	1. Conserve existing biodiversity		
	1a. Conserve protected areas and other high quality habitats		
	1b. Conserve range and ecological variability of habitats and species		
	2. Reduce sources of harm not linked to climate change		
	3.Develop ecologically resilient and varied landscapes		
	3a. Conserve and enhance local variation within sites and habitats		
	3b. Make space for the natural development of rivers and coasts		
	4. Establish ecological networks through habitat protection, restoration and creation		
	5. Make sound decisions based on analysis		
	6.Integrate adaptation and mitigation measures into conservation management, planning and practice		
Planning Policy Statements and Guidance			
PPS1: Delivering Sustainable Development 2004	Sets out the Government's principles for Sustainable Development to be followed by Local Authorities in the preparation of development plans. Grouped under the following headings: • Social Inclusion and cohesion • Protection and Enhancement of the	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	

	Environment • Prudent use of Natural Resources • Sustainable Economic Development Key objectives are: • Support efficient, competitive and innovative business, commercial and industrial sectors • Promote communities which are inclusive, healthy, safe and crime-free • Meet the expected needs for housing, industrial development, retail and commercial development, leisure and recreation ensuring adequate infrastructure and that new development is highly accessible by foot, walking, cycling and public transport • Focus developments that attract a large number of people in existing centres • Reduce the need to travel and encourage sustainable transport provision • Promote higher density, mixed use development and the use of suitably located previously developed land and buildings • Enhance and protect biodiversity, natural habitats, the historic environment and landscape and townscape character • Address, on the basis of sound science, the causes and impacts of climate change, the management of pollution and natural hazards, the safeguarding of natural resources and the minimisation of impacts from the management and use of resources		

Planning Policy Statement: Planning and Climate Change - Supplement to PPS1 2007	Sets out how spatial planning should contribute to reducing emissions and stabilising climate change (mitigation) and take into account the unavoidable consequences (adaptation). Key objectives are: • Make a full contribution to delivering the Government's Climate Change Programme and energy policies, and in doing so contribute to global sustainability • In enabling the provision of new homes, jobs, services and infrastructure and shaping the places where people live and work, secure the highest viable standards of resource and energy efficiency and reduction in carbon emissions • Deliver patterns of urban growth that help secure the fullest possible use of sustainable transport for moving freight, public transport, cycling and walking; and overall, and overall, reduce the need to travel, especially by car • Secure new development and shape places resilient to the effects of climate change in ways consistent with social cohesion and inclusion • Sustain biodiversity and in doing so recognise that the distribution of habitats and species will be affected by climate change • Reflect the development needs and interests of communities and enable them to effectively tackle climate change • Respond to the concerns of business and encourage competitiveness and technological innovation	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	

| Draft Planning Policy Statement: Planning for a Low Carbon Future in a Changing Climate – Supplement to PPS1 2007 | This consultation document brings together the Planning and Climate Change supplement to PPS 1 with the 2004 PPS 22 on Renewable Energy.

This new PPS will replace the 2007 and 2004 PPS and it is proposed that it will become a consolidated supplement to PPS 1. This will support and provide an overarching framework for PPS 25 on Development and Flood Risk and emerging planning policies on green infrastructure (to be consulted on separately).

The relevant high-level objectives are:

• shape places so as to help secure radical cuts in greenhouse gas emissions. This requires the location and layout of new development to be planned to deliver the highest viable energy efficiency, including through the use of decentralised energy, reducing the need to travel, and the fullest possible use of sustainable transport.
• actively support and help drive the delivery of renewable and low carbon energy.
• shape places and secure new development so as to minimise vulnerability and provide resilience to impacts arising from climate change, and do so in ways consistent with cutting greenhouse gas emissions.
• ensure local communities are given real opportunities to take positive action on climate change; in particular by encouraging community-led initiatives to reduce energy use and secure more renewable and low-carbon energy. | LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.

LTP should have a complimentary policy on low carbon, referencing the County Durham Environment Strategy.

SEA to include objective on adaptation to the effects of climate change. | |

PPG2: Green Belts 1995	Sets out how green belt policies should be developed and applied with the objectives: • To check the unrestricted sprawl of large built up areas • To prevent neighbouring towns from merging into one another • To assist in safeguarding the countryside from encroachment • To preserve the setting and special character of historic towns • To assist urban regeneration by encouraging the recycling of derelict and other urban land.	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	
PPS3: Housing 2006	The Government's key housing policy goal is to ensure that everyone has the opportunity of living in a decent home, which they can afford, in a community where they want to live. To achieve this, the Government is seeking: • To achieve a **wide choice of high quality homes**, both affordable and market housing, to address the requirements of the community. • To **widen opportunities for home ownership** and ensure high quality housing for those who cannot afford market housing, in particular those who are vulnerable or in need. • To **improve affordability** across the housing market, including by increasing the supply of housing. • To **create sustainable, inclusive, mixed communities** in all areas, both urban and rural.	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	
PPG4: Industrial And Commercial Development And Small Firms 1992	Planning Policy Guidance 4 (PPG4) takes a positive approach to the location of new business developments and assisting small firms through the planning system.	LTP needs to recognise the influence of these objectives on spatial planning, and	

	The main message is that economic growth and a high-quality environment have to be pursued together. The locational demands of industry should be a key consideration in drawing up plans. Development plans should weigh the importance of industrial and commercial development with that of maintaining and improving environmental quality. - Encourage new development tin locations which minimise the length, number and impact of transport trips - Encourage new development in locations that can be served by more energy efficient modes of transport (especially where demand for freight movement is significant) - Discourage new development where it would be likely to cause or worsen traffic congestion problems - Locate development requiring access mainly to local roads away from trunk roads designed for longer distance movement - Help small firms through the planning system - Re-use urban land and buildings where it contributes to other planning objective, but take into account heritage and conservation value of buildings - Incorporate new commercial development in mixed use areas / development where appropriate. Be aware of compatibility between different land uses and different types of development - Sustain the rural economy whilst protecting the natural environment	therefore associated transport infrastructure.	

| PPS4: Planning for Sustainable Economic Growth

[previously PPS4: Planning for Prosperous Communities 2009] | The new PPS4 will replace PPG4 (Industrial & Commercial Development & Small Firms: 1992), PPG5 (Simplified Planning Zones: 1992) and PPS6 (Planning for Town Centres: 2005) and will partially replace PPS7 (Sustainable Development in Rural Areas: 2004). It will therefore bring together all the Government's key policies on the economy.

Planning Policy Statement 4 (PPS4) sets out the Government's comprehensive policy framework for planning for sustainable economic development in urban and rural areas.

The key relevant objectives are:

• Build prosperous communities by improving the economic performance of cities, towns, regions, sub –regions and local areas, both urban and rural.
• Reduce gap in economic growth rates between regions, promoting regeneration and tackling deprivation.
• Deliver more sustainable patterns of development, reduce the need to travel, especially by car and respond to climate change.
• Promote vitality and viability of towns and other important centres as important places for communities.
• Raise the quality of life and the environment in rural areas by promoting thriving, inclusive and locally distinctive rural communities whilst continuing to protect the open countryside for the benefit of all. | LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure. | |
| PPS5:Planning for the Historic Environment | PPS5 sets out the Government's planning policies on the conservation of the historic environment. This replaces *Planning Policy Guidance15: Planning and the Historic* | LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated | |

	Environment (PPG15)published on 14 September 1994; and *Planning Policy Guidance16: Archaeology and Planning* (PPG16) published on 21 November 1990. As these will be national policy they will not need to be repeated in the LTP. The following are of relevance to the LTP: **Policy HE1 – Heritage Assets and Climate Change** – requires local authorities to identify opportunities to mitigate, and adapt to, the effects of climate change when devising policies and making decisions relating to heritage assets; where proposals to mitigate climate change have a negative impact on the asset local authorities should, in the pre-application stage, encourage alternative measures that are less harmful to the asset and its setting; and where conflict between climate change and conservation objectives is unavoidable, the public benefit should of both sides should be weighed against each other in accordance to the PPS. **Policy HE2 – Evidence Base for Plan-making** – regional and local authorities should ensure they have a robust evidence base of heritage assets in their area and maintain or have access to up-to-date Historic Environment Records. **Policy HE3 – Regional and Local Planning Approached** – RSS and LDFs should set out a positive and proactive strategy for the conservation and enjoyment of the local historic environment. **Policy HE4 - Permitted Development Rights and Article 4 Directions** – local planning authorities should consider whether the exercise of PDR would undermine the aims of the historic environment. **Policy HE5 – Monitoring Indicators** – local planning authorities should consider how best they can best monitor the	transport infrastructure. LTP policy should take existing heritage assets into consideration to ensure that they and their associated objectives do not have a negative impact or, if conflict is unavoidable, ensure that LTP allows for mitigation or review measures to be put in place. Evidence base needs to be robust. Historic Environment Record needs to be used to inform about key assets and sensitivities in different areas.	

	impact of their planning decisions on the historic environment. **Policy HE11 – Enabling Development -** Local planning authorities should assess whether the benefits of an application for enabling development to secure the future conservation of a heritage asset outweigh the disbenefits of departing from the development plan (having regard to the requirements of section 38(6) of the Planning and Compulsory Purchase Act 2004) or from national policies.		
PPS 6: Planning for Town Centres 2005	The Government's objective for town centres set out in this PPS is to promote there viability and vitality by: • Planning for the growth and development of existing centres, and; • Promoting and enhancing exiting centres by focusing development in such centres and encouraging a wide range of services in good environment, accessible to all Objectives which complement the above overarching objective are: • Enhancing consumer choice by making provision for a range of shopping, leisure and local services which allow genuine choice to meet the needs of the entire community and particularly socially excluded groups • Supporting efficient, competitive and innovative retail, leisure, tourism and other sectors which will improve productivity, and; • Improving accessibility, ensuring that existing or new development is or will be accessible and well-served by a choice of means of transport	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure. LTP has a particular role to play in developing a network of town centres and improving accessibility, ensuring that existing or new development is or will be accessible and well-served by a choice of means of transport.	

| PPS 7: Sustainable Development in Rural Areas 2004 | The Government's objectives for rural areas set out in this PPS are;

i) To raise the quality of life and the environment in rural areas through the promotion of:

• Thriving, inclusive and sustainable rural communities, ensuring people have decent places to live by improving the quality and sustainability of local environments and neighbourhoods
• Sustainable economic growth and diversification
• Good quality, sustainable development that respects and where possible enhances local distinctiveness and the intrinsic qualities of the countryside
• Continued protection of the open countryside for the benefit of all, with the highest level of protection for our most valued landscapes and environmental resources (major development should not take place in designated areas (AONBs) except in exceptional circumstances)

ii) To promote more sustainable patterns of development:

iii) Promoting the development of the English regions by improving their economic performance so that all are able to reach their full potential – by developing competitive, diverse and thriving rural enterprises that provide a range of jobs and underpins strong economies

iv) To promote sustainable, diverse and adaptable agricultural sectors where farming achieves high environmental standards, minimising impact on natural resources, and manages valued landscapes and biodiversity; contributes both directly and indirectly to rural economic | LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.

The key principles of PPS7 include locating new development, including development likely to generate large numbers of trips, in or next to towns other service centres that are accessible by public transport, walking and cycling. However, authorities should support small-scale development where it helps to sustain villages that are remote from, and have poor public transport links with, service centres. | |

	diversity; is itself competitive and profitable; and provides high quality products that the public wants		
PPS 9: Biodiversity and Geological Conservation 2005	Local authorities should take an integrated approach to planning for biodiversity and geodiversity when preparing local development documents. They should ensure that policies in local development documents reflect and are consistent with national, regional and local biodiversity priorities and objectives (including those agreed by local biodiversity partnerships)	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.

LDF's should:

Indicate the location of designated sites of importance for biodiversity or geodiversity and make a distinction between the hierarchy of national, regional and locally designated sites. Statutory protection given to internationally protected sites should be referred to.

Identify any areas or sites for the restoration or creation of new priority habitats which contribute to regional targets and support this restoration or creation through appropriate policies | |
| | **Para: 6 International Sites**

The most important sites for biodiversity are those identified through international conventions and European Directives. Local planning authorities should identify these sites on proposals maps and may need to cross-refer to the statutory protection given to these

sites in the explanatory texts in local development documents. Since they enjoy statutory protection specific polices in respect of these sites should not | | |

	be included in local development documents (see also Part I of ODPM/Defra Circular ODPM 06/2005, Defra 01/2005). The Habitats Regulations do not provide statutory protection for potential Special Protection Areas (pSPAs) or to candidate Special Areas of Conservation (cSACs) before they have been agreed with the European Commission. For the purposes of considering development proposals affecting them, as a matter of policy, the Government wishes pSPAs and cSACs included in a list sent to the European Commission, to be considered in the same way as if they had already been classified or designated. Listed Ramsar sites, also as a matter of policy, should receive the same protection as designated SPAs and SACs.		
	Para: 7-8 Sites of Special Scientific Interest (SSSIs) Many SSSIs are also designated as sites of international importance and will be protected accordingly. Those that are not, or those features of SSSIs not covered by an international designation, should be given a high degree of protection under the planning system (see also Part II of ODPM/Defra Circular ODPM 06/2005, Defra 01/2005) through appropriate policies in plans. Where a proposed development on land within or outside a SSSI is likely to have an adverse effect on an SSSI (either individually or in combination with other developments), planning permission should not normally be granted. Where an adverse effect on the site's notified special interest features is likely, an exception should only be made where the benefits of the development, at this site, clearly outweigh both the impacts that it is		

	likely to have on the features of the site that make it of special scientific interest and any broader impacts on the national network of SSSIs. Local authorities should use conditions and/or planning obligations to mitigate the harmful aspects of the development and where possible, to ensure the conservation and enhancement of the site's biodiversity or geological interest.		
	Para: 9 Regional and Local Sites Sites of regional and local biodiversity and geological interest, which include Regionally Important Geological Sites, Local Nature Reserves and Local Sites, have a fundamental role to play in meeting overall national biodiversity targets; contributing to the quality of life and the well-being of the community; and in supporting research and education. Criteria-based policies should be established in local development documents against which proposals for any development on, or affecting, such sites will be judged. These policies should be distinguished from those applied to nationally important sites.	.	
	Para 10-11 Ancient Woodland and Other Important Natural Habitats Ancient woodland is a valuable biodiversity resource both for its diversity of species and for its longevity as woodland. Once lost it cannot be recreated. Local planning authorities should identify any areas of ancient woodland in their areas that do not have statutory protection (e.g. as a SSSI). They should not grant planning permission for any development that would result in its loss or deterioration unless the need for, and benefits of, the development in that location outweigh the loss of the woodland habitat. Aged or 'veteran' trees found outside ancient woodland are also particularly valuable for biodiversity and		

	their loss should be avoided. Planning authorities should encourage the conservation of such trees as part of development proposals. Through policies in plans, local authorities should also conserve other important natural habitat types that have been identified in the Countryside and Rights of Way Act 2000 section 74 list, as being of principal importance for the conservation of biodiversity in England and identify opportunities to enhance and add to them.		
	Para 12 Networks of Natural Habitats Networks of natural habitats provide a valuable resource. They can link sites of biodiversity importance and provide routes or stepping stones for the migration, dispersal and genetic exchange of species in the wider environment. Local authorities should aim to maintain networks by avoiding or repairing the fragmentation and isolation of natural habitats through policies in plans. Such networks should be protected from development, and, where possible, strengthened by or integrated within it. This may be done as part of a wider strategy for the protection and extension of open space and access routes such as canals and rivers, including those within urban areas.		
	Para 13 Previously Developed Land The re-use of previously developed land for new development makes a major contribution to sustainable development by reducing the amount of countryside and undeveloped land that needs to be used. However, where such sites have significant biodiversity or geological interest of recognised local importance, local planning authorities, together with developers, should aim to retain		

	this interest or incorporate it into any development of the site.		
	Para 14 Biodiversity within Development Development proposals provide many opportunities for building-in beneficial biodiversity or geological features as part of good design. When considering proposals, local planning authorities should maximise such opportunities in and around developments, using planning obligations where appropriate.	.	
	Para 15 – 16 Protected Species European protected habitats and species have statutory protection under the Habitat Regulations 1994. National protected species have statutory protection under the Wildlife and Countryside Act 1981. Specific policies are not required for their protection. Habitats and species of principal importance to the conservation of biodiversity in England are listed under the Countryside and Rights of Way Act 2000. Those occurring in County Durham area included in the Durham Biodiversity Action Plan lists of priority species and habitats. Policies and planning conditions are required for their effective conservation and enhancement		
Draft Planning Policy Statement: Planning for a Natural and Healthy Environment – to streamline and consolidate PPS7, PPS9, PPG17, PPG20.	Proposed policy changes relate only to the strategic provision of green infrastructure and to the floodlighting of sports and recreational facilities. The most relevant objectives for the LTP therefore are: **Policy NE4: Local Planning Approach to Green Infrastructure** Local development frameworks should set out a strategic approach for the creation, protection and management of networks of green infrastructure. In doing so, local planning authorities should build on work undertaken at the regional and sub-regional	Even at this draft stage, the LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure Key objectives and policies of the LTP will include reducing the need for travel / transport and to encourage sustainable modes of transport (inc. cycling and walking) as well as those	

	level.	relating to green infrastructure.	
	Policy NE5: Local planning approach to open space, sport, recreation and play		
	Local planning authorities should provide sufficient high quality, multifunctional open space, sports and recreational facilities, and space suitable for play to meet the needs of local communities		
	Local planning authorities should include local standards in their local development frameworks for the quantity, quality and accessibility for open space, and facilities for sport, recreation and play.		
	Where deficiencies in open space, or land and facilities for sport, recreation and play have been identified, local planning authorities should identify opportunities to enhance existing areas or facilities, or to create new ones.		
	Local planning authorities should identify opportunities for the co-location of facilities, so that different types of open space and land and facilities for sport and recreation, can be located next to each other and also in proximity to other community facilities for education and health.		
	Policy NE6: Local Planning approach to local rights of way		
	Rights of way, National Trails and Open Access Land should be protected and enhanced. Where appropriate, local development frameworks should identify where new or improved links to rights of way should be provided for walkers, cyclists and horse-riders. In doing so, they should have regard to the local rights of way improvement plans prepared by the Highways Authority.		
	Policy NE7: Local Planning approach to the undeveloped		

	coast and coastal access Local planning authorities should maintain the natural character of the undeveloped coast, protecting and enhancing its distinctive landscapes, cultural, biodiversity and geodiversity interest. They should also seek to improve opportunities for public access and enjoyment of the coast. When considering suitable locations for development, local planning authorities should ensure, as far as reasonably practicable, that access to the coast and the integrity of coastal rights of way and National Trails is not constrained. Account should be taken of the likely impacts of climate and coastal change. **Policy NE12: Proposals for Sport and Recreation requiring natural features and water** When considering applications linked to activities that are based on particular natural features (e.g. climbing, potholing) and water, local planning authorities should consider: • the impact of the sports and recreational activities on the natural features, the water resource or water quality • whether visual amenity, heritage, and biodiversity value will be protected; and • any conflicts between the sports and recreational activities and other interests or users. **Policy NE13: Sport and recreation provision in nationally designated areas** National Park Authorities should work with other local authorities and with sports and recreation bodies with a view to securing new sports and recreational facilities in appropriate locations within National Parks.		

	When considering applications for new sports and recreational facilities in National Parks and AONBs, local planning authorities should consider the benefits of the application and the impacts on: • residents or other recreational users. Noisy or other intrusive activities which have an unacceptable impact should be refused; and • the natural beauty and character of the landscape, and the needs of biodiversity, agriculture, forestry and other uses. Planning permission for development for temporary or permanent sporting and recreational activities in or near a Site of Special Scientific Interest (SSSI) should only be granted if the permission is subject to conditions that will prevent damaging impacts on the SSSI or if material considerations are sufficient to override biodiversity or geodiversity impacts. **Policy NE14: Proposals for major sports development and mixed use sport and recreational facilities** Major sports developments (including stadia) which attract large numbers of visitors should only be granted where they are located in areas with good access to public transport. Sporting and recreational facilities comprising significant elements of entertainment, retail and leisure uses should only be granted permission		
PPG 13: Transport 2001	**Para 4:** The objectives of PPG13 are to integrate planning and transport at the national, regional, strategic and local level to: • promote more sustainable transport choices for both people and for moving freight;	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure. Key mechanisms for integrating transport	

	- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and - reduce the need to travel, especially by car.	planning and spatial planning are set out here. Key objectives of the LDF will include reducing the need for travel / transport and to encourage sustainable modes of transport. Guidance on LTP production is complementary to PPG 13.	
	Para 6: In order to deliver the objectives of this guidance, when preparing development plans, local authorities should: - ensure that strategies in the development and local transport plan complement each other and that consideration of development plan allocations and local transport investment and priorities are closely linked - use parking policies, alongside other planning and transport measures, to promote sustainable transport choices and reduce reliance on the car for work and other journeys - give priority to people over ease of traffic movement and plan to provide more road space to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses - ensure that the needs of disabled people as pedestrians, public transport users and motorists – are taken into account in the implementation of planning policies and traffic management schemes, and in the design of individual developments - consider how best to		

	reduce crime and the fear of crime, and seek by the design and layout of developments and areas, to secure community safety and road safety • protect sites and routes which could be critical in developing infrastructure to widen transport choices for both passenger and freight movements		
	Annex C: Important advice is provided about mitigating the impact of new transport infrastructure through the use of EIA and transport appraisal that is set out in the New Approach to Appraisal White Paper. This includes the need to explore a full range of transport alternatives and using the New Approach to Appraisal.	Significant advice that must be integral to the preparation of LTP schemes	
	Annex D: Sets out recommended Maximum Parking Standards which can be built into police to regulate the availability of parking space associated with new development	LDF will need a system of standards to be applied to the provision of parking space with new development.	
PPG 14: Development on Unstable Land 1990	Seeks to ensure that unstable land is identified early in the planning process, appropriate policies are developed for its use and planning applications are decided on the basis of adequate information	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	
	Para 6: Archaeological remains should be seen as a finite and non-renewable resource, in many cases highly fragile and vulnerable to damage and destruction. Appropriate management is therefore essential to ensure that they survive in good condition. In particular, care must be taken to ensure that archaeological remains are not needlessly or thoughtlessly destroyed.	Ensure that transport projects in development are subject to an archaeological and cultural heritage desk-based assessment to establish the impact of proposed schemes on the archaeological and historic environment.	
	Para 8: Where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation. Cases involving archaeological remains	LTP needs to acknowledge that there is a presumption in favour of preserving nationally important archaeological remains.	

	of lesser importance will not always be so clear cut and planning authorities will need to weigh the relative importance of archaeology against other factors including the need for the proposed development		
PPG 17: Planning for Open Space, Sport and Recreation 2002	Advises local authorities to conduct assessments of existing and future needs of the local community regarding open space, sports and recreation, and opportunities to provide for those needs. These assessments are essential to the development of effective policies and standards for open space, sports and recreation, and their accessibility to the public.	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	
	Para 22: For major developments and local facilities, the location of new provision should be in places where they have good access to public transport.		
	Para 25: The countryside around towns provides a valuable resource for the provision of sport and recreation, particularly in situations where there is an absence of land in urban areas to meet provision. Subject to designated areas, local authorities should encourage the creation of sports and recreational facilities in such areas and the development of areas of managed countryside, such as country parks, community forests, and agricultural showgrounds.		
PPG20: Coastal Planning 1992	Advises planning authorities to reconcile development requirements with the need to protect, conserve and, where appropriate, improve the landscape, environmental quality, wildlife habitats and recreational opportunities of the coast. Tourism, recreation and energy generation are particularly relevant land-uses / developments of relevance to this PPG Local Development Plans need to define the extent of the coastal "zone" in their area and to have regard to: • Specifically designated areas of high landscape	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure. LTP needs to be part of an integrated approach to coastal zone management, informed by PPS20 and other relevant documents including the North East Coastal Authorities Shoreline Management Plan and the Durham	

	value or of nature conservation or scientific interest • Development may damage downstream habitats, fisheries or recreational and economic resources • Development in one authority area may reduce the scenic and nature conservation value of coastal areas in another • New development can place existing development, coastal defences or fisheries at risk • Piecemeal reclamation of inter-tidal areas and other developments may damage and erode nature conservation areas, ports, sea defences and coast protection works • Recreational development may alter the natural processes of erosion and deposition or damage areas of nature conservation value	Heritage Coast Management Plan.	
Good Practice Guide on Planning for Tourism 2007 (supersedes PPG 21: Tourism)	Guidance, with examples of good practice from local authorities The planning system, by taking a pro-active role in facilitating and promoting the implementation of good quality development is crucial to ensuring that the tourism industry can develop and thrive, thereby maximising the economic, social and environmental benefits. At the same time the planning system aims to ensure that these benefits are achieved in the most sustainable manner possible.	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	
PPS 23: Planning and Pollution Control 2004	This PPS is intended to complement the pollution control framework under the Pollution Prevention and Control Act 1999 and the PPC Regulations 2000. This Statement advises that: • any consideration of the quality of land, air or water and potential impacts arising from development,	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure.	

	possibly leading to impacts on health, is capable of being a material planning consideration, in so far as it arises or may arise from or may affect any land use; • the planning system plays a key role in determining the location of development which may give rise to pollution, either directly or indirectly, and in ensuring that other uses and developments are not, as far as possible, affected by major existing or potential sources of pollution; • the controls under the planning and pollution control regimes should complement rather than duplicate each other; • the presence of contamination in land can present risks to human health and the environment, which adversely affect or restrict the beneficial use of land but development presents an opportunity to deal with these risks successfully; • contamination is not restricted to land with previous industrial uses, it can occur on greenfield as well as previously developed land and it can arise from natural sources as well as from human activities; • where pollution issues are likely to arise, intending developers should hold informal pre-application discussions with the LPA, the relevant pollution control authority and/or the environmental health departments of local authorities (LAs), and other authorities and stakeholders with a legitimate interest; and • where it will save time and money, consideration should be given to submitting applications for		

	planning permission and pollution control permits in parallel and co-ordinating their consideration by the relevant authorities.		
PPG 24: Planning and Noise 1994	**Para 2:** The impact of noise can be a material consideration in the determination of planning applications. The planning system has the task of guiding development to the most appropriate locations…..the planning system should ensure that, wherever practicable, noise-sensitive developments are separated from major sources of noise (such as road, rail and air transport and certain types of industrial development). It is equally important that new development involving noisy activities should, if possible, be sited away from noise-sensitive land uses.	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure. LTP policy on noise needs to be integrated	
	Para 5: Plans should contain policies designed to ensure, as far as is practicable, that noise-sensitive developments are located away from existing sources of significant noise (or programmed development such as new roads) and that potentially noisy developments are located in areas where noise will not be such an important consideration or where its impact can be minimised.		
	Para 20: Special consideration is required where noisy development is proposed in or near Sites of Special Scientific Interest (SSSIs). Proposals likely to affect SSSIs designated as internationally important under the EC Habitats or Birds Directives or the Ramsar Convention require extra scrutiny.	Policies in the LDF should ensure that there are satisfactory measures in place to avoid or minimise impacts of schemes from noise.	
PPS 25: Development and Flood Risk 2010 This edition replaces the earlier version of PPS25 published on 7 December 2006. PPS25 also replaces Planning Policy Guidance25: Development and Flood	Planning Policy Statement 25 (PPS25) sets out the Government's spatial planning policy on development and flood risk. Planning Policy Statement 25 (PPS25) sets out Government policy on development and flood risk. Its aims are to ensure that flood risk is taken into account at all stages in the planning process	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure. LTP should have a complimentary policy on flood risk,	

Risk (PPG25), published in July 2001.	to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas of highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe, without increasing flood risk elsewhere, and, where possible, reducing flood risk overall. Regional planning bodies and local planning authorities should prepare and implement planning strategies that help deliver sustainable development by: **Appraising Risk:** • Identifying land at risk and the degree of risk of flooding from river, sea and other sources in their areas • Preparing Regional Flood Risk Appraisals or Strategic Flood Risk Assessments as appropriate, as freestanding assessments that contribute to the Sustainability Appraisal of their plans **Managing Risk:** • Framing policies for the location of development which avoid flood risk to people and property where possible, and manage any residual risk, taking account of the impacts of climate change • Only permitting development in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and benefits of the development outweigh th riksks from flooding **Reducing risk:** • Safeguarding land from development that is required for current and future flood management	referencing the Strategic Flood Risk Assessment of the County SEA to include objective on adaptation to the effects of climate change, including flooding	

	e.g. conveyance and storage of flood water, and flood defences • Reducing flood risk toand from new development to reduce the causes and impacts of flooding e.g. surface water management plans; making the most of the benefits of green infrastructure for flood storage, conveyance and SUDS; re-creating functional floodplain; and setting back defences **A partnership approach:** • Working effectively with the Environment Agency, other operating authorities and other stakeholders to ensure that best use is made of their expertise and information so that plans are effective and decisions on planning applications can be delivered expeditiously • Ensuring spatial planning supports flood risk management policies and plans, River Basin Management Plans and emergency planning		
PPS25 Supplement: Development and Coastal Change	The Government's aim is to ensure that our coastal communities continue to prosper and adapt to coastal change. This means planning should: • ensure that policies and decisions in coastal areas are based on an understanding of coastal change over time • prevent new development from being put at risk from coastal change by: (i) avoiding inappropriate development in areas that are vulnerable to coastal change or any development that adds to the impacts of physical changes to the coast, and	LTP to take account of coastal change in preparation of delivery plans	

(ii) directing development away from areas vulnerable to coastal change	
	• ensure that the risk to development which is, exceptionally, necessary in coastal change areas because it requires a coastal location and provides substantial economic and social benefits to communities, is managed over its planned lifetime, and • ensure that plans are in place to secure the long term sustainability of coastal areas.

REVIEW OF PLANS AND PROGRAMMES: KEY TO TABLES	
	This symbol indicates that the selected text sets out a key policy principle that the LTP will need to have regard to.
	This symbol indicates the need for specific areas to be allocated in support of the selected text
	This symbol indicates text that provides background/explanation or amplification.

Plans/Policies and Programmes	Source	Key Objectives or requirements relevant to plan and SA	How objectives or requirements might be taken on board in the LTP	Implications for Plan
Regional Strategies				
Regional Spatial Strategy for the North East July 2008	GONE	The RSS sets out the Locational Strategy for the Region which should be used to guide and shape LDF policy. It also contains relevant targets and policies on individual issues across the range of planning concerns. The RSS itself actually forms	LTP needs to recognise the influence of these objectives on spatial planning, and therefore associated transport infrastructure. LTP needs to reflect	

		part of the statutory development plan for County Durham. Locational Strategy and selected other policies are reproduced here, but all need to be taken into account.	these in its policies. The LTP needs to reflect these in its policies The LTP needs to reflect these in its policies The LTP needs to reflect these in its policies	
		Policy 2 Planning proposals and Local Development Frameworks should support sustainable development and construction through the delivery of the following environmental, social and economic objectives: ***Environmental*** To ensure good local air quality for all To protect and enhance the quality of the region's ground, river and sea waters To protect and enhance the region's biodiversity, geodiversity and soil quality To reduce the amount of waste produced and increase the amount recycled To make better use of our resources, including the built fabric To mitigate environmental and social costs of developments and encourage efficient resource use To protect and enhance the quality and diversity of the region's rural and urban land and landscapes To prevent inappropriate development in		

		floodplains		
		To reclaim and reuse derelict land to make more productive use of land		
		To protect and enhance the region's cultural heritage and diversity		
		To promote the concept of green infrastructure, a network of linked, multi-functional green space in and around the region's towns and cities		
		Social		
		To tackle the social, economic and environmental impacts of multiple deprivation		
		To raise educational achievement across the region and improve the skills of the workforce and of adults who are currently economically inactive, through training and skill development		
		To ensure everyone has the opportunity of living in a decent and affordable home		
		To improve the quality and choice of housing through market renewal and new development		
		To reduce crime and the fear of crime, particularly through good design		
		To improve health and well-being while reducing inequalities in health		
		To ensure good accessibility for all to jobs, facilities, goods and services in the region particularly by public transport, walking and		

		cycling To reduce the need to travel by private car To increase public involvement in decision making and civic activity ***Economic*** To ensure high and stable levels of employment so everyone can share and contribute to greater prosperity To achieve high and sustainable levels of employment so everyone can share and contribute to greater prosperity To achieve high and sustainable levels of economic growth by focusing on the region's strengths and alleviating weakness To reduce the adverse impacts of economic growth on global communities by supporting the use of local labour, materials and produce **Policy 6** **LOCATIONAL STRATEGY** Plans, strategies and programmes should support and incorporate the locational strategy to maximise the major assets and opportunities available in the North East and to regenerate those areas affected by social, economic and environmental problems. This will be done by the following means, which should also be delivered		

		by planning proposals:		
		• supporting the polycentric development and redevelopment of the **Tyne &WearCity-Region and the Tees Valley City-Region** by concentrating t**he majority of new development in the two Conurbations and the Main Settlements**; (City of Durham is considered a Main Settlement for Tyne and Wear par. 2.44) • allowing development appropriate in scale within the **Regeneration Towns and Rural Service Centres** to **meet local needs** and **achieve a balance between housing, economic development, infrastructure and services**; • maintaining vibrant **rural areas with a diversified economy** and **sustainable market towns**, **service centres and villages** whilst preserving their **historic fabric and character;** • conserving and enhancing biodiversity, geodiversity,		

		heritage resources, tranquillity and the high quality landscapes, including the Northumberland National Park, the **North Pennines** and Northumberland Coast **AONBs** and the **Durham,** Northumberland and North Yorkshire and Cleveland **heritage coasts** and protecting them from development that would endanger these qualities; and • improving sustainable internal and external connectivity and accessibility, including sustainable accessibility from Other Regeneration Areas to the Conurbations and the Main Settlements. **Policy 7** **CONNECTIVITY AND ACCESSIBILITY** Strategies, plans and programmes and planning proposals should seek to improve and enhance the sustainable internal and external connectivity and accessibility of the North East by: • Reducing the impact of travel demand particularly by		

		promoting public transport, travel plans, cycling and walking • Reducing the need to travel long distances, particularly by private car, by focusing development in urban areas that have good access to public transport and for cyclists and pedestrians and by encouraging home working and improving electronic communications • Minimising the impact of the movement of people and goods on the environment and climate change • Making best use of resources and existing infrastructure • Ensuring safe transport networks and infrastucture • Maximising the potential of the International Gateways of the ports and airports and strategic transport infrastructure in supporting regional economic growth and regeneration • Improve and enhance the sustainable internal and external connectivity and accessibility of the region by improving accessibility and efficiency of movements with		

		emphasis on promoting sustainable modes and reducing travel demand along the four key transport corridors set out in Policy 49: i.e. the a1 / East Cost Main Line; A19 / Durham Coast rail line; A66 / Tees Valley rail line; A69 / Tyne Valley rail line **Policy 9** **TYNE AND WEAR CITY-REGION** Strategies, plans and programmes, and planning proposals should support the polycentric development and redevelopment of the Tyne & Wear City-Region by: 9.1. Regeneration Giving priority to the regeneration of the following areas: • the central parts of the Tyne River Corridor, extending over including the Bridging Newcastle Gateshead area, Newcastle City Centre, Teams, Gateshead Quays and town centre, and North Felling, both banks of the river Tyne including Hebburn, Jarrow, South Shields,Wallsend and North Shields, and the		

		town centre of South Shields forming the Tyne Gateway, for appropriate mixed-use development; the River Wear Corridor in Central Sunderland; • **ensuring a scale and quality of development to reflect Durham City's unique character and its role as a major service and employment centre for its surrounding hinterland;** • **supporting the regeneration** and development of Amble, Ashington, Blyth, Cramlington, **Chester-le-Street, Consett, Stanley, Crook, Seaham, Peterlee,** Hetton-le-Hole and Houghton-le-Spring, for sustainable growth without adversely impacting on the regeneration initiatives within the Tyne and Wear Conurbation; 9.2 Economic Prosperity • focusing the majority of new economic development on the city centres of Newcastle and Sunderland and the Key		

		Employment Locations of West Hartford, Blyth Valley; Newcastle Great Park; Newburn Riverside, Newcastle; and Baltic Business Quarter, Gateshead (as set out in Policy 20); • supporting the Science City Newcastle initiative, focusing development on the western area of Newcastle for science and technological development and developing a network of complementary nodes including Baltic Business Park, Gateshead; Northumbria University (Manors development); the Centre for Renewables, Blyth; **Durham University and NetPark**, • continuing to support the influential economic role of the four universities in the city-region, enabling better links between universities and business, and campus expansions where appropriate; • **focussing new knowledge based Small Medium Enterprise**		

		accommodation and offices within and adjacent to Newcastle and Sunderland city centres, **with provision in regeneration centres and rural service centres to meet local needs;** • developing manufacturing and logistics based accommodation in line with Policies 18 and focusing on the **creation of local jobs and retraining and up-skilling of local workforces in the Other Regeneration Areas;** • broadening and better integrating the city-region's tourism offer by building on the success of the Newcastle-Gateshead Initiative including a major regional conference facility; **sustainably developing the tourism** potential of Hexham, Morpeth, Alnwick**, Durham and the region'sWorld Heritage Sites**; and improving **sustainable accessibility between tourist facilities and destinations**; 9.3 Sustainable Communities		

		Supporting the integrated housing market renewal initiatives and programmes of: 1. Bridging NewcastleGateshead, and Sunderland Arc areas, including large scale housing demolitions, and 2. the SENNTRi area, Rural Coalfield Regeneration Area, and **Durham Coalfield Communities** Area, with particular emphasis on **rebalancing the housing stock** and **meeting local housing needs**; • Locating the majority of new retail and leisure development in the regional centre of Newcastle and the sub-regional centre of Sunderland. **Additional development in other town centres should be consistent with their scale and function to maintain and enhance their vitality and viability;** • **Developing housing to support the economic growth strategies in sustainable locations**, mainly on previously developed land in areas where it does not undermine existing housing		

		markets, **particularly housing market restructuring areas;** 9.4 Connectivity • improving public transport links from throughout the city-region to Newcastle International Airport, and from Durham Tees Valley Airport to Durham City in particular; • promoting the improvement of rail services between the two conurbations and to destinations outside the region, especially Edinburgh, Manchester, Leeds and London, particularly on the Durham Coast and East Coast Main Line. • improving interchange facilities at the Strategic Public Transport Hubs of Newcastle, Sunderland and **Durham City,** particularly Newcastle Central Station; 9.5 Green Belt Ensuring that the Green Belt continues to safeguard the countryside from encroachment and check the unrestricted sprawl of Tyne & Wear. The Green Belt should:		

		• prevent the merging of: • **Sunderland with Seaham**, Houghton-le-Spring, Washington or Tyneside; • Gateshead with Hebburn, Washington, Birtley or Whickham; • **Washington with Chester-le-Stree**t; • Newcastle upon Tyne with Ponteland, Newcastle International Airport, or Cramlington; • North Tyneside with Cramlington or Blyth; and • **Durham City with Chester-le-Street.** • preserve the setting and **special character of Durham City**, Hexham, Corbridge and Morpeth; • assist in urban regeneration in the city-regions by encouraging the recycling of derelict and other urban land; and • **maintain the broad extent of the Green Belt** with **detailed boundaries to be defined in relevant Local Development Frameworks**, around Morpeth and the **area to**		

		the north of Consett and Stanley and eastwards to Chester-le-Street. • supporting the establishment of strategic networks of green infrastructure that links existing and proposed greenspace with green corridors running through urban, suburban and urban fringe areas to the countryside and coast • **subjecting development proposals** in or likely to affect internationally designated sites of nature conservation importance and the **Heritage Coast** to rigorous examination; • encouraging the development **of renewable energy** whilst carefully considering the local impacts of proposals. **Policy 10 TEES VALLEY CITY-REGION** Strategies, plans and programmes, and planning proposals, should support the polycentric development and redevelopment of the Tees Valley City-Region by:		

		10.1. Regeneration • giving priority to the regeneration of the Stockton-Middlesbrough Initiative area, both banks of the Tees between Stockton, Middlesbrough and Redcar; Hartlepool Quays and brownfield opportunities in Darlington; • supporting the regeneration of the Coastal Arc from Hartlepool Headland to East Cleveland for appropriate development; • supporting the regeneration and development of **Newton Aycliffe**, **Spennymoor, Shildon**, **Bishop Auckland**, Saltburn, Brotton, Skelton, and Loftus for sustainable growth without adversely impacting on the regeneration initiatives within the Tees Valley conurbation. 10.2. Economic Prosperity • giving priority to major new heavy industrial, chemicals and port related development at Billingham, Seal Sands, South Tees, Teesport and Wilton; • supporting the		

<table>
<tr><td></td><td></td><td>expansion of the **renewable energy and recycling sector** and their links to sustainable regeneration;

• supporting the development of business and financial services and new city scale leisure, cultural and retail development in Stockton and Middlesbrough;

• developing manufacturing and logistics based accommodation in line with Policies 18 and 20;

• supporting the appropriate development of Wynyard and **NetPark as Key Employment Locations** as set out in Policy 20

• supporting the development of Darlington and **Newton Aycliffe as employment locations**, particularly to take advantage of their location close to the A1, A66 and East Coast Main Line;

• supporting the expansion of the Universities of Teesside and Durham, and the research and development capabilities of the Wilton Centre</td><td></td><td></td></tr>
</table>

		and **NetPark;** • concentrating major new tourist developments related to the coast in Hartlepool and Redcar; • focusing on the creation of local jobs and retraining and up-skilling of local workforces in the Other Regeneration Areas. 10.3. Sustainable Communities • locating the majority of new retail and leisure development in the sub-regional centres of Middlesbrough and Darlington, whilst additional development in other centres should be consistent with their scale and function to enhance their vitality and viability; • developing housing to support the economic growth strategies **in sustainable locations,** • **mainly on previously developed land in areas where it does not undermine existing housing markets, particularly housing market**		

		restructuring areas;		
		• supporting **housing market renewal programmes** for the Tees valley City-Region, including **Durham Coalfields Communities Area**;		
		• insisting on high standards of new development and redevelopment, which improve the quality of the environment and promote sustainability;		
		10.4 Connectivity		
		• exploring the need for sustainable transport infrastructure improvements to support regeneration initiatives;		
		• supporting the upgrading of the East Coast Main Line, the **Durham Coast Rail** improvements and rail freight improvements to Teesport;		
		• improving interchange facilities at the Strategic Public Transport Hubs of Darlington and Middlesbrough		
		• investigating improvements to the A66 Darlington Bypass, a new		

		crossing of the River Tees and reducing congestion on the A19; • promoting bus-based public transport improvements between the Other Regeneration Areas and the Tees valley Conurbation and Main Settlements • protecting the line of the East Middlesbrough Transport Corridor, primarily for development as a public transport link. 10.5 Strategic Gaps Ensuring that strategic gaps continue to maintain the separate identity of settlements in the Tees Valley by preventing them from coalescing and by preventing urban sprawl. Strategic gaps should be identified: • Between the conurbation (Marske / Redcar / Eston / Middlesbrough / Thornaby / Stockton • / Yarm / Billingham) and surrounding towns and villages; • Between Hartlepool and surrounding villages; • Between **Darlington and surrounding towns and**		

		villages and Newton Aycliffe; • Between Eaglescliffe and Middleton St George; and • Between Middleton St George and Darlington. 10.6 Environment • subjecting development proposals in and likely to affect internationally designed sites of nature conservation importance, Saltholme Nature Reserve, the Heritage Coast and the Tees Estuary, to rigorous examination, taking account of existing biodiversity and geodiversity interests; and • encouraging the development of renewable energy whilst carefully considering the local impacts of proposals. **Policy 11 RURAL AREAS** Strategies, plans and programmes, and planning proposals, should support the development of • a vibrant rural economy that makes a positive contribution to regional prosperity, whilst protecting the		

		Region's environmental assets from inappropriate development by: 11.1. Regeneration • **strengthening the role of the Rural Service Centres** of Alnwick, **Barnard Castle,** Berwick-upon-Tweed, Guisborough, Haltwhistle, Hexham, **Middleton-in-Teesdale**, Morpeth, Prudhoe, and **Stanhope**; and • **identifying an appropriate scale of development** that is **sufficient to sustain settlements and a vibrant rural economy**. Local Development Frameworks should identify **a settlement hierarchy, including Secondary Settlements to determine the appropriate scale and nature** of development. 11.2. Economic Prosperity • providing a positive framework to capitalise on the key opportunities the environment provides for the **development of a range of employment uses, including**		

		the diversification of agriculture, tourism, culture and leisure and new sectors of the economy including renewables and environmental technologies. 11.3. Sustainable Communities • **protecting and improving the provision of rural service infrastructure** and other physical development where this is critical for supporting and maintaining sustainable rural communities; • addressing affordable housing problems arising throughout the Region's rural areas, particularly in Alnwick, Berwick, Tynedale and Castle Morpeth; and; • combining landscape improvements, wildlife and heritage conservation and enhancement measures with the provision of leisure and educational opportunities, where appropriate. 11.4. Connectivity		

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		- providing attractive and **innovative public transport services** to improve accessibility for their surrounding **hinterland to Rural Service Centres**, between **Rural Service Centres** and to the **Conurbations and the Main Settlements** in the city regions; - developing core networks of public transport links focused on key hubs, in particular on the main rural service centres, with frequent services from these centres to the Conurbations and Main Settlements within the two city regions; - developing feeder public transport services from surrounding rural areas to the main Rural Service Centres, ensuring integration with core network services; - supporting the introduction, concept and development of Community Rail Partnerships; and - protecting the land at the former goods yard at Tweedmouth that may be required as part of the		

		ECML improvements. **Policy 49 REGIONAL TRANSPORT CORRIDORS** Local Transport Plans, if appropriate, and other plans strategies and programmes should focus on improving sustainable accessibility and the efficiency of movement along the strategic transport networks within the following inter-regional transport corridors: • A1 / East Coast Main Line • A19 / Durham Coast Main Line • A66 / Tees Valley rail line • A69 / Tyne Valley rail line … **Policy 50 REGIONAL PUBLIC TRANSPORT PROVISION** Strategies, plans and programmes should develop public transport provision that encourages a rebalancing of the transport system in favour of more sustainable modes. Local Transport Plans and other strategies, plans and programmes should support that action which will focus on measures that: • Ensure that new development and redevelopment is located and designed to encourage and promote walking, cycling and public transport		

		provision. …		
The Integrated Regional Framework for the North East (2008)	Sustaine	Priority actions to meet the IRF's objective to develop sustainable transport and communication include: • Balance the economic requirements for national and international travel with the need to reduce our carbon emissions. • Develop sustainable transport networks to support rural communities, taking account of changes to public services. • Embed sustainable transport policy within local development frameworks, including encouragement of production of sustainable travel plans. • Encourage the use of ICT as an alternative to travel, including the potential for home working and changes to travel patterns to increase efficiency and reduce carbon emissions	LTP3 Polices and implementation plan to support the objectives of the IRF	
North East England Climate Change Adaptation Study (2008)	Sustaine	Identifies the principal climate change related impacts projected for the region by the 2050s as: • Increased frequency of flooding from rivers, streams	LTP3 to ensure that adaptation measures for transport related infrastructure are incorporated into strategy and the implementation plan.LTP3 to further recognise the role and opportunities that the	

		and the sea • Increased adverse health and welfare effects during warmer summers • Increased incidents of wild fires • Increased frequency of flooding from drainage systems • Increase in infectious diseases in humans and livestock • Increase in pests • Increased damage to fabric and structure of buildings • Loss of business / service productivity or continuity • Increased business opportunities associated with adaptation • Increased pressure on emergency services • Increased pollution from contaminated land • Increased wildlife impacts • Increased storm related debris • Increased path erosion	transport network and associated green infrastructure can play in adaptation to climate change e.g. Carbon storage, drainage, species movement etc	
North East Leading the Way Regional Economic Strategy 2006-2016	One North East (RDA)	The implementation of the new Regional Economic Strategy (RES) provides a major opportunity for the RDA and regional partners to tackle the changing needs of the region in a co-ordinated way. Its vision is: **North East England will be a region where**	Some of these growth sectors will be more relevant to County Durham. These will need to be identified and opportunities for sustainable growth in these sectors will have to be promoted through the LTP.	

		present and future generations have a high quality of life. It will be a vibrant, self reliant, ambitious and outward looking region featuring a dynamic economy, a healthy environment and a distinctive culture. Everyone will have the opportunity to realise their full potential. The aim is to ensure sustainable, inclusive economic growth by: • Promoting participation and economic inclusion through activity to help people to contribute to and benefit from economic growth • Developing, preserving and promoting a healthy and vibrant cultural climate that will facilitate improved economic performance • Driving economic growth through innovation, skills, investment, enterprise and competition • Promoting the reduction of adverse environmental impact in pursuit of economic development 5 key manufacturing sectors identified in the Regional Economic Strategy (RES) : • Automotive • Chemicals and		

		Pharmaceuticals
		• Defence and
		  Marine
		• Energy
		• Food and Drink
		
		The 4 key service sectors
		identified in the RES are:
		
		• Commercial
		  Creative
		• Health and Social
		  Care
		• Knowledge
		  Intensive
		  Business
		  Services
		• Tourism and
		  Hospitality
		
		In addition to the key
		manufacturing and
		service sectors, the LSC
		(LSC North East 2006)
		has identified sector
		specific commissioning
		needs as follows:
		
		• Social Care
		• Early Years,
		  Childcare and
		  Play Work
		• Leisure, Tourism
		  and Hospitality
		• Sport, Games
		  and Recreation
		• Environmental
		  and Land-based
		• Commercial
		  Media
		• Construction and
		  the Built
		  Environment
		• Transport and
		  Logistics
		• Engineering
		• IT
		• Retail
		
		The action plan 2006-
		2011 identifies a small
		number of number of
		priorities for investment.
		These include;
		
		• Building a new
		  enterprise surge
		  – Seek to create
		  more new		

		businesses increasing VAT registrations from 4,300 to 5,600 each year by 2011 • Boosting productivity and innovation in business – Focus on Innovation Connectors, some business financing • Creating 21st century transport and digital connection – Broadband connections providing access to rural and deprived communities. • Supporting World Class Skills and Increased Economic Activity - • Investment in the Economic Hearts of our region – Investing in the City Regions and the regions market towns and rural service centres		
North East Strategy for the Environment (2008)	ONE	Sets out environmental priorities for the region. Those that LTP3 could help influence include: • Ensure climate change is coherently addresses in all policies • Protect and improve ground, river and water quality in the region • Ensure that land is used in a sustainable and innovative manner	The Local Transport Act requires the LTP3 to have regard to environmental policies and priorities. As such, LTP3 is to have regard to the priorities outlined in the North East Strategy for the Environment	

		• Conserve and enhance biodiversity • Develop sustainable transport solutions by reducing the need to travel and adopting more sustainable practices and technologies Protect and enhance the regions heritage assets and landscapes		
River Basin Management Plan – Northumbria River Basin District (2009)	Environment Agency	The RBMP was published in December 2009 and it aims to achieve the Water Framework Directive's targets for the ecological condition of waters in the Northumbria River Basin area. The Directive aims to achieve at least good status or good potential for all waters by 2015 or, where this is not possible, by 2027. The RBMP explains that, due to the poor existing quality of many waters in the river basin – particularly the Rivers Wear and Tees which lie within County Durham - the 100% 'aspirational target' will only be achievable by 2027. However it establishes a series of measures that should enable 29% of water bodies to be of 'good' chemical and ecological status by 2015 in the River Wear Catchment; and 41% in the River Tees catchment. Good development planning needs to consider a number of issues relevant to this plan, including housing locations, sewage treatment options, initiatives to reduce flow to sewageworks, water	LTP should have a policy on protection and enhancement of the natural environment, including water resources. SEA to include objective on protecting and improving water quality	

		efficiency measures and the reduction of sediment and nutrients from diffuse pollution. Increasing the uptake of sustainable drainage systems, ensuring green infrastructure is incorporated in new development and promoting the re-use of 'grey' water are also listed actions		
River Wear Catchment Flood Management Plan Scoping Report (2006)	Environment Agency	Sets out objectives for reducing flood risk and flood damage in the River Wear Catchment through a detailed analysis of historic flooding events, river factors, and projected changes in urban development, land use and land management, and climate (rainfall) that are likely to affect the nature and regularity of flood events in the future. Broad objectives are: To reduce flood risk to people To reduce flood risk to property To reduce flood risk to essential infrastructure To support and inform the land use planning process To improve flood warnings to caravan parks and sites To protect archaeological and material assets To contribute to the maintenance and improvement of designated sites (SACs, SPAs, SSSIs) To help delivery of the UK and Durham Biodiversity	Needs to be taken account in the Strategic Flood Risk Assessment and policies need to inform the development of LDF policies to minimise flood risk. LTP should have regard to objective on reducing risk to essential infrastructure A policy on reducing flood risk is advisable SEA to include objective on adapting to climate change, including flood risk	

		Action Plan		
Heritage Counts – North East Regional Report 2009	English Heritage	Annual regional report highlighting the principal trends and challenges for the North East Region in relation to the Historic Environment. It highlights the importance of heritage conservation and access / interpretation to other priorities such as community identity and well-being, economic regeneration and sustainability. Trends and challenges are set out under the following headings: Understanding the region's historic assets • Designated historic assets • Historic areas and open spaces • Research and knowledge Caring and sharing • Historic environment at risk • Managing positively • Capacity and resources • Skills • Broadening access Using and Benefiting • Education • Economic impacts • Participation • Well being and quality of life • Sustainability	No specific policies / targets but highlights how heritage can be positively integrated with development. LTP needs to recognise holistic value of heritage assets and should include policy on protection and enhancement of historic environment. SEA to include objective on protection and enhancement of historic environment	
Better Health, Fairer Health: a strategy for the 21st Century health and well		Tackling health inequalities in the North East and County Durham requires actions to narrow the gap in life expectancy	LTP should make a positive contribution to healthier lifestyles by enabling and encouraging higher	

being in the North East of England 2008		between our populations and England as a whole and the gap within County Durham under three key headings: • Inequalities in opportunities – poverty, family, education, employment and environment • Inequalities in lifestyle choices – smoking, physical activity, food, drugs, alcohol and sexual activity • Inequalities in access to services for those who are already ill or have accrued risk factors for disease	levels of cycling and walking. SEA to include objective on improving health and wellbeing	

LOCAL LEVEL				
Economy and Regeneration				
County Durham Economic Strategy 2008-2013 (November 2008)	Durham County Council	Provides strategic framework for economic development and regeneration in County Durham, with the vision of 'securing the economic well being of the county'. Promotes importance of business parks/prestige industrial estates as a central plank to achieve the vision, and reaffirms the importance of conversion to a knowledge-based economy. Provides strategic framework for economic development and regeneration in County Durham, with the vision of 'securing the economic well being of the county'. Promotes importance of business parks/prestige industrial estates as a central plank to achieve the vision, and reaffirms	Now supersede by the Regeneration Statement (see below), although transport planning will still be influenced by the major projects, assets and priorities listed. LTP needs to support sustainable economic development with modern, sustainable transport solutions.	

| | | the importance of conversion to a knowledge-based economy.

Existing economic assets are identified;

- Durham City - Potential for a world class visitor centre and a regional retail and business location.
- Durham University – top 20 research institutes in the World for scientific research.
- NetPark
- A strong manufacturing and engineering base – which remains a significant employer and has potential for growth in value added activities.
- An exceptional quality of place.

The Spatial Framework identifies roles for each particular area.

Durham City and A1M Corridor

- Durham City and the A1M Corridor - Despite these strengths, the experience for residents, students and visitors is often marred by a limited range of retail, leisure

and cultural facilities, some poor quality public spaces and limited employment | | |

		opportunities. • Secure more employment opportunities in and around Chester-Le-Street **East DurhamA19 Corridor** • Peterlee is included in the South & East Durham Growth Point and hence is a location of particular opportunity for additional development. • The East Durham A19 Corridor forms part of the successful South and East Durham New Growth Point and, with the Bishop Auckland-Darlington Corridor will play a key role in delivering more than 4,600 additional homes up to 2016/17. **Bishop Auckland - Darlington Corridor** • The corridor contains the main towns of Bishop Auckland, Newton Aycliffe, Spennymoor and Shildon • The area has strong labour market, housing market and transport connections with Darlington and theTeesValley • The area incorporates a network of		

		strategic employment sites including Newton Aycliffe industrial estate which alone accommodates nearly 10,000 manufacturing jobs and is one of the most important concentrations of manufacturing employment in the North East. Along with NetPark. • Alongside these proposals, the area will be a priority for housing market renewal across a number of key settlements (including Ferryhill Station, Dean Bank, ChiltonWest, Coundon andTow Law). Economic development activity in these locations will support efforts to improve the sustainability of existing communities. **NorthWest Durham** • Including the towns of Consett and Stanley • Although there have been a number of successful industrial development schemes in recent years, sustained investment in modernising key employment sites is vital to ensure the area is attractive to		

		existing and new businesses. • Both Consett and Stanley have seen their role as shopping and service centres decline.There are significant opportunities for housing market renewal in Stanley and communities within its hinterland to help stabilise and sustain the long-term role of the centre. **RuralWest Durham** • County Durham is essentially a rural County yet some of the former rural coalfield areas display characteristics which are more consistent with deprived urban neighbourhoods. • In some communities housing affordability, limited transport and a lack of employment opportunities is resulting in the loss of younger, economically active families and impacting on the sustainability of local services. • Housing affordability is a particularly significant issue in the remote rural west;Teesdale had the second highest house price affordability ratio (with house		

		prices 6.5 times the average income) according to research by the National Housing Federation. • Poor access to services is a key factor in creating rural disadvantage, along with the acknowledged 'premium' attached to delivering services in rural areas. • RuralWest Durham is experiencing an increase in population – with some evidence of migration from the urban areas – but also an ageing population • The market town of Barnard Castle has an important heritage and historic assets which attract residents, visitors and businesses. It has a small number of key employers and employment estates and is attractive to knowledge-intensive businesses and rural entrepreneurs. • The planned creation of the Eastgate renewable energy village near Stanhope involves the redevelopment of a former cement works site. Seven Transformational Projects are identified		

		these include;		
		• North East Technology Park (NetPark): A world class technology park for commercialising research.		
		• Durham City: A major visitor destination, a strategic office location, and a centre for science and technology.		
		• The Great Institute: a national centre for renewable energy, research, education and training.		
		• Eastgate Renewable Energy Village: using renewable energy to support the regeneration of Weardale.		
		• Barnard Castle: improving one of the North East's most distinctive market towns.		
		• Beamish: reinforcing its role as one of region's most important visitor attractions		
		• Broadband: ensuring all businesses, entrepreneurs and residents have access to high quality broadband.		
County Durham Regeneration Statement 2009	Durham County Council	Updates the Economic Strategy listed above. Sets out Key Actions for four County sub-areas: North and East Durham, Durham City and its Locality, South Durham, West Durham Key Objectives for a	LTP needs to support regeneration objectives with sustainable transport solutions. Transport 15 and Major Transport Infrastructure Improvement of particular relevance to the LTP	

		Thriving Durham City:		
		• City of Culture • Expanding Durham City Vision principles to the immediate locality • Exploiting its potential as a major retail, business and residential centre, academic hub and visitor destination Key Objectives for Vibrant and Successful Towns: • "Whole Town" approach • Unlock the potential of our network of major centres • Transit 15 and major transport infrastructure improvement • Building Schools for the Future Key objectives to develop successful and competitive people: • Raise the aspirations, participation and attainment of young people • Re-engage adults with work and promote lifelong learning • Develop workforce skills Sustainable Neighbourhoods and Rural Communities • Tackling deprivation and narrowing the gap • Quality,		

		affordable and choice of housing across the County • Building Schools for the Future Key objectives for Business Services: • Nurturing business development and growth aligned with key growth sectors • Supporting an enterprise surge and increase economic activity • Creating the right environment for business development • Promoting the County as an attractive economic location for investment		
County Durham Tourism Strategy (2005)	Durham County Council	The strategic aims of the strategy are to: • Develop a tourism experience which matches the quality of the built heritage and the natural environment offered in the county • Effectively communicate this product to the visitor • Increase tourism economic activity in the county • Disperse this activity where possible across the county A number of strategic actions are identified;	LTP needs to support the objectives, along with other economic development objectives, through sustainable transport solutions including for example enhancement of rights of way network, improvements to sustainable accessibility to assets	

		Developing existing attractions • Durham Castle and Beamish Open Air Museum • Bowes Museum • The Weardale Railway, Locomotion and Harperley POW Camp Natural Assets • Heritage coast and an Area of Outstanding Beauty • Hamsterley Forest • Heritage Coast - Seaham Hall Hotel Develop new attractions • The Cathedral and the Castle act as a magnet for national and international visitors but the city lacks a mass of additional things to do and see to extend the experience. • In Barnard Castle an opportunity exists to build a new visitor attraction • Need for holiday accommodation in Weardale		
Durham City Vision Traffic and Transport Strategy 2004	Vision Partners	Relevant objectives include: To significantly reduce the amount of the traffic using the A690, thus creating capacity for more significant changes to the balance of vehicular and pedestrian needs and providing major	LTP3 policies and implementation plan to support transport and access objectives for Barnard Castle	

		improvements to the environment in the City centre To provide better alternatives to the private car and examine further restrictions or disincentives to car use. **The disincentives and restrictions on car use are to include;** • The re-designation of on-street parking from longstay to short-stay. • The allocation of more road space for pedestrians, cyclists and buses. • Traffic management measures to discourage car use within the City centre. • Examination of the potential to extend the existing congestion charge. **The alternatives to car use will include:** • Further improvements to the quality and amenity of journeys by foot and cycle. • Improved, more accessible and reliable bus services. • Full maximisation of the potential created by Park and Ride. • Modernised Bus and Rail stations. • Improved taxi services. • Alternative route(s) for traffic		

		that has no need to enter the City centre.		
Barnard Castle Vision 2007	Vision Partners	Relevant Transport and Access objectives include: • A Cycling Strategy should be developed to encourage the development of the niche activity of mountain biking in the surrounding countryside, and to develop cycling generally as a mode of travel and recreational activity. • The Bus Service Strategy should draw upon the continuing accessibility planning process undertaken for the second LTP and the daughter strategies relating to bus services and community transport. It should also consider the impact of any new investment opportunities proposed within this document. • It is recommended that a Car Parking Strategy is commissioned and produced to enable the identification of appropriate parking solutions to improve the availability of parking spaces for residents,	LTP3 policies and implementation plan to support transport and access objectives for Barnard Castle	

		shoppers and business employees		
		• The HGV Access Strategy should seek to assess the amount of HGV through-traffic in Barnard Castle town centre. Initiatives to limit HGV through-traffic could include a permit system to allow access for deliveries but remove lorries that do not have business in the Town.		
Sustainability				
County Durham Sustainable Community Strategy 2010-2030	County Durham Partnership (administered by Durham County Council)	It was agreed that the interim SCS would be reviewed at the end of 2009 so that the vision, aspirations and goals could be revisited. The following key changes have now been agreed: A revised vision statement of '**Altogether Better Durham**'. With a focus on two things: • **Altogether Better Place** – one where people of all ages and circumstances can meet their needs, whether material, social or spiritual. As a result it will be a place where people choose to live, work and relax. But it will also be a place where social, economic and environmental resources are managed in ways that do not compromise the quality of life of future generations or those in the wider world. • **Altogether Better for People** – carrying	The LDF will be the spatial delivery mechanism for the Sustainable Community Strategy. LTP needs to support the objectives of the SCS, and key to this will be by integrating with the LDF	

<table>
<tr><td></td><td></td><td>forward the vision as it relates to people including tackling deprivation wherever it exists, narrowing the gaps in life chances across the county and focusing on reducing inequality for the most deprived and disadvantaged.

Five priority themes for organising and delivering improvement actions, each linked to a key thematic partnership and with an 'Altogether Better…' strap line, as follows:

• **Altogether wealthier** - focused on creating a vibrant economy and

putting regeneration and economic development at the heart of the SCS;

• **Altogether better for children and young people** - enabling children

and young people to develop and achieve their aspirations, and to

maximise their potential in line with Every Child Matters;

• **Altogether healthier** - improving health and wellbeing;

• **Altogether greener** - ensuring an attractive and 'liveable' local environment, and contributing to tackling global environmental challenges;

• **Altogether safer** - creating a safer and more cohesive county.</td><td></td><td></td></tr>
<tr><td colspan="5">**Transport**</td></tr>
</table>

Durham County Council Local Transport Plan 2 2006-2011 (2005)	Durham County Council	Provides a framework for the implementation of the County's transport plan for the period 2006-11. The LDP's objectives are to: • Bring about equality and social inclusion through better accessibility • Instil a culture of safety • Contribute to the improvement of people's health and access to health services • Fulfil the transport role in the delivery and support of a vibrant and efficient economy • Build liveable streets and neighbourhoods • Protect the environment Table 7.4 sets out a programme of measures to help achieve these objectives, including enhanced bus corridors linking several main towns of County Durham and to Tees Valley and Tyne & Wear; and strategic road links between the A1(M) and A181, and between the A1(M) and the A19. The LTP aims to improve accessibility to services, and stresses the importance of public transport and integrated transport.	LTP3 should build on the successful policies and direction set by LTP2. The review is an opportunity to amend or discard policies which have not been successful.	
Passionate about Paths – The Rights of Way Improvement Plan for County Durham 2007-2011	Durham County Council	A statutory plan required under the Countryside and Rights of Way Act to improve the management and use of all types of rights of way. As well as formal Rights of Way, it also covers cycle routes (off-road), railway paths, open access land, other	LTP3 needs to incorporate the Rights of Way Improvement Plan objectives and policies and recognise contribution of improvement plan to wider objectives of health, biodiversity,	

		public access land (owned by the council), permissive access, unrecorded rights and promoted routes.	tourism etc SEA to include objective on accessibility by healthy transport modes	
		The objectives are:		
		Increase participation and widen access		
		Get more people involved by improving awareness and understanding of access and rights of way. Provide more information on access and rights of way. Provide more information on access and rights of way and raise the profile of the resource. Address barriers and improve the network to create more opportunities for the widest possible range of people to get involved, including minority groups.		
		Improve health and well-being		
		Develop confidence and enjoyment of network users through improvement and promotion. Encourage utility journey and recreational path use for health and well-being. Contribute to community cohesion by developing safe routes.		
		Benefit the economy		
		Promote economic well-being by developing links with tourism projects. Continue to support local suppliers, contractors and rural businesses.		
		Harmonise access		
		Maximise opportunities to link access to wider travel and transport networks. Ensure access and working landscapes		

		develop in harmony. Secure agreements on network changes that benefit the public Protect access Fulfil our duty to protect and assert the public's right to use public rights of way. Implement policies to address cross compliance Develop the physical activity resource Promote the network as a resource suitable for exercise, physical activity and events for all levels and abilities Protect biodiversity Protect the biodiversity resource of the County and retain or enhance it, making it available for all to enjoy It includes policies to achieve the objectives. Policy 11 states: • To ensure that Local Development Frameworks and all new developments permitted in accordance with the Town and Country Planning Acts have regard for the access and rights of way network.		
Heritage and Landscape				
Durham Heritage Coast Management Plan 2005-10 (2005)	Durham County Council	Sets out the priorities and action plan for conserving and enhancing natural beauty of the Durham Coast. Currently has less legal status and receives less central funding than	LTP should recognise special nature of Heritage Coast, and reference it in relation to conservation and enhancement of landscape, biodiversity	

		AONB.	and recreational assets	
		Objective for management are:		
		To conserve, protect and enhance the natural beauty of the coast, including the terrestrial, littoral and marine flora and fauna, geological interest, and its heritage features of architectural and archaeological interest		
		To facilitate and enhance the enjoyment, understanding and appreciation of the public by improving and extending opportunities for recreational, educational and tourist activities, including sport and art, that draw on, and are consistent with the conservation of its natural beauty and the protection of its heritage features		
		To maintain, and improve the environmental health of inshore waters affecting the Heritage Coast and its beaches through appropriate works and management		
		To take account of the needs of agriculture, forestry and fishing and the economic and social needs of the small communities on the coast, by promoting sustainable forms of social and economic development, which in themselves conserve and enhance the natural beauty and heritage features		
		To promote community participation in the stewardship of the coast, optimising the potential of social and economic regeneration initiatives		

		that are consistent with the conservation of the natural beauty and the protection of the heritage features of the Heritage Coast		
River Tyne to Flamborough Head Shoreline Management Plan 2: Non Technical Summary for Easington Area 2007	North East Coastal Authorities Group	Identifies the following issues and objectives: Issues: Long term steepening of nearshore area. Performance of the beach in relation to maintenance of defences. Potential need to stabilise cliff to north of the port. Local management and long term evolution of the Durham Coast. Potential contamination from erosion south of the port. Long term risk to the railway line. Access management to the coast Objectives: Establish erosion trends and vulnerability of defence to North Seaham Determine cliff erosion north of port Determine cliff erosion south of the port to inform contamination risk. Establish erosion trends of mining waste and stability of beaches over the Durham Coast. Establish and monitor	LTP policies to compliment coastal access management objectives and to have regard to the shoreline management plan in relation to potential implications for existing and future transport infrastructure	

		condition of defences Establish reliable record of sea bed change		
Durham Cathedral and Castle World Heritage Site Management Plan 2006	One North East	Sets out principles and objectives for the future management of the World Heritage site. Its key principles are • The Durham Cathedral and Castle WHS will be managed by consensus, achieved through an active partnership between all of the site managers, owners and relevant statutory agencies • The Management Plan's vision, key principles and objectives will provide the overarching framework for all plans, policies and decisions relating to the WHS • All decision and actions at the site will have at their core the need for the high quality and informed conservation of the Outstanding Universal Value and related significances of the WHS • The management of the WHS will aim towards an increase in its accessibility, including the reasonable and practicable removal of physical, sensory,	LTP needs to respect the site and setting of Durham Castle and Cathedral. Policy on conservation and enhancement of historic environment should be included SEA to include objective on conservation and enhancement of historic environment	

		intellectual, social, cultural and organisational barriers to access • The management of the WHS will promote and increase knowledge and understanding of the Durham Cathedral and Castle WHS and its significance for all • All decisions and actions at the site will be based on the principles of sensitivity and appropriate sustainability as defined by the Budapest Declaration on World Heritage Its aims are • To enable the definition of the significance of the WHS in line with World Heritage Committee procedures • To maintain the quality of and local distinctiveness of the WHS and its environment • To understand the processes and history of the WHS and use this knowledge to better inform plans for the current use and enjoyment of the site for its resident religious and educational establishments, as a visitor		

		attraction and as a local community resource, and for future uses and enjoyment of the site • To set out guidelines for the use of land, buildings, landscape, townscape and cultural assets of the WHS and include guidance for their sustainable conservation and maintenance • To recommend how the educational and interpretational potential of the site could be realised further to better inform the public as well as the formal users of the various buildings and functions housed within the WHS • To develop sustainable tourism and a positive visitor experience • To develop a programme of projects to implement the above, conserving and enhancing the WHS for all • To sustain the current uses of the WHS as the most appropriate way of maintaining and enhancing its significance		
North Pennines AONB Management Plan 2009-2014	North Pennines AONB Partnership	The three-part AONB Management Plan is a statutory requirement under the Countryside	LDF needs to have policies to protect the special character and features of the AONB	

		and Rights of Way Act. The purpose of designating AONB's is to conserve and enhance natural beauty, so the Management Plan is focused on this directly, and on priorities and activities which support and complement this purpose, including promoting enjoyment and understanding of the area, conserving and interpreting heritage features and supporting sustainable communities in the area. **AONB Management Plan is intended to:** • Highlight the special qualities and enduring significance of the AONB and the importance of its landscape features, and identify those that are vulnerable to change • Present an integrated vision for the future of the AONB as a whole, in the light of national, • Regional and local priorities, regardless of administrative boundaries • set out agreed objectives which will help secure that vision • Identify what needs to be done, by whom and when, in order to achieve these objectives • Stimulate action aimed at helping people to discover, enjoy and understand the local • Landscape and	and are consistent with Management Plan objectives	

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		its natural and cultural features • Identify actions which will support those economic and social activities which in themselves contribute to the conservation and enhancement of natural beauty. There are 61 objectives included in the action plan part of the document, several of which are relevant to spatial planning. The objectives are grouped under the following sections: • Landscape and Geodiversity; • Land Management and Biodiversity; • Historic Environment; • Enjoying and Understanding the North Pennines; • Economy and Business; • Community and Culture; and • Increasing Knowledge about the AONB.		
County Durham Landscape Strategy (2008)	Durham County Council	Durham County Council's Landscape Strategy identifies six County Character Areas – the North Pennines, Dales Fringe, West Durham Coalfield, Wear Lowlands, East Durham Limestone Plateau, and Tees Lowlands. For each of these it establishes a spatial strategy which identifies areas whose landscape should be conserved, restored, and/or enhanced; and objectives for doing so (e.g. conserving historic	The Landscape Strategy will be key to informing planning decisions on new development proposals. The LTP needs to recognise its importance and refer to it in a policy covering landscape character and quality. SEA to include objective on protection and enhancement of landscape character and quality	

		parks and gardens, improving management of land used for equestrian activities). It also identifies areas where community woodland planting may be particularly appropriate.		
County Durham Historic Landscape Characterisation – ongoing, due for completion in 2011	Durham County Council / English Heritage	Evidence base resource detailing the historic character of the County's landscapes and townscapes and the extent and nature of change experienced over the ages. It complements the County Durham Landscape Strategy in providing a basis upon which to guide policy and decisions regarding location, scale and nature of development which may be appropriate in different places within the County, and places where local value is such that protection from development should be the priority.	As above	
Environmental Quality				
County Durham Environment Strategy	County Durham Partnership	The strategy's 'challenge' is to "Enhance the environment and reduce the use of our natural resources, whilst adapting to climate change, reducing waste and developing new environmental technologies". Its nine aims are: 1. Enriching landscape, biodiversity and geodiversity 2. Improving towns and villages, conserving and enhancing the historic environment 3. Protecting air, land, water and the food chain 4. Responding to climate change 5. Developing	Themes in the Environment Strategy that are particularly relevant to the LTP are: • Low carbon economy • Climate Change • Green travel • Walking and cycling • Demand management (for transport) • Environmental technology initiative SEA will include objectives covering the challenges relating to the LTP	

		sustainable transport 6. Reducing resource consumption and waste 7. Engaging communities in sustainable development 8. Promoting environmentally aware business 9. Finding the resources		
Biodiversity and Geodiversity				
County Durham Biodiversity Action Plan (2007)	County Durham Biodiversity Partnership	The Durham BAP consists of a series of actions plans for nearly 150 priority habitats and species. These describe the relevant habitats and associated species; their current status if known; and the vision, objectives and action priorities for managing them. The partnership responsible for the BAP considers it a "work in progress", given that the habitats and species selected for inclusion are known not to be the only ones under threat. The BAP includes targets for the conservation of the biodiversity of transport corridors in County Durham: • Maintain and enhance the biodiversity value of transport corridors • Develop a plan-wide roadside verge management programme	The LTP should refer to the County Durham BAP as the local translation of national conservation priorities. Policy on conservation and enhancement of natural environment should be included in LTP SEA to include objective on conservation and enhancement of biodiversity	
County Durham Geological Conservation Strategy (1994) and Geodiversity	Durham County Council	The Geological Conservation Strategy and Geodiversity Audit aim to support and facilitate the conservation	LTP should help protect areas of geological SSSIs, Durham County Geological Sites, and Regionally Important	

Audit (2004)		of geodiversity in County Durham. The strategy includes policies to identify important geological and geomorphological sites in County Durham; promote the creation of new sites; and promote suitable sites for teaching purposes. The audit describes the main geological formations and features in County Durham, identifies threats and opportunities for these features, and comments on the links between geodiversity and the county's landscape and future development.	Geological and Geomorphological Sites from transport development. Policy on conservation of natural environment should be included. SEA will include objective on conserving / enhancing geodiversity	
North Pennines AONB Geodiversity Audit and Action Plan 2004- 2009	North Pennines AONB Partnership	Guides the conservation and interpretation of geological features in the North Pennines AONB and Geopark. It also supports the development of geotourism in the area. It sets the geological scene, looks in detail at the geological heritage in the North Pennines, details opportunities to explore and celebrate the geology in the North Pennines and identifies an action plan, which has the following objectives:To monitor the condition and secure the future conservation of all NPGS, RIGS, DCGS and SSSIs • To ensure greater collaborative working between those organizations and groups concerned with earth science conservation • To conserve geological features in the built environment of the AONB • To conserve geological	LTP should help protect areas of geological SSSIs, Durham County Geological Sites, and Regionally Important Geological and Geomorphological Sites from transport development Policy on conservation of natural environment should be included. SEA will include objective on conserving / enhancing geodiversity	

		features in the roadside environment • To conserve the geodiverstiy importance of active and abandoned quarries and underground mines • To conserve the geological importance of spoil heaps • To uphold the Geopark Network Charter on collection and sale of geological material • To raise awareness and promote understanding of the area's geodiversity and of the Geopark status for the AONB • To develop opportunities for Geotourism in the AONB • To further opportunities for formal education and lifelong learning related to local geodiversity • To further opportunities for research related to local geodiversity		
Waste and Minerals				
Revised Municipal Waste Management Strategy for County Durham, 2009 to 2020	Durham County Council	The County's Joint Municipal Waste Management Strategy 2003 is currently being revised in light of the new unitary status of the Council. The aims and objectives have been agreed and are referenced below.	LTP can contribute through approaches to use of secondary and recycled materials in road and other infrastructure construction. SEA to include objective on waste reduction, reuse and recycling	

		Aim: To provide a framework for the delivery of a sustainable municipal waste management solution for the residents of County Durham, taking into account economic, environmental and social factors and with a particular focus on the principles of the waste hierarchy. Objectives: - Provide sustainable integrated waste collection and disposal services that protect human health and the environment - Provide value for money in all waste management services while achieving and exceeding Government targets for waste - Manage materials, as far as possible, in accordance with the waste hierarchy, maximizing the amount managed at higher levels of the hierarchy - Manage municipal waste, as far as possible, within the boundaries of County Durham - Enable flexibility to allow for new technology developments and changing legislation Policies		

		• Current and future policy development will have regard to the relevant national, regional and local guidance • Durham County Council (DCC) will prioritise waste reduction and waste reuse • DCC will aim to reuse, recycle and compost at least: - 40% of household waste by 2010 - 45% of household waste by 2015 - 50% of household waste by 2020 • DCC will continue to serve all households with recycling collections of at least three materials • DCC will reduce the amount of Biodegradable Municipal Waste Landfilled in accordance with the Landfill Allowance Trading Scheme • DCC will seek a residual waste management solution in accordance with the waste hierarchy that represents value for money and that offers flexibility in the medium to long term • DCC will seek to provide waste management services that offer		

		good value, that provide customer satisfaction and that meet and exceed legislative requirements • Durham County Council will seek to promote the waste hierarchy and provide information to residents through a Community Education and Awareness Plan • DCC will work with partners to achieve together the aims of the Municipal Waste Management Strategy and will consult the public of the County in accordance with an established consultation plan • This Strategy will be the subject of regular monitoring and revision as set out in the associated monitoring plan		
County Durham Minerals Local Plan (2000)	Durham County Council	The Minerals Local Plan aims to ensure that Durham meets its share of the regional supply of mineral resources at minimum harm to the environment and society. It also aims to manage opencast coal mining in the county. It supports the use of recycled and waste materials. It includes a proposals map of 2005 which shows preferred areas for the working of various minerals. The plan is getting out of date and needs to be updated as part of the LDF-making process. Most of the plan policies	LTP can contribute through approaches to use of secondary and recycled materials in road construction.	

		from 2000 were saved in Sept 2007, but eight policies expired.		
Climate Change				
County Durham Climate Change Action Plan 2005	Durham County Council	The plan aims to help tackle the causes and effects of climate change in County Durham by: • Raising awareness of climate change issues • Making links to regional, national and international action on climate change • Highlighting examples of good practice in County Durham • Encouraging further partnership working and cross-sectoral links • Identifying priorities, highlighting opportunities and recommending future actions The action plan became outdated in 2007 and is to be revised	LTP guidance requires a commitment to quantified reductions in carbon emissions to be included in the LTP. SEA to include objective on carbon reduction and climate change mitigation	

Appendix B - Baseline Data

Key	
Not applicable	
Indicator is better than national/regional average, targets and/or previous County figures	
Indicator is slightly worse than national/regional average and/or previous County figures	
Indicator is significantly worse than national/regional average, targets and/or previous County figures	

Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
Climate Change and Energy							
Carbon dioxide emissions	**CO$_2$ emissions County Durham** (kilo tonnes CO$_2$ & per capita population) Industry and commercial: 1331 (2.67) (05) 1327(2.65) (06) 1269 (2.51) (07) Domestic: 1272 (2.55) (05) 1278 (2.55) (06) 1228 (2.43) (07) Road Transport: 818 (1.64) (05) 809 (1.61) (06) 817 (1.61) (07)	**North East-Road Transport** 4783 (3.78) (05) 4696 (3.05) (06) 4738 (1.84) (07) **UK – Road Transport** 105826 (1.92) (05) 103967 (1.74) (06) 104748 (1.76) (07)	Government Targets: Achieve a 80% reduction in greenhouse gas emissions by 2050 Reduce UK greenhouse gas emissions by 12.5% by 2012 (Kyoto Protocol)		CO$_2$ emissions from road transport have reduced by 1 kilo tonnes from the 2005 baseline in County Durham and are lower than emissions from the Industry and Commercial and Domestic sectors. Road Transport emissions in County Durham are lower than the North East and UK average.	Increasing car ownership and additional road schemes may result in traffic growth increasing the level of CO$_2$ emissions. Without LTP3 transport CO$_2$ emissions are therefore most likely to increase	Emissions of carbon dioxide for local authority areas. http://decc.gov.uk/en/content/cms/what_we_do/lc_uk/loc_reg_dev/ni185_186/ni185_186.aspx (2009) (accessed March 2010)
Garages supplying biofuels in County Durham	Low Willington-1 Coxhoe – 1 Etherley Moor-1 Barnard Castle-1 Witton-le-Wear – 1 Bowburn – 1 Mickleton – 1 Eggleston – 1 Wolsingham – 1 Lanchester – 1 **Total - 10**	N/A	Under the Renewable Transport Fuels Obligation all fuel companies in the UK will have to replace 5% of their annual fossil fuel sales with biofuel from April 15th 2010		The number of garages supplying biofuels should increase to 100% from April 15th 2010	LTP3 may be able to play a supportive role in encouraging adaptation of vehicles to take a higher biofuel blend	One Green Route http://www.onegreenroute.com/ (accessed April 2010)

Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
Climate change impacts	**Regional projections for 2050:** • Increased frequency of flooding from rivers, streams, the sea and drainage systems • Increased incidents of wild fires and parkland fires • Increased pollution from contaminated land • Increased erosion of the coastline • Increased damage to the fabric and structure of buildings • Increased wildlife impacts on construction and maintenance activities • Increased adverse health and welfare effects during warmer summers, including increased incidents of skin-related afflictions	N/A	N/A	For info only	Policies and actions within the Local Transport Plan will need to consider climate change adaptation measures to cope with weather extremes and reduce disruption levels to the transport network across the County	Without efforts to change behavior to more sustainable modes of transport the impacts of Climate change on County Durham could be worse. Without LTP3 policies on adaptation, the transport network may be less able to adapt to climate change.	North East Climate Change Adaptation Study http://www.adaptne.org/ (2008) (accessed March 2010)

Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
	such as sunburn and skin cancer, increased incidents of midge and tick bites, exacerbation of respiratory problems, greater discomfort to passengers traveling on public transport, increased heart problems and circulatory problems, and increased mortality due to heat-related effects • Reduction in adverse winter health effects associated with extreme cold • Increase in infectious diseases in humans and livestock, and increase in pests • Loss of business/service productivity or continuity, but also increased business opportunities associated with						

Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
	adaptation • Increased storm-related debris • Increased footpath and cycle path erosion, and changes in winter road maintenance regimes						
Flood risk	**Flood risk to development sites:** A number of housing sites fall wholly or partially within Zone 3a (High probability) or Zone 2 (Medium probability) There are no employment sites within the County in which the risk of flooding is sufficiently high that it can't be safely mitigated	N/A	N/A		Flood risk is likely to increase over the next 25 years due to the impacts of climate change	The LTP3 can influence flood risk by ensuring the incorporation of SUDS with transport infrastructure and by enhancing and helping to create areas of open space for walking and cycling. Without LTP3 adaptation measures may not be implemented	Durham County Strategic Flood Risk Assessment 2010

Environmental Protection							
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Baseline Condition**	**Commentary**	**Future trends without LTP3**	**Source**
Air Quality	With the exception of Durham City where Nitrogen Oxide could exceed air quality objectives there is no need to declare Air Quality Management Areas in County Durham Nitrogen Dioxide County Durham 7936 (03) 10,025 (04) Chester-Le-St 674 (03) 658 (04) Durham City 1600 (03) 1630 (04 Derwentside 930 (03) 1020 (04) Easington 1284 (03) 1361 (04) Sedgefield	N/A	Government objectives for air quality currently cover ten pollutants: • Particulate Matter (PM_{10} & $PM_{2.5}$) – Transport is UK's primary source • Nitrogen dioxide (NO_x) – Transport is UK's primary source • Ozone (O_3) • Sulphur dioxide (SO_2) • Polycyclic Aromatic Hydrocarbons (PAHs) – Transport is UK's primary source • Benzene – Transport is UK's primary source • 1,3-		Air quality in the County is generally good with the exception of Nitrogen Oxide levels in Durham City from congested traffic at peak times. Levels of Nitrogen Oxide have increased in all old authority areas in the County with the exception of Chester-le Street between the 03/04 period	Without LTP3 private car use and levels of congestion are likely to increase across the County. This could affect overall air quality with significant effects on levels of Nitrogen Dioxide.	Durham districts and Borough Council air quality monitoring reports

	1752 (03) 2859 (04) Teesdale 889 (03) 1023 (04) Wear Valley 807 (03) 1474 (04)		butadiene – Mainly from combustion of petrol • Carbon monoxide (CO) – Transport is UKs primary source • Lead • Ammonia				
Contaminated Land Number of Potentially Contaminated Sites:	County Durham **5564 (06/08)** Derwentside: 57 (06/07) Chester-Le-St: 134 (07/08) Wear Valley: 532 (07/08) Durham City: 1402 (07/08) Easington: 358 (07/08) Teesdale: 2 (06/07) Sedgefield: 3079 (06/07)	N/A	Target should be to remediate as much contaminated land as possible		There are significant areas of contaminated land in County Durham due to its mining and industrial heritage. A significant number of sites are located in the former Sedgefield district. Contaminated sites include areas contaminated with tars, cyanides and other chemicals from old gas works; asbestos, oils, heavy metals and other chemical	Without the LTP3 there could be an increased level of run off of transport related pollutants to water and land. However, this is unlikely to increase the number of contaminated sites in the County overall	County Durham Contaminated Land Register – Core Evidence Base: Technical Paper 14 http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6934

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				(orange)	compounds from former factory sites; and mine tailings from former collieries. The number of sites is reducing across the County due to remediation. The area reclaimed to date in County Durham exceeds 22 km^2	(orange)	
River Quality	**Biological Quality** <u>% of river length assessed as good biological quality</u> **County Durham** 44.62 (00) 32.43 (02) 41.55 (03) **Chester-Le-St** 21.32 (00) 21.32 (02) 21.32 (03) **Derwentside** 66.15 (00) 67.89 (02) 65.57 (03) **City of Durham** 44.62 (00) 32.43 (02) 41.55 (03) **Easington**	**UK Biological Quality:** 51.78 (00) 53.07 (02) 53.61 (03) **UK Chemical Quality:** 55.47 (00) 53.55 (02) 51.47 (03)	The Water Framework Directive requires all natural inland and coastal water bodies to obtain 'good ecological status and chemical status by 2015. Artificial or heavily modified water bodies also need to achieve a good 'ecological potential and chemical status by 2015.	(red)	Shows an overall reduction in biological and chemical quality of rivers in Durham County with half of all water bodies not likely to meet the required 'good status' by 2015. Biological quality of the County's rivers are below the national average by 12.06% However, chemical quality of the County's	Without the LTP3 there is likely to be an increase in the run off of transport related pollutants to water and land which would imopact on ecological and chemical quality	General Quality Assessment results – Audit Comission http://www.areaprofiles.audit-commission.gov.uk/(twnb0f34rbgibo55tke0pp55)/DetailPage.aspx?entity=10004878 (accessed March 2010) Environment Agency – Northumbria River Basin Management Plan http://wfdconsultation.environmen

35.05 (00) 35.05 (02) 14.81 (03) **Sedgefield** 11.04 (00) 11.04 (02) 20.21 (03) **Teesdale** 98.99 (00) 99.98 (02) 100 (03) **Wear Valley** 98.24 (00) 98.59 (02) 100 (03) % of river length assessed as good chemical quality **County Durham** 66.25 (00) 61.93 (02) 57.29 (03) **Chester-Le-St** 37.73 (00) 37.73 (02) 37.73 (03) **Derwentside** 75.80 (00) 69.31 (02) 79.65 (03) **City of Durham** 66.25 (00) 61.93 (02) 57.29 (03) **Easington** 13.21 (00)			 	rivers are above the national average by 5.82% River quality in the former Sedgefield district is the worst in the County, whereas river quality in the West of the County (Wear Valley and Teesdale) is good	 	t- agency.gov.uk/wf dcms/en/northum bria/Intro.aspx (2009) (accessed March 2010)

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	0 (02) 24.06 (03) **Sedgefield** 11.01 (00) 11.01 (02) 11.01 (03) **Teesdale** 100 (00) 98.21 (02) 98.21 (03) **Wear Valley** 100 (00) 95.51 (02) 98.93 (03) **50% of all water bodies in County Durham are at risk of failing the WFD objectives.** Breakdown of risk: Rivers – 66 (51%) Lakes – 7 (54%) Transitional waters – 2 (100%) Coastal waters -1 (100%) Groundwaters – 2 (100%)						
Groundwater Quality	The Wear Magnesian Limestone groundwater body is classified as	Not applicable	The Water Framework Directive requires all natural inland		Predicted status of County Durham's groundwater	The LTP3 is not likely to have an impact on the qualitative status	Environment Agency – Northumbria River Basin Management

	being at poor chemical and quantitative status The Wear Carboniferous Limestone and Coal measures groundwater body has been classified as being of poor chemical but good quantitative status		and coastal water bodies to obtain 'good ecological status and chemical status by 2015	■	remains poor by 2015 The legacy of the mining industry is still impacting on the quality of groundwater which ahs high concentrations of sulphate, sodium and nitrate and saline intrusions. Water abstraction is predominately for public water supply with 59% of the water licensed for abstraction taken in an average year	of groundwaters. However, in the absence of the LTP3 there is likely to be an increase in the run off of transport related pollutants to water and land which would impact on chemical quality	Plan http://wfdconsult ation.environmen t- agency.gov.uk/wf dcms/en/northum bria/Intro.aspx (2009) (accessed March 2010)
% of roads / highways that incorporate SuDS	All significant schemes designed since 2004 have incorporated SuDS	n/a	Target should be to ensure that all future schemes continue to incorporate SuDS.			Current practice is likely to continue	

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Biodiversity and Geodiversity							
Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
European Designated Wildlife Sites	Special areas of Conservation (Habitats Directive) 6 in total: Castle Eden Dene Durham Coast Moor House-Upper Teesdale North Pennine Dale Meadows North Pennine Moors Thrislington Plantation

Special Protection Areas (Birds Directive) 3 in total: North Pennine Moors Northumbria Coast: (European Marine Site) Teesmouth & Cleveland Coast: (European Marine Site)

Ramsar Sites 1 in total: Northumbria Cosat

International Biosphere Reserves 1 in total: Moor House-Upper | N/A | Plans, strategies and projects - either on their own or in combination - must have no detrimental impact on European wildlife sites | This will be determined with the supporting Habitats Regulations Assessment for the LTP3 | The number of designated sites may change over time. The LTP3 will need to ensure that policies and projects will not increase threats to designated sites (for example, reduction in air quality, increase in erosion or disturbance etc) | This will be determined with the supporting Habitats Regulations Assessment for the LTP3. | Joint Nature Conservation Committee website http://www.jncc.gov.uk/ (accessed April 2010) |

	Teesdale						
Nationally Designated Sites	Sites of Special Scientific Interest

There are 88 SSSIs either wholly or partly within County Durham, covering 48,282.2 ha.

Condition:

Favourable
16.85% (2009)
11.72% (2010)

Unfavourable recovering
66.47% (2009)
81.49% (2010)

Area meeting PSA target
83.32% (2009)
93.21% (2010)

Unfavourable Declining
2.05% (2009)
0.89% (2010)

Unfavourable no change
14.19% (2009)
5.91% (2010) | **England 2010**

Favourable (43.29%)
Unfavourable recovering (47.81%)
Area meeting PSA target (91.10%)
Unfavourable declining (2.67%)
Unfavourable no change (6.20%)

North East 2010
Favourable (22.66%)
Unfavourable recovering (72.44%)
Area meeting PSA target (95.10%)
Unfavourable declining (0.64%)
Unfavourable no change (4.25%) | The Government's Public Service Agreement (PSA) target is to have 95% of the SSSI area in favourable or recovering condition by 2010 | | Shows an increase of 9.89% in the % of SSSI area meeting the PSA target. However, there has been a decline in SSSI area of 5.13% in favourable condition.

Durham County SSSI's currently fall short of the PSA target by a small margin of 1.79%. However, compared to the national and regional figures a significantly greater proportion of SSSI area is classified as unfavorable recovering as opposed to favourable. | The management plans that are in place for each SSSI should ensure that SSSI's meeting the PSA target will continue to increase. However, there is some concern that the proportion of sites in favourable condition may decline | Natural England http://www.sssi.naturalengland.org.uk/Special/sssi/reportIndex.cfm

(accessed April 2010) |

	Destroyed/Part destroyed 0.44% (2009) 0% (2010) National Nature Reserves 6 SSSIs in County Durham have been declared as National Nature Reserves: -Cassop Vale -Castle Eden Dene -Derwent Gorge & Horsleyhope Ravine -Durham Coast -Moor House-Upper Teesdale -Thrislington Plantation % not meeting PSA target = 6.54%						
Designated Sites: - Local Nature Reserves - Durham Wildlife Trust Reserves - Woodland Trust Woods	**Local Nature Reserves** There are 31 LNR's in County Durham (ha??) **Durham Wildlife Trust Reserves** There are 23 reserves in County Durham (approx 333 ha) **Woodland Trust Woods** There are 18 Trust	N/A	Natural England target of 1ha of Local Nature Reserve per 1,000 of the population		The number of locally designated sites may change over time	No specific effect although LTP3 can play a part in improving accessibility to LNR's	County Durham Core Evidence Base: Technical Paper No 12 (2009) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6934 Durham Wildlife Trust http://durhamwt.myzen.co.uk/wp/

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	woods in County Durham (approx 438 ha) Total: 771 ha (excluding LNR's) Equates to 1.56 ha/1,000 pop						(2009) Woodland Trust http://www.woodlandtrust.org.uk/en/Pages/default.aspx (accessed April 2010)
NI 197 Improved Local Biodiversity	Total Number of sites in the Local Authority area: 379 Proportion of local sites where positive conservation management has been or is being implemented: 6.3% (08/09) 10.05% (09/10) 38 sites	Northumberland (closest authority area in terms of number of sites) Total number of sites: 220 Proportion of local sites where positive conservation management has been or is being implemented: 28% (08/09) – 62 sites	Target should be to increase the proportion of sites where positive conservation management is being undertaken		Shows a fairly low proportion of the County's total sites where positive conservation management has been undertaken	Reduction in investment in relation to maintenance of the countryside estate and support for environmental conservation	Durham County Council Ecology Section 2010
Priority Habitats	County Durham contains the following Priority Habitats listed in the UK Biodiversity Action Plan (BAP): • Other broadleaf woodland	**Contribution to regional habitat area** • Other broadleaf woodland (50%) • Ancient	**Overarching target:** On an annual basis, ensure that there is no loss in the extent or quality of the North East Region's existing		Shows that a significant proportion of the North East's broadleaf woodland, upland hay meadows, upland	Threats to the priority habitats such as agricultural intensification, drainage and recreational pressures are likely to continue	A Biodiversity Audit of the North East (NE Biodiversity Forum 2001) http://www.nebiodiversity.org.uk/docs/1.pdf

	(7,5225.5 ha) • Wet woodland • Ancient semi-natural woodland and PAWS (4115 ha) • Lowland meadows (45.4ha) • Upland hay meadows (525.5ha) • Upland calcareous grassland (436.gha) • Lowland acid grassland (125.9 ha) • Lowland heath (105 ha) • Upland heath (19,129.1ha) • Blanket bog (22,530.9ha) • Fens (3072.9ha) • Reedbeds (3ha) • Coastal soft cliffs and slopes	semi-natural woodland and PAWS (36%) • Lowland meadows (14%) • Upland Hay meadows (72%) • Upland calcareous grassland (99%) • Lowland acid grassland (0.5%) • Lowland heath (24.4%) • Upland heath (37%) • Blanket bog (57%) • Fens (61%) • Reedbeds (5%)	resource of UK BAP habitats **Targets for UK BAP Habitats in County Durham** **Broadleaf woodland** - Expand by 850ha and increase the area under active management by 100ha **Wet woodland –** Maintain and increase extent by 50ha **Ancient woodland–** Achieve favourable/recovering condition of 100 ha and restore 150ha to native woodland **Lowland meadows –** Restore 200ha and expand extent by 100ha **Upland hay meadows –** Increase area in good condition and increase extent by 50ha		calcareous grassland, blanket bogs and fen priority habitat occurs in County Durham. Lowland Acid grassland and reedbeds are rare priority habitats in the County. In terms of trends for each habitat type in the BAP area: Broadleaf woodland cover is low. Wet woodland is rare and has declined through natural succession, Ancient woodland is widespread but fragmented, Lowland meadows are extremely rare and fragmented and upland hay meadows are still declining in terms of quality and extent.	to threaten the survival of priority habitats	Durham Biodiversity Action Plan http://www.durhambiodiversity.org.uk/planstructure3.htm (accessed April 2010)

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			Upland calcareous grassland - Targets being revised **Lowland acid grassland –** Restore 10ha and re-establish 5ha of grassland of wildlife value **Lowland heath** – Increase extent by 30ha **Upland heath –** Maintain extent **Blanket Bog –** Maintain extent **Fens –** Restore 30ha of fen habitats on former known sites **Reedbeds –** Expand extent by 30ha and increase the number of sites of 2ha+ by 1 sites **Coastal Soft Cliffs and Slopes** – No target set		Lowland heath is rare and combined with upland calcareous grassland, blanket bog (important carbon sink), fens and reedbeds are under threat from drainage, agricultural intensification and recreation pressures.		
Priority Species	County Durham contains the following Priority	N/A	Targets for UK BAP species in County Durham:		Water Vole – current population trend	Potential for an increase in disturbance and	A Biodiversity Audit of the North East

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	Species listed in the UK Biodiversity Action Plan (BAP):		Targets		Status		References
	Mammals Badger Hedgehog Water Vole Brown Hare European Otter Bats Red Squirrel **Birds** Skylark Barn owl Curlew Lapwing Nightjar Linnet Reed Bunting Corn Bunting Spotted Flycatcher Tree Sparrow Grey Partridge Bullfinch Black Grouse Song Thrush **Amphibian** Great Crested Newt **Invertebrates** Northern brown argus Chalk carpet moth White Clawed Crayfish		**Badger:** To maintain range **Hedgehog:** Maintain population **Water Vole:** To expand the current range of water vole in the Durham BAP area by 50% **Brown Hare:** No target set as widespread **Otter:** Expand current range of breeding otter **Bats:** No target set **Red squirrel:** Maintain current range **Skylark:** To maintain the range of breeding skylark **Barn owl:** Expand range		is uncertain Brown Hare – Little information on population trends but believed to be widespread Otter – Widespread on the Derwent, Wear and Tees. Pipistrelle Bat – ubiquitous throughout the whole of the DBAP area Skylark – Numbers are down by about 38% since 1994 in the region as a whole Linnet – very common and well distributed specie Reed Bunting – Declined nationally by over 60% since the 70's but remains	road fatalities of priority species from increased traffic levels	(NE Biodiversity Forum 2001) http://www.nebiodiversity.org.uk/docs/1.pdf Durham Biodiversity Action Plan http://www.durhambiodiversity.org.uk/planstructure3.htm (accessed April 2010)

| | Round mouthed whorl snail | | **Curlew:** Maintain range and number of wintering curlew

Lapwing: Maintain number of breeding territories

Nightjar: Expand breeding range

Linnet: To maintain the range of Linnet

Reed Bunting: Target not set yet

Corn Bunting: To increase the range in the Durham BAP area

Spotted Flycatcher: No target set

Tree Sparrow: To increase the range in the Durham BAP area. | | widespread in lowland areas. The DBAP breeding population is between 500 and 800 pairs

Corn Bunting – Have decreased by at least 95% in the North East since the 70's

Spotted Flycatcher – In sharp decline

Tree Sparrow – Have decreased by at least 50% in the North East since the 70's. Locally common but sparsely distributed in Durham

Grey Partridge – No trend found

Bullfinch – No trend found

Song Thrush – Populations are fairly stable at low numbers. | | |

			Grey Partridge: No target found **Bullfinch:** No target found **Black Grouse:** Expand population to 1000 displaying males **Song Thrush:** To maintain the range **Great Crested Newt:** To maintain and expand the range **Northern Brown Argus:** To maintain range **Chalk Carpet:** No target set **White Clawed Crayfish:** To maintain and expand the range **Round mouthed whorl snail:** To maintain range		Suffered a slight decline since 2004 Great Crested Newt – Suffered a decline in recent years. Studies indicate a national rate of colony loss of approximately 2% over 5 years White Clawed Crayfish – Thought to have declined dramatically over recent decades in the DBAP area		

Geodiversity	**North Pennines UNESCO European and Global Geopark: (West Durham)** A European Geopark is a defined territory with a specific geological heritage, where there is considerable local effort to conserve this heritage and encourage its enjoyment and understanding by a wider public. **(200,000 ha)** **National Nature Reserves of Geological Importance:** - Moorhouse Upper Teesdale NNR – numerous features of earth science including outcrops of the Whin Sill - Derwent Gorge and Muggleswick Woods – Namurian rocks - Castle Eden Dene –	N/A	The Government's Public Service Agreement (PSA) target is to have 95% of the SSSI area in favourable or recovering condition by 2010		Shows that areas of geological importance are largely located to the West of the County. Of the SSSI's that are designated for geological reasons 99.3% meet the PAS target. The sites that do not meet the target include: Fairy Holes Cave, Greenfoot Quarry and Rogerley Quarry	No specific effect	County Durham Geodiversity Audit http://www.durham.gov.uk/PDFApproved/County_Durham_Geodiversity_Audit.pdf (accessed April 2010) Natural England http://www.natureonthemap.org.uk/identify.aspx (accessed April 2010)

	Quaternary depositis and underlying Magnesian limestone - Thrislington and Cassop Vale NNR's – Magnesisan Limestone - Durham Coast – Magnesian Limestone cliffs and Overlying quaternary deposits **Geological SSSI's** (13 in total – 28,999 ha) Crime rigg and sherburn hill quarries (22.85ha) Durham Coast (510.78ha) Raisby Hill Quarry (52.49ha) Middridge Quarry (2.06ha) Botany Hill (3.83ha) Upper Teesdale (14365.19ha) Fairy Holes Cave (213.39 ha) Moor House and Cross Fell (13817.2ha) Old Moss Lead rein						

	West Rigg Open Cutting (4.78ha) Grrenfoot Quarry (0.9ha) Rogerley Quarry High Moorsley (5.64ha) **Favourable or recovering = 99.3%** **Regionally Important Geological and Geomorphological Sites (RIGS)** 1 site – Moking Hurth or Teesdale Cave **Local Geological Sites** = 69 North and East Durham – 14 South Durham – 7 Durham City – 4 West Durham - 44						

| Waste and Minerals | | | | | | | |
Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
% of transport construction projects that have utilised recycled aggregates	Requested data 23/04/10						

Economy							
Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
Working age population %	County Durham 62.1 (06) 62.1 (07) 62.0 (08) Chester-le-st 61.5 (06) 61.1 (07) 60.8 (08) Derwentside 61.2 (06) 61.2 (07) 61.1 (08) Durham City 67.8 (06) 68.1 (07) 68.3 (08) Easington 60.3 (06) 60.5 (07) 60.8 (08) Sedgefield 60.9 (06) 60.7 (07) 60.5 (08) Teesdale 59.7 (06) 59.3 (07) 58.9 (08)	Great Britain 62.2 (06) 62.2 (07) 62.0 (08) North East 62.0 (06) 62.0 (07) 62.0 (08)	N/A		Shows a reduction in the working age population in the County as a whole. However, this is in line with national trends and an increasingly ageing population. At the former district level the lowest level of working age population occurs in Teesdale and Wear Valley and the greatest reduction occurs in Teesdale and Chester-le-st. Increases in working age have occurred in Easington and Durham City.	A decrease in working age population may result in a gradual change in peak period traffic flows in the County. However, there will be a greater need for transport services for the elderly	NOMIS website https://www.nomisweb.co.uk/Default.asp (accessed April 2010)

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	Wear Valley 60.5 (06) 60.2 (07) 60.1 (08)			 		 	
GVA per head	County Durham £11251 – 62.1% of UK GVA (2005) £11699 – 61.5% of UK GVA (2006) £12124 – 60.8% of UK GVA (2007)	North East £14200 – 78.4% of UK GVA (2005) £14851 – 78.1% of UK GVA (2006) £15460 – 77.5% of UK GVA (2007)	Increase GVA per capita in North East to 90% of the national average by 2016	 	The % of GVA that County Durham contributes to the national economy is decreasing and is below regional figures. In 2007 County Durham was 16.7% less than the North East average in 2007 and is 29% behind the 2016 target	GVA is likely to decrease further without LTP3 as actions will not be implemented to ensure that issues such as congestion are tackled and that economic growth in the County is supported by appropriate transport infrastrcutre and schemes	Regional Accounts ONS http://www.statistics.gov.uk/STATBASE/Product.asp?vlnk=14650 (accessed April 2010) Leading the Way: Regional Economic Strategy (2006-2011) http://www.onenortheast.co.uk/page/res.cfm (accessed April 2010)
VAT registered businesses	**NI171 County Durham -** new businesses registering for VAT and PAYE per 10, 000 resident population: 41.5% (07) 34.9% (08)	North East 41.9% (07) 36.7% (08) England 59.5% (07) 57.2% (08)	34.3 (2009/10) 35.5 (2010/11)	 	Shows a reduction in VAT registration of businesses which follows the national and regional trends. However, the figures for County Durham are below the regional figures and significantly	LTP3 has the potential to improve connectivity to and between businesses and customers. Without LTP3 any difficulties business may be experiencing in terms of connectivity may	Floor targets Interactive website http://www.fti.communities.gov.uk/AreaProfiles.aspx (accessed April 2010) Durham County Council Plan 2009/11 http://www.durha

			N/A	 	below national figures	worsen which could have a knock on effect on turnover.	m.gov.uk/Pages/ Service.aspx?Se rviceId=6328 (accessed April 2010)
Employment by industrial sector (County Durham)	**2008** Manufacturing: 16.6% (was 17.3% in 2005) Construction: 5.4% (was 7.1% in 2005) Distribution, hotels and restaurants: 23.3% (was 21.6% in 2005) Transport and communication: 4.1% (was 4.4% in 2005) Finance, IT, other business activities: 12.6% (was 10.6% in 2005) Public administration, education and health: 32.4% (was 33.2% in 2005) Other services: 4.2% (was 4.8% in 2005) Tourism related:	Manufacturing: 12% (NE), 10.2% (GB) Construction: 5.6% (NE), 4.8% (GB) Distribution, hotels and restaurants: 22.1% (NE), 23.4% (GB) Transport and communication 5.3% (NE), 5.8% (GB), Finance, IT, other business activities: 16.6% (NE), 22% (GB) Public administration, education and health: 32.2% (NE), 27% (GB) Other services: 4.8% (NE), 5.3% (GB) Tourism related: 8.4% (NE), 8.2% (GB)	N/A	 	Overall important sectors within the County include manufacturing, distribution hotels and restaurants and public administration, education and health. However, employment is increasing in two sectors only. Employment in: Manufacturing is higher than the national and regional averages but is declining slightly Construction is lower than the regional average and is declining Distribution, hotels and restaurants is higher than the	Without the LTP3 the necessary infrastructure and related schemes may not be put in place to support those sectors where employment is increasing or encourage sectors where employment is in decline and below regional and national averages to establish themselves in County Durham	NOMIS website https://www.nomi sweb.co.uk/repor ts/lmp/la/196712 8586/report.aspx #tabempocc (accessed April 2010)

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	8.1% (was 7.6% in 2005)				regional average and is increasing Transport and communication is lower than the national and regional average and is declining Finance, IT, other business activities is lower than the national and regional average and is declining Public administration, education and health is higher than the national and regional average but is declining slightly Tourism is lower than the national and regional average but is increasing		
Tourism	**Key figures 2007:** 16 million day visits plus 1.5 million overnight tourists to the County and	N/A	Target should be to encourage greater uptake of sustainable transport modes to tourists to and		Tourism is a growing sector within County Durham and as such may increase the	Without LTP3 the car will continue to be visitors main mode of transport to visit the County and	ONE: County Durham STEAM Report (2007) http://www.tourismnortheast.co.uk/site/research-

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	increasing 1/3 of all trips are made between July and September Tourism contributes £650 million to County Durham's economy **Mode of transport used to visit County Durham 2008** Private car – 74% Plane – 9% Train – 6% Public bus/coach tour – 3% Private bus/coach tour – 9% Hired car – 4% Taxi – 1% Motor home – 2% Walking – 1% Other – 3% **Mode of transport used whilst in County Durham 2008** Private car – 70% Train – 2% Public bus/coach tour – 13%		within the County		number of trips to and within the County as a result, particularly in the summer months. Currently, the car is the main mode of transport for tourists to the County with low percentages choosing sustainable modes	to make trips within the County. Potential for tourism related traffic to increase	and-statistics/tourism-performance/economic-impact-of-tourism (accessed April 2010) ONE: Regional Visitor Survey Durham Report (2008) http://www.tourismnortheast.co.uk/site/research-and-statistics/existing-and-emerging-markets/regional-visitor-survey (accessed April 2010)

	Private bus/coach tour – 4% Bicycle – 1% Walking – 11% Hired car – 2% Taxi – 0% Motor home – 1% Motorbike – 1%						
Travel to work mode	Car – 70.83% Walk – 10.40% Bus – 7.53% Bicycle – 0.93% Motorcycle – 0.62% Rail – 0.61% Taxi – 0.60% Other – 0.61%	**England:** Car – 61.03% Walk – 9.99% Bus – 7.51% Bicycle – 2.83% Motorcycle – 1.11% Rail – 7.39% Taxi – 0.52% Other – 0.46%	Target should be to ensure individuals use more sustainable means to travel to work		Shows that the main mode of transport to get to work in County Durham is the car. This may be on account of the rural nature of the County where often the car is the only feasible mode of transport at present. However, a higher percentage of the working population use a car to get to work than the national average with a significantly lower proportion using rail or bike. Walking and use of the bus is on par with the	Without LTP3 travel behaviour and choice of transport mode to access employment is unlikely to change	ONS, Census Method of Travel to Work –Resident Population http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=276718&c=Durham&d=13&e=9&g=439476&i=1001x1003x1004&m=0&r=1&s=1271153323584&enc=1&dsFamilyId=283 (updated June 2006) (accessed April 2010)

					national average.		
Distance travelled to work	Works from home – 13% <2km – 22.57% 2km<5km – 18.40% 5km<10km – 18.83% 10km<20km – 17.57% 20km<30km – 5.95% 30km<40km – 1.8% 40km<60km – 0.72% 60km+ 0.93%	**England:** Works from home – 9% <2km – 19.9% 2km<5km – 20% 5km<10km – 18.2% 10km<20km – 15.2% 20km<30km – 5.3% 30km<40km – 2.3% 40km<60km – 2.1% 60km+ 2.7%	N/A	Linked to travel to work mode	Shows that the majority of residents (40.97%) in County Durham travel a walkable or cyclable distance to work: between less than 2km (1.2 miles) and 2km to 5km (1.2 to 3.1 miles) As a result there should be scope to change travel mode choice to more sustainable forms to access work	Without LTP3 travel behaviour and choice of transport mode to access employment is unlikely to change	ONS Distance Travelled to Work - http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=276718&c=Durham&d=13&e=9&g=439476&i=1001x1003x1004&m=0&r=1&s=1271155814234&enc=1&dsFamilyId=189 (updated April 2005) (accessed April 2010)
Level of self containment (work and live) within former district areas	Chester-le-St 29.9% Derwentside – 54.2% Durham City – 62.2% Easington – 57% Sedgefield – 54.4% Teesdale – 61.2% Wear Valley – 56.7%	N/A	Target should be to reduce out-commuting from the County	No condition identified	Shows the majority of out-commuting from the County occurs from the former Chester-le-street District to Newcastle and Gateshead and Sunderland	Without LTP3 out commuting could increase as accessibility to employment within the County's own boundaries may not improve, particularly at current congestion hotspots	Census 2001
Congestion	**Average waiting times – requested**	N/A	2410 (06/07) 2441 (07/08)		Shows a slight reduction in	Without LTP3, traffic congestion	Durham County Council

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	data 23/4/10 **Change in area wide vehicle km** 2421 (06/07) 2448 (07/08) 2415 (08/09) **Congestion Hotspots** • A690/A181 roundabout, (Gilesgate Bank approach) • A690 Stonebridge to Nevilles Cross • A690/A181 roundabout, A690 (Carville Link approach) • A691/C62 roundabout, Kaysburn • A19/B1320 junction, Peterlee • A167 Thinford roundabout • A167 Sniperley to Nevilles Cross • A167/A689 roundabout, Rushyford • A167/A693		2470 (08/09)		vehicle km from the 06/07 figures. However, with the exception of 08/09 data the change in vehicle km has been behind local targets set. 5 of the most intense congestion hotspots identified are related to traffic flows from and to Durham City	is likely to get worse at existing hotspots, with the potential for more places to become hotspots due to lack of measures to manage demand for car travel or direct it to relieve pressure points	Transport Planning Section Data 2010 LTP2 First Progress Report (2006-2008) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=493 (accessed April 2010)

	Northlands roundabout, Chester le Street • A693 roundabout, Stanley bypass			🟧		🟥	
Access to employment by public transport	**NI 176** 78.1% (2005) 85.7% (2007) Local Indicator: Access from households in the County to business parks by public transport within 30 minutes: 86.11% (Sep 08) 91.98% (Sep 09)	**NI 176** Best performing authority: 83.9% (2005) 88.9% (2007)	NI 176 86% (09/10)	🟩	Shows an increase in % of working age population able to access employment sites by public transport. In terms of NI 176 County Durham is only 3.2% behind the best performing authority	Without LTP3 the necessary improvements to public transport infrastructure etc may not be made	Durham County Council Passenger Transport Section (2010) Durham County Council Plan 2009/11 http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6328 (accessed April 2010)
Number of business travel plans (DCC)	31 Full Travel Plans. Uptake: 4 (06/07) 2 (07/08) 4 (08/09) 7 (09/10)	N/A	Target should be to increase the number of businesses with travel plans in the County Durham area	🟩	Shows an increase in the uptake of travel plans in the County	Without LTP3 there would be less promotion of the benefits of workplace travel plans. As a result uptake may decline	DCC Travel Plan Advisor. April 2010

Transport							
Indicator	Quantified Data	Comparators	Targets	Baseline Condition	Commentary	Future trends without LTP3	Source
Length of highways (km)	Motorway A1(M) – 84.6 Trunk (A19 & A66) – 86.7 Principal – 412.8 B roads (classified) – 408.6 C roads (classified) – 696.2 Unclassified – 2181.4	N/A	N/A	For info only	The County has a large proportion of rural (unclassified) roads	No effect	Durham County Council 2007
Access to Services	**NI175**: Access to services and facilities by public transport, walking and cycling 63.6% (05) 64.6% (06)	Not available	64.6% (08/09) 65.1% (09/10) 65.6% (10/11)		Limited public transport provision in some areas – with poor east-west connectivity	Without LTP3 it is likely that some areas with poor accessibility will remain	Durham County Council Plan 2009/11 http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6328 (accessed April 2010)
Vehicle Ownership	**County Durham** No vehicle: 31.4% 1 vehicle: 44.3% 2 vehicles: 19.9% 3 vehicles: 3.2% 4 or more vehicles: 0.9%	**NE** No vehicle: 35.9% 1 vehicle: 43% 2 vehicles: 17% 3 vehicles 2.7 4 or more vehicles: 0.7% **UK** No vehicle: 26.8% 1 vehicle: 43.6% 2 vehicles:	N/A	For info only	Shows that more of County Durham's population are without a car than the national and regional average. However, the proportion of residents with 1,2,3 or 4 vehicles is higher than the regional average	Car ownership could increase and if mirrored by increasing use, will increase demand on the road network. Areas of significant development (e.g. Growth Points) could further increase traffic and/or exacerbate	ONS Car or Van http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=7&b=276718&c=durham&d=13&e=16&g=439476&i=1001x1003x1004&m=0&r=1&s=1271239613691&enc=1&dsFamilyId=161 (updated March 2007)

		23.5% 3 vehicles: 4.5% 4 or more vehicles: 1.3%				congestion problems to unacceptable levels, if poorly planned and implemented	(accessed April 2010)
Forecast in car ownership	More than a 20% increase in car ownership is predicted in County Durham between 2006 and 2026	Various predictions for the rest of the Country are predicted from 0% to >20%	Target should be to ensure that alternative modes of transport can compete with the use of the private car		Shows that the forecasts for growth in car ownership in the County are amongst the highest levels in the Country	Without LTP3 car ownership is likely to increase further as the level and quality of alternative modes of transport and services will remain the same.	Department for Transport – forecast growth in car ownership http://www.dft.gov.uk/pgr/regional/strategy/dasts/databook/ (2009) (accessed April 2010)
Cycling trips	78475 (06/07) 83585 (07/08) 94900 (08/09)	N/A	70900 (06/07) 74500 (07/08) 78200 (08/09)		Shows a 17.3% increase in the number of cycling trips undertaken in County Durham. In 08/09 trips exceeded the target set by 16,700	Without LTP3 cycling tips may decrease as the amount of investment in cycle paths, cycle parking and routes may decrease	Durham County Council Transport Planning Section Data 2010
Walking trips	No data available						
Number or % of schools with school travel plans	197 – 69% (06/07) 233 – 81% (07/08) 249 – 87% (08/09) *20% of the morning peak traffic volume on the roads is related to the "school run"	Not applicable	187 (06/07) 221 (07/08) 263 (08/09)		Shows an increase in the uptake of school travel plans with the majority of schools in the County with one now. However, the rate of uptake has	Without LTP3 there could be an increase in non-sustainable mode choice to school due to a decrease in investment improvements to routes to school	Durham County Council Transport Planning Section Data 2010 LTP2 First Progress Report (2006-2008) http://www.durha

				<td style="background-color:orange"></td>	started to level out and the 08/09 target was missed by 14 schools. Linked with the NI198 data there is a concern over the level of implementation of the schools with travel plans as travel patterns seem to be shifting towards private car use	and in school travel planning	m.gov.uk/Pages/Service.aspx?ServiceId=493 (accessed April 2010)
Children travelling to school – mode of transport usually used	**NI 198** (Aged 5-16) **Car including vans and taxis** 22.2% (07/08) 25.0% (08/09) **Car share** 3.9% (07/08) 4.3% (08/09) **Public transport** 24% (07/08) 21.6% (08/09) **Walking** 48% (07/08) 48% (08/09) **Cycling** 0.6% (07/08) 0.5% (08/09)	Not available	No local targets set. Target should be to increase the % of children traveling to school by sustainable modes		Shows: 2.8% increase in journeys by car Marginal increase (0.4%) in car sharing Reduction of 2.4% using public transport No change in walking Marginal decrease in cycling (0.1%)	Without LTP3 there could be an increase in non-sustainable mode choice to school due to a decrease in investment improvements to routes to school and in school travel planning	Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed April 2010)

	Other 1.4% (07/08) 0.5% (08/09)						
% of rights of way that are easy to use by the public	71.3% (06/07) 58.3% (07/08) 50.4% (08/09)	Not applicable	74% (06/07) 72% (07/08) 60% (08/09)		Shows a significant reduction in the % of prow that are easy to use – behind local targets	Without LTP3 the % may decrease further due to a decrease in investment in prow condition	Durham County Council Transport Planning Section Data 2010
Usage of the PROW network	Public Footpaths – 1795.2 miles Public Bridleways – 333.9 miles Public Byways – 27.5 miles Total – 2156.6 miles Open Access – 58690ha • Less than 4% of people use paths to access work, school or similar Barriers to use include: • Fear of trespass/ getting lost • Physical barriers (barbed	Not applicable	Not applicable			May decrease usage of PROW network due to potential decrease in investment in improvements	County Durham Rights of Way Improvement Plan (2007-2011) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6111 (accessed April 2010)

	wire/locked gates) • Poor information and promotion of routes			■ (orange)		■ (orange)	
Public transport (bus) journeys per year	25162647 (06/07) 25090057 (07/08) 26147461 (08/09)	Not available	25400000 (06/07) 25006000 (07/08) 24656000 (08/09)	■ (green)	Shows an increase in public transport journeys per year ahead of the 08/09 target by 1491461 trips	Without LTP3 public transport journeys may decrease due to a decrease in investment.	Durham County Council Transport Planning Section Data 2010
Rail patronage	Total number of trips: 1295540 (09) Destination of trips: Scotland – 5% Northumberland – 1% Cumbria – 0.2% Easington – 0.005% Sedgefield – 1.3% Darlington – 6.7% Hartlepool – 0.5% Stockton – 0.6% Wear Valley – 0.9% Middlesbrough – 2% Redcar & Cleveland – 0.6% Midlands/Yorkshire – 14.4% Newcastle – 44% Gateshead – 1.2%	Not available	Target should be to increase rail patronage	No trend identified	Shows that the majority of trips from County Durham by rail are to Newcastle followed by trips to Southern England. Very few rail trips are taken within the County	Without LTP3 public transport journeys may increase due to a decrease in investment.	DaSTS: NE Strategic Connections. Evidence Base and Emerging Challenges Report 2010

	Sunderland – 1.5% South East – 16.3% South West – 2.7% Durham – 0.75%						
Bus services running on time	89.70% (06/07) 92.20 (07/08) 94.70 (08/09)	Not available	80% (06/07) 85% (07/08) 87% (08/09) 89% (09/10) 90% (10/11)		Punctuality has improved and is significantly above target	Performance is anticipated to increase further due to factors outside the control of LTP3	Durham County Council Transport Planning Section Data 2010 Durham County Council Plan 2009/11 http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6328 (accessed April 2010)
Transport related satisfaction levels	**Satisfaction with local transport information** 44% (06/07) 44% (07/08) 41.7% (08/09) **Satisfaction with local bus services** 56% (06/07) 56% (07/08) 46.7% (08/09)	Not available	Target should be to improve satisfaction levels		Reduction in satisfaction levels, particularly with local bus services	Potential for satisfcation levels to continue decreasing due to a decrease in investment in bus stops, public transport information and other initiatives	Durham County Council Transport Planning Section Data 2010

Community transport no of trips	198000 (06/07) 231738 (07/08) 212000 (08/09)	Not available	176000 (06/07) 184000 (07/08) 212000 (08/09)		Shows an increase in community transport trips ahead of target. Community transport is an essential form of transport for a proportion of the population who have no other means of transport	May hinder development of the community transport network and could result in a reduction in provision of service in the County	Durham County Council Transport Planning Section Data 2010 LTP2 First Progress Report (2006-2008) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=493 (accessed April 2010)

Communities							
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Baseline Condition**	**Commentary**	**Future trends without LTP3**	**Source**
Size of the County	223000 ha	N/A	N/A	For Info only	Durham County is a large and economically, socially and physically diverse County	No effect	ONS Region in Figures
Population Density (people per hectare)	County Durham – 2.2 Chester-le-st – 7.9 Derwentside – 3.1 City of Durham – 4.7 Easington – 6.5 Sedgefield – 4.0 Teesdale – 0.3 Wear Valley – 1.2	**North East:** 2.99 (Mid 2007) **England:** 3.92 (Mid 2007)	N/A	For info only	Overall population density is lower than the regional and national average. The majority of the population inhabits the central and eastern parts of the County. Large parts of the County have low population densities, particularly the rural west of the County which can impact on level of transport service provision	No effect	ONS population density http://www.neighbourhood.statistics.gov.uk/dissemination/LeadKeyFigures.do?a=7&b=276718&c=durham&d=13&e=16&g=439476&i=1001x1003x1004&m=0&r=1&s=1271405688875&enc=1 (accessed April 2010)
Total resident population	County Durham 493,470 (2001) 492,622 (2003)	North East: 2,515,422 (2001)	N/A	For info only	Shows an increase of 0.1% on the 2001	No effect	DCC AAP Statistical Profiles

	493,607 (2007)	2,564,500 (Mid 2007)			population. Over the same period the North East showed an increase of 2% 19% of the North East's population live in County Durham		
Forecast population growth	County Durham 493,607 (2007) 496,895 (2016) 502,330 (2021) 511,008 (2026) 3.5% change Chester-le-st 51,267 (2007) 49,852 (2016) 50,205 (2021) 50,916 (2026) -0.7% change Derwentside 89,015 (2007) 93,044 (2016) 95,128 (2021) 97, 830 (2026) 9.9% change City of Durham 82,593 (2007) 93,044 (2016) 83,536 (2021) 84,988 (2026) 2.9% change	N/A	N/A		Shows a 3.5% increase in the County's population overall in the next 16 years. Wear Valley and Derwentside are set to increase significantly by 2026; and Sedgefield correspondingly is set to decrease. Teesdale remains the most sparsely populated former district in the County	Services and infrastructure may not match population growth	County Durham Core Evidence Base: Technical Paper No 23 (2009) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6934 (accessed April 2010)

	Easington 96,128 (2007) 99,377 (2016) 100,113 (2021) 101,170 (2026) 5.2% change Sedgefield 87,499 (2007) 81,939 (2016) 81,345 (2021) 81556 (2026) -6.8% change Teesdale 24,158 (2007) 23,796 (2016) 24,077 (2021) 24547 (2026) 1.6% change Wear Valley 63,395 (20070 66,524 (2016) 68,066 (2021) 70, 149 (2026) 10.7% change						
Retirement age population	% change in County Durham's population by 2026 65+ - + 52% 75+ - +74% 85+ - 125%	N/A	N/A		Shows significant increase in the ageing population, particularly for those aged 85+	Services may not match needs	County Durham Core Evidence Base: Technical Paper No 23 (2009) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6934 (accessed April

							2010)
Migration	-3000 (2006/11) +2000 (2011/16) +6000 (2016/21) +11,000 (2021/26)	N/A	N/A		Shows an increase in inward migration with a net projected increase of 16,000 people by 2026	Services and infrastructure may not match demand	County Durham Core Evidence Base: Technical Paper No 23 (2009) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6934 (accessed April 2010)
Deprivation (2007)	% of the population in the AAP living in top 10% and 30% nationally deprived County Durham 12.6% (10%) 45.7% (30%) Bishop Auckland and Shildon 25.6% (10%) 65.9% (30%) Chester-le-st 2.9% (10%) 32.6% (30%) Consett 0% (10%) 37.1% (30%) Crook Willington and Tow Law 18.7% (10%) 48.65 (30%)	N/A	Target should be to reduce levels of deprivation across the County		Shows that over half of the population (58.3%) live within areas deemed to be the top 10% or 30% wards nationally deprived. The AAP areas with the highest levels of deprivation include (highest first): • Easington • Bishop Auckland and Shildon • Stanley	Levels of deprivation could increase in relation to barriers to access to services	DCC AAP Statistical Profiles

| | Durham City
4.5% (10%)
13.7% (30%)

Easington
40.5 (10%)
77% (30%)

East Durham
0% (10%)
41% (30%)

Ferryhill and Chilton
8.7% (10%)
63.2% (30%)

Mid Durham Rural West
0% (10%)
28.5% (30%)

Newton Aycliffe
5% (10%0
48% (30%)

Spennymoor
0% (10%)
39.6% (30%0

Stanley
10.4% (10%)
75.4% (30%)

Teesdale
0% (10%)
10.5% (30%) | | | | | |

	Weardale 0% (10%) 2.1% (30%)			<td style="background:red"></td>		<td style="background:red"></td>	
Influence	**NI4:** % of people who feel they can influence decisions in their locality: **23.7% (2008)**	North East 28% (2008) England 28.9% (2008)	24.56% (10/11)	<td style="background:orange"></td>	Shows that the majority of residents 76.3% don't believe that they can influence decisions. This is 4.3% below the regional and national average	<td style="background:red">Could decrease further as decisions on transport priorities could be taken without community involvement</td>	Floors Target Interactive Website – http://www.fti.communities.gov.uk/fti/Comparisons.aspx (accessed April 2010) Durham County Council Plan 2009/11 http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6328 (accessed April 2010)
Satisfaction	**NI5**: Overall general satisfaction with local area: 75.8% (2008)	North East 77.3% (2008) England 79.7% (2008)	No local targets set	<td style="background:orange"></td>	Satisfaction levels are 1.5% below the regional figures and 3.9% below the national figures	<td style="background:orange">Satisfaction levels may decrease if improvements to people's experience of getting round the County is not invested in</td>	Floors Target Interactive Website – http://www.fti.communities.gov.uk/fti/Comparisons.aspx (accessed April 2010)

Health and Safety							
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Baseline Condition**	**Commentary**	**Future trends without LTP3**	**Source**
Male and female life expectancy at birth (2006-2008)	Males – 76.75 Females – 80.48	**North East Males:** 76.45 **England Males:** 77.93 **North East Females:** 80.60 **England Females:** 82.02	Should be to increase life expectancy to national averages or above		Male life expectancy is above the regional average but 1.18 years below the national average. Female life expectancy is below both the regional and national averages by 0.12 and 1.54 years respectively	Lifestyle improvements such as take up of walking and cycling may not be realised as will potential improvements to air quality which can influence health and life expectancy	County Durham Joint Strategic Needs Assessment 2008-2009 http://www.durhamlaa.org.uk/getmedia.cfm?mediaid=11760 (accessed April 2010)
Average life expectancy per former district area	Easington – 74 Derwentisde – 75 Wear Valley - 75 Sedgefield – 75.5 Chester-le-st – 76 City of Durham – 76.5 Teesdale – 77 * Between the best and worst wards within the County there is a variation of life expectancy amongst men of 12.2 years and amongst women of 16.7 years.	N/A	Target should be to increase life expectancy to national averages or above across all parts of County Durham		Shows large disparities in life expectancy across the County	LTP3 could play a part in reducing health inequalites by improving walking and cycling facilities, infrastructure and information in wards with low levels of life expectancy. Without LTP3 investment in schemes may not occur	County Durham Joint Strategic Needs Assessment 2008-2009 http://www.durhamlaa.org.uk/getmedia.cfm?mediaid=11760 (accessed April 2010)

Access to primary health care	95.21% (07/08) 95.66% (08/09)	N/A	60% (07/08) 65% (08/09)		Shows a slight increase in access to primary health care which is well above local targets set. However, there may be disparities in access to health services across the County	May become a sustainability issue if investment in improving access to health care is not sustained, particularly in light of an ageing population.	Durham County Council Transport Planning Section Data 2010
Obesity	Reception year obesity rate: 11% (05/06) 10% (06/07) Year 6 obesity rate: 20% (05/06) 20% (06/07) Adult obesity rate: 24.3% (03/05)	England: Reception year obesity rate: 10% (05/06) 10% (06/07) Year 6 obesity rate: 20% (05/06) 17% (06/07) Adult obesity rate: 23.6% (03/05)	Reception year: 10.7% (09/10) 10.2% (10/11) Year 6: 21% (09/10) 20% (10/11)		Shows a decreasing obesity rate at reception year in line with national figures but no change to year 6 obesity rate which is 3% higher than national figures. Adult obesity rate is 0.7% above national figures	Will not encourage more active lifestyles and help remove barriers in terms of walking and cycling activity in the County	County Durham Joint Strategic Needs Assessment 2008-2009 http://www.durhamlaa.org.uk/getmedia.cfm?mediaid=11760 (accessed April 2010)
Number of transport related noise issues	To be determined						
Crime rate	County Durham 40,362: 8% (06/7) 35,715: 7.1% (07/8) 35,997: 7.1% (08/9)	**England:** 4,632,601: 18.5% (08/9) **North East:** 465,784: 9.4% (08/9)	Target should be to reduce incidents of crime and crime rate		Shows a reduction of 4,265 crime incidents in County Durham between 06/09. The Crime rate is	Crime should continue to decrease. However, LTP3 can help to encourage this trend through	Home Office Statistics http://rds.homeoffice.gov.uk/rds/soti.html (accessed April 2010)

	Teesdale 770: 3.0% (06/7) 700: 2.8% (07/8) 742: 3% (08/9) Chester-le-st 4397: 8.3% (06/7) 3858: 7.3% (07/8) 4003: 7.5% (08/9) City of Durham 5963: 6.5% (06/7) 5476: 6.05: (07/8) 5243: 5.5% (08/9) Wear Valley 6283: 10.1% (06/7) 5213: 8.3% (07/8) 5743: 9.1% (08/9) Sedgefield 6141: 7.0% (06/7) 5269: 6.0% (07/8) 6192: 7.0% (08/9) Derwentside 7775: 9.0% (06/7) 7116: 8.2% (07/8) 6335: 7.3% (08/9) Easington 9033: 9.7% (06/7) 8083: 9.0% (07/8) 7739: 8.2% (08/9)				2,3% below the regional average and 11.4% below the national average. In terms of former district areas crime has reduced in all areas but Teesdale. However, Teesdale has the lowest crime rate of all the Districts followed by the City of Durham. Wear Valley has the highest crime rate followed by Easington	schemes such as street lighting and secure parking schemes	
Offences against	County Durham	**North East**	Target should be		Shows a steady	At the County	Home Office

vehicles	4532: 0.9% (06/7) 3911: 0.8% (07/8) 3743: 0.7% (08/9) Teesdale 80: 3.3% (06/7) 68: 2.7% (07/8) 92: 3.7% (08/9) Chester-le-st 384: 7.2% (06/7) 333: 6.2% (07/8) 455: 8.5% (08/9) City of Durham 603: 6.5% (06/7) 520: 5.6% (07/8) 518: 5.5% (08/9) Wear Valley 779: 12.5% (06/7) 632: 10.1% (07/8) 697: 11.0% (08/9) Sedgefield 737: 8.4% (06/7) 576: 6.6% (07/8) 563: 6.4% (08/9) Derwentside 727: 8.4% (06/7) 717: 8.3% (07/8) 560: 6.4% (08/9) Easington 1222: 13.1% (06/7) 1065: 11.3% (07/8) 858: 9.1% (08/9)	25,302: 1% (08/9)	to reduce offences against vehicles		reduction in the number of offences against vehicles in County Durham. The rate of which is below the regional average. In relation to the former district areas offences against vehicles have reduced in all areas but for Teesdale and Chester le street which have increased by 0.4% and 1.3% respectively. The highest rate of offence against vehicles occurs in Wear Valley followed by Easington. The lowest rate is in Teesdale but this is increasing.	level offences against vehicles should continue to decrease overall. However, increase could continue in Teesdale and Chester-le-st without some of the safety schemes that could be implemented by LTP3	Statistics http://rds.homeoffice.gov.uk/rds/soti.html (accessed April 2010)

Public confidence	**NI17**: Perceptions of anti-social behaviour: 24.5% (2008) A high perception of ASB is a score of 11 above. The indicator is the % of respondents whose score was 11 or above	England 20% (2008) North East 21.2%	Target should be to reduce perceptions of anti-social behaviour		Shows that perceptions of anti-social behaviour are higher than the national and regional average	May remain below national and regional averages. LTP3 can help to improve walking routes and street lighting schemes etc	Floors Target Interactive Website – http://www.fti.communities.gov.uk/fti/Comparisons.aspx (accessed April 2010)
Principal roads where maintenance should be considered	6.00 (06/07) 4.50 (07/08) 4.90 (08/09)	Not available	4.9 (06/07) 4.8 (07/08) 4.7 (08/09) 4.6 (09/11) 4.5 (10/11)		Reducing but 0.2 above local targets set	Without LTP3 the condition of the principal road network is likely to deteriorate with a potential under investment in re-surfacing, re-structuring etc	Durham County Council Transport Planning Section Data 2010
Non-principal classified roads where maintenance should be considered	14 (06/07) 14 (07/08) 12.66 (08/09)	National top quartile: 10% and below National bottom quartile: 16% and above	10.5 (09/10) 10.0 (10/11)		Improving but not likely to meet local targets set for 9/10 due to slow rate of improvement. Darlington's performance is in the mid quartile nationally	Without LTP3 the condition of the non principal road network is likely to deteriorate with a potential under investment in re-surfacing, re-structuring etc	Durham County Council Transport Planning Section Data 2010
Unclassified road condition	19 (06/07) 18 (07/08) 16 (08/09)	Not available	18.5 (06/07) 18.0 (07/08) 17.5 (08/09)		Improving and ahead of target	Without LTP3 the condition of the unclassified road network is likely	Durham County Council Transport Planning Section

				<td style="background:green"></td>		to deteriorate with a potential under investment in re-surfacing, re-structuring etc	Data 2010
Footway condition	31% (06/07) 29% (07/08) 30% (08/09)	Not available	26.5% (06/07) 25% (07/08) 24% (08/09)		Slight improvement but behind local targets set by 6%	Without LTP3 the condition of footways in need of refurbishment may increase due to a lack of investment. This could have implications for the numbers of people walking in the County	Durham County Council Transport Planning Section Data 2010
Road accident casualties	People killed or seriously injured in road traffic accidents: 36% (06/07) 39% (07/08) 36% (08/09)	Not available	48% (06/07) 46% (07/08) 44% (08/09)		Above local targets set by 8% in 08/09. However, performance is relatively stable	Without LTP3 there will be a reduction in investment in road safety schemes and initiatives such as speed management. This could result in an increase in the number of casualties	Durham County Council Transport Planning Section Data 2010
Children killed or seriously injured in road traffic	2% (06/07) 7% (07/08) 6% (08/09)	Not available	5% (06/07) 5% (07/08) 5% (08/09)		Shows a 4% increase in the % of children killed or seriously injured in road traffic accidents. 1% behind local targets set in	Without LTP3 there will be a reduction in investment in road safety schemes and initiatives such as speed	Durham County Council Transport Planning Section Data 2010

					08/09	management. This could result in a further increase in the number of child casualties	

Heritage and Landscape							
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Baseline Condition**	**Commentary**	**Future trends without LTP3**	**Source**
Listed Heritage at Risk	**Buildings – 31 (1%)** Teesdale – 7 Wear Valley – 9 City of Durham – 9 Derwentside – 1 Chester-le-st – 3 Sedgefield – 2 **Monuments – 22 (9.7%)** Teesdale – 19 City of Durham – 2 Derwentside – 1 **Shipwrecks – 0 Parks and Gardens – 0 Battlefields – 0** **Total Heritage at Risk - 53** Teesdale – 49% Wear Valley – 17% City of Durham – 21% Chester-le-st – 6% Sedgefield – 4% Derwentside – 4% Easington – 0%	**England:** Buildings – 5.5% Monuments – 17.99% Parks and Gardens – 6% Battlefields – 16.3% Protected wreck sites – 19.6% **North East** Buildings – 7.2% Monuments – 14.8% Parks and Gardens – 3.8% Battlefields – 16.7% Protected wreck sites – 0%	The target should be to ensure that County Durham's heritage is not at risk		Shows that a lower % of listed heritage is at risk compared to the regional and national average. However, the target should be to ensure that 0% of heritage is on the heritage at risk register in County Durham. The greatest proportion of heritage at risk is in the former Teesdale District area	May lead to an increased need for road building which could affect heritage and increase vibration from traffic levels	English Heritage – Heritage at Risk Register 2009 http://risk.english-heritage.org.uk/default.aspx?rs=1&rt=1&pn=1&st=a&ua=County+Durham+(UA)&ctype=all&crit= (accessed April 2010) English Heritage at Risk Register: North East (2009) http://www.english-heritage.org.uk/upload/pdf/190609_north_east_2009_har_register.pdf (accessed April 2010)
Conservation	**13 in total:**	**North East:**	Target should be	1 in 7 at risk	Shows that 1 in 7	Traffic	English Heritage

areas at risk	**Derwentisde – 3** Annfield Plain Low Westwood Esh **City of Durham - 2** Bowburn Sunderland Bridge **Sedgefield – 3** Kirk Merrington Mordan Windlestone Park **Teesdale – 5** Bowes Cotherstone Eggleston Ingleton Mickleton	1 in 5 considered to be at risk 70% have not changed significantly 85% have not seen a positive improvement in condition since 2006	to reduce the number of conservation areas at risk		conservation areas at risk in County Durham with a greater proportion in the former Teesdale District area	management was seen to be a particular issue in the regions conservation areas. Without the LTP3 traffic levels could increase requiring further management schemes	Conservation Areas Survey 2009 http://www.english-heritage.org.uk/upload/pdf/190609north_east_2009_har_register.pdf (accessed April 2010)
UNESCO world heritage sites	Durham Castle and Cathedral (designated 1986, extended in 2008 to include Palace Green)	N/A	Transport related: Improve access to the WHS for non-vehicular users and promote pedestrian and cycle modes of transport Improve access between the bus and rail stations		Has been removed from English Heritage's Heritage at Risk register. However there is a continued need for funding for maintenance and upkeep of the site	The transport and accessibility objectives of the management site may not be met	Durham World Heritage Site Management Plan http://www.onenortheast.co.uk/page/durhamwhsmp.cfm (accessed April 2010)

			and the WHS and encourage improvements to the facilities and information available at the stations Improve the facilities and experience for coach parties to the WHS in a way that doesn't impact on the WHS and its setting Monitor and assess car use within the WHS				
Listed Buildings	**Grade 1** Durham County: 101 (100%) Chester-le-st: 3 (3%) Derwentside: 8 (8%) Durham City: 52 (51%) Easington: 3 (3%) Sedgefield: 2 (2%) Teesdale: 19 (19%) Wear Valley: 14 (14%)	Not applicable	N/A	1% at risk	Shows that a significant proportion of: Grade 1 listed heritage is located in Durham City Grade 2* and Grade 2 heritage is located in Teesdale Overall the greatest	Increased traffic and levels of vibration could affect the structure of listed buildings	County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6934 (accessed April 2010)

	Grade 2* Durham County: 157 (100%) Chester-le-st: 5 (3%) Derwentside: 21 (13.4%) Durham City: 38 (24.2%) Easington: 7 (4.4%) Sedgefield: 8 (5%) Teesdale: 52 (33%) Wear Valley: 26 (16.5%) **Grade 2** Durham County: 2778 (100%) Chester-le-st: 60 (2%) Derwentside: 280 (10%) Durham City: 547 (20%) Easington: 81 (3%) Sedgefield:172 (6%) Teesdale: 1102 (40%) Wear Valley: 536 (19%) **Total** Durham County: 3036 (100%) Chester-le-st: 68				proportion of heritage assets are located in the former Teesdale district area	

	(2.2%) Derwentside: 309 (10%) Durham City: 637 (21%) Easington: 91 (3%) Sedgefield: 182 (6%) Teesdale: 1173 (39%) Wear Valley: 576 (19%)						
Locally important buildings	A record of locally important buildings has not been established	Not applicable	Not applicable		Locally important buildings may be at risk from development and other pressures as they have not yet been classified and may not be taken into account in decision making		County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6934 (accessed April 2010
Conservation areas	County Durham has 93 Conservation areas: Chester-le-St – 2 Derwentside – 16 City of Durham – 14 Easington – 4 Sedgefield – 15 Teesdale – 22 Wear Valley – 20	North East: 300	The Heritage Protection Bill (projected for 2011) will introduce a statutory requirement to provide Conservation Area Appraisals and Management		Shows a low proportion of Conservation areas with Appraisals and management plans. Without these a lesser extent of protection will be afforded to these areas as their	Potential, increased traffic and unsympathetic street and highways furniture may affect the unique character of County Durham's Conservation Areas	County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6934 (accessed April

	* Only 20% have completed appraisals			Plans for all conservation areas		unique features will not be identified. Shows that the greatest proportion of conservation areas are in the rural west of the County (45%) and in total County Durham hosts a third of the North East's Conservation Areas		2010 English Heritage at Risk Register: North East (2009) http://www.english-heritage.org.uk/upload/pdf/190609north_east_2009_har_register.pdf (accessed April 2010)
Scheduled Ancient Monuments	Number - 250 Coverage – 1118ha (0.5% of County area) (18% of North East total)	**North East:** Number - 1384		Not applicable	9.7% at risk	The number of Scheduled Ancient Monuments within the County may change over time. These cover some 1118 Ha in area in comparison to over 3000 Listed Buildings, which cover a total area of about 64 Ha. Thus they give a much clearer view of land-use and the historic environment in a quantitative	No specific effect on physicality of SAM's. However, the LTP3 can influence accessibility and understanding of heritage in the County. Without the LTP3 accessibility to heritage assets may not improve	County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6934 (accessed April 2010 English Heritage at Risk Register: North East (2009) http://www.english-heritage.org.uk/u

				<td style="background:orange"></td>	sense.		pload/pdf/190609 north_east_2009 _har_register.pdf (accessed April 2010)
Battlefields	One in County Durham - Neville's Cross Battlefield – (Durham City). The site, on the western side of Durham City, is partly developed over but a significant amount is open and protected from most types of development by the North Durham Green Belt. In addition there are local battlefields, not registered by English Heritage, for example, in Weardale. An approach to this asset will need to be devised.	England: 43	Not applicable	0% at risk	Not at risk but potential changes to the North Durham Green Belt could affect the condition etc of the site	No specific effect on physicality of battlefields However, the LTP3 can influence accessibility and understanding of heritage in the County. Without the LTP3 accessibility to heritage assets may not improve	County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009) http://www.durha m.gov.uk/Pages/ Service.aspx?Se rviceId=6934 (accessed April 2010 English Heritage at Risk Register: North East (2009) http://www.englis h- heritage.org.uk/u pload/pdf/190609 north_east_2009 _har_register.pdf (accessed April 2010)
Archaeological Sites	Number - 7580 These include ruined buildings, bridges, carvings on rocks, cairns, ruins of ancient enclosures	Not available	Not applicable	For info only	The number of archaeological sites may change over time	Minimal effect	County Durham Historic Environment Record http://www.keyst othepast.info/k2p /usp.nsf/pws/key

	and settlements, and other archaeological sites. In some cases scheduling as ancient monuments is additional to their status as listed buildings or structures.						s+to+the+Past+-+home+page (accessed April 2010)
Registered Parks and Gardens	Number – 15 Chester-le-st – 2 Durham City – 4 Easington – 2 Teesdale – 4 Sedgefield - 3	North East:53	Not applicable	0% at risk	County Durham has over a quarter of the North East's registered parks and gardens. The number of which may change over time	No significant effect, although increased traffic volumes may affect people's experience of visiting the registered parks and gardens	County Durham Core Evidence Base: Technical Paper No 4: Historic Environment (2009) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6934 (accessed April 2010 English Heritage at Risk Register: North East (2009) http://www.english-heritage.org.uk/upload/pdf/190609north_east_2009_har_register.pdf (accessed April 2010)
Designated Landscapes: North Pennines AONB	North Pennines AONB: • 200,000 ha • 2nd largest	Not applicable	Transport related: Ensure LTP's		Transport related issues: Insensitive	Reduced potential to contribute to reducing	The North Pennines AONB Management Plan 2009-2014:

	AONB in the County • Located in the rural west of the County • Widely considered as one of the most remote and unspoilt places in England		take recognition of AONB's Guidance on the Management and Maintenance of Rural Roads Consult the AONB partnership about new road management and improvement schemes in the AONB		management of the roadside environment is having a urbanising effect on rural character in many places. This can be seen in unsympathetic hard engineering and lighting schemes and the proliferation of highway and other signage Increase in the number of moorland tracks Growth of tourism will increase traffic on local roads – requires careful management Negative effects of off road vehicles on designated features and overall tranquility Majority of visitors arrive by private car. The	transport related issues in the AONB and contribute to transport targets	Part B Strategy http://www.northpennines.org.uk/getmedia.cfm?mediaid=12139 (accessed April 2010) The North Pennines AONB Management Plan 2009-2014: Part C Action Plan http://www.northpennines.org.uk/getmedia.cfm?mediaid=12140 (accessed April 2010)

					cross boundary nature of the area makes the provision of public transport a particular challenge.		
Designated Landscapes: Durham Heritage Coast	• 13km designated (non-statutory designation) • Coastal landscape of magnesian limestone grasslands, cliffs, pebble and sandy beaches • Was one of the most heavily polluted coastlines in Britain due to a legacy of dumping of colliery waste	England: 1057km	**Transport related:** • Promote enhanced Local Transport Plans for increased and improved rail provision • Support and promote integrated transport • Promote and actively encourage users to choose sustainable modes of transport • Promote tourism related transport e.g. summer bus trails • Ensure partnership		Transport related issues: Durham Coast rail route passes along the entire length of Durham's heritage coast but only one passenger stop exists at Seaham Poor public transport provision (namely, frequency and cost) in some areas limits tourism development and access for visitors and local users	Reduced potential to contribute to reducing transport related issues in the Durham Heritage Coast and contribute to transport targets	Durham Heritage Coast Management Plan 2005-2010 http://www.durhamheritagecoast.org/dhc/doclibrary.nsf/vwebdoc/163E1AD6410092CB802571E10057E2E9 (accessed April 2010)

			has an established input into Local Transport Plans				
Green Belt	Chester-le-st – 2770ha Durham City – 5670ha Easington – 280ha Derwentside - Undefined	North East – 73000ha England – 1635670ha	The RSS sets out the need for a North Durham Green Belt covering the additional area: North of Consett and Stanley and eastwards to Chester-le-Street;		An area of Green Belt is still to be defined.	Potential increased pressure to develop on defined and undefined green belt areas due to increase in traffic levels / congestion	Core Evidence Base: Technical Paper No 6: Settlements and Green Belt (2009) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6934 (accessed April 2010
Provision of open space	Open Space Needs Assessment and Durham Green Infrastructure Strategy to be undertaken	Not applicable	Natural England Accessible Natural Greenspace Standard of at least 2ha of natural green space per 1,000 population			Potential increased pressure to develop on open space due to increase in traffic levels / congestion	
Landscape Character	County Character Areas: • The North Pennines • The Dales Fringe • The West Durham Coalfield	Not applicable	To promote the development of quiet lanes and to ensure that highway improvement works respect the rural and historic character of minor roads and lanes.		Transport related threats to landscape character: **The North Pennines** Tourism is increasingly	County Durham's landscape character and tranquility is likely to be eroded further by an increase in traffic and possibly new	County Durham Landscape Strategy (2008) http://www.durham.gov.uk/Pages/Service.aspx?ServiceId=6397 (accessed April 2010)

	• The Wear Lowlands • The East Durham Limestone Plateau • The Tees Lowlands		To manage traffic on quiet country lanes and create new safe routes for pedestrians, cyclists and horse riders between towns and villages. To maintain and increase access to the countryside around towns and villages, and particularly circular neighbourhood walks and long distance paths. To reduce light pollution. To encourage the conservation and appropriate management of roadside verges		important to the local economy. This brings continued pressure for new facilities like caravan sites and increased traffic on local roads and in the dales villages **Dales Fringe** Changes in working and commuting patterns have led to increased traffic levels on rural roads. The tranquillity and rural character of the countryside between towns and villages is eroded in places by the presence of major highways – particularly the A66. **West Durham Coalfield** The scattered settlement pattern and well-developed road network left by the coal industry gives a semi-rural or urban fringe quality to parts of the landscape	roads. This will increase the semi-rural / urban fringe quality of the landscape

					Wear Lowlands		
					The scattered settlement pattern left by the coal industry together with the presence of busy roads, railways, waste disposal sites and industrial estates, power lines and communications masts, gives a semi-rural or urban fringe quality to parts of the landscape. Small country lanes often carry high levels of traffic – causing physical damage to verges, 'urban' road detailing, and inhibiting use by pedestrians, cyclists and horse riders **East Durham Limestone Plateau** The tranquillity and rural character of the countryside between towns and villages is eroded in places by the presence of major		

					highways and other busy roads. **Tees Lowlands** The tranquillity and rural character of the countryside is eroded in places by presence of major roads like the A1 (M), the east coast main line and major overhead power lines.		
Tranquility	The mean tranquillity score for County Durham is 12.00 (4th most tranquil local authority area) Mapping data shows that people are least likely to experience tranquillity in the West of the County (former Teesdale and Weardale districts) and are least likely to experience tranquillity in the former Chester-le-st district.	North East – 15.3	Target should be to increase the tranquillity score in less tranquil parts of the County		Shows that Durham has a lower tranquility score than the North East average. However, this is largely due to the very rural nature of other authorities in the North East – North Yorkshire/ Northumberland.	Potential increase in new roads to cope with increased growth and increased light pollution will decrease tranquility in the County	Campaign to Protect Rural England website – Tranquillity mapping http://www.cpre.org.uk/campaigns/landscape/tranquillity/national-and-regional-tranquillity-maps/county-tranquillity-map-durham (accessed April 2010)

SA Objectives	LTP3 Objectives														
	Maintain or improve reliability and predictability of journey times on key routes for business, commuting and freight.	Improve connectivity and access to labour markets of key business centres.	Deliver transport improvements required to support sustainable housing provision.	Ensure transport networks are resistant and adaptable to shocks such as economic shocks, adverse weather, accidents, attacks and impacts of climate change.	Reduce greenhouse gas emissions.	Ensure disadvantaged people in deprived or remote areas can access employment opportunities, key services, social networks and goods.	Reduce the risk of death or injury from accidents.	Reduce costs to health of transport including air quality impacts.	Improve health by encouraging and enabling physically active travel.	Reduce crime, fear of crime and anti social behaviour on transport networks.	Reduce numbers of people and dwellings exposed to high levels of transport noise.	Minimise impacts of transport on natural environment, heritage and landscape.	Improve the whole journey experience for transport users.	Integrate transport into streetscapes and connections between neighbourhoods	To ensure the transport assets is fit for purpose to meet the demands of a regenerated County Durham and the effects of climate change.
1. To improve access to services, facilities and employment for all	✔	✔	✔	✔	✔/✗	✔	✔	✔	✔	✔	0	✔/✗	✔	✔	✔
	Maintaining and improving journey times is part of improving / maintaining access	Both objectives seek to improve connectivity and access to services, key centres, facilities and employment.	Ensuring transport network supports sustainable housing provision will help to ensure communities have good access to services, facilities and employment.	A transport network resistant to shock incidents protects people's ability to access services etc	Improving access can reduce the need for vehicular travel and therefore reduce CO2 emissions, but can also enable more vehicular travel which increases emissions	Both are directly concerned with improving access	Improving safety of transport indirectly promotes better access by increasing people's confidence to use different modes	Congestion is both an obstacle to good access and a source of localised air quality problems. Reducing it for air quality reasons should also help to improve access	Encouraging and enabling physically active travel will include improving access by these modes to more destinations	Reducing fear of crime and anti-social behaviour on transport networks may encourage people to use them and increase access to services, etc.	No significant effect or link	Improving access by vehicles likely to involve more transport schemes which pose a threat to the natural and historic environment through land take, disturbance or increased traffic flows	Improving journey experience for transport users may encourage them to use it, and therefore potential improve access to facilities etc.	Integrating transport into streetscapes and connections between neighbourhoods may improve access to transport services for the elderly and/ or those who are mobility impaired.	This will ensure that improvements to transport services/ and infrastructure will be fit for purpose and maintained once in place.
2. To promote safe, secure communities	✗	✔/✗	✔	✔	o	✔	✔	✔	✔	✔	✔	✔	✔	✔	✔
	Enabling increased traffic flows and speeds likely to have a negative effect on safety.	May enable an increase in traffic flows with commuting/ freight traffic potentially making communities less safe. Could include improving access and safety.	Transport improvements will involve ensuring safe access to and from housing developments	Improving resistance of transport networks to shock events contributes to overall community safety	No significant effect or link	Encourages a sense of community and wider engagement in community activities.	Seeks to improve community safety, which will potentially make communities safer in real terms (reduce the number of road accidents) and enhance	Both objectives seek to reduce the adverse impacts of transport on communities	Part of enabling physically active travel is improving the safety of routes	Both objectives seek to increase community safety and people's sense of safety and security in their local area.	Both objectives seek to reduce the adverse impacts of transport on communities	Both objectives seek to reduce the adverse impacts of transport on the local environment	Improving journey experience for transport users will include reducing people's fear of crime/ anti-social behaviour on public transport; therefore encourage them to use it.	Encourages a greater sense of community.	Ensuring the transport network is fit for purpose and adapted to climate change will contribute to overall safety levels

people's sense of safety and security.

Objective	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
3.To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓/✗ Increased traffic flows and speeds may contribute to increased noise and air quality impacts affecting health. Reducing congestion to increase traffic flow may reduce impacts.	✓/✗ Increased traffic flows and speeds may contribute to increased noise and air quality impacts affecting health. Reducing congestion to increase traffic flow may reduce impacts.	✓/✗ Good access contributes to overall well-being but increased traffic can bring noise and air quality impacts	✓ Reducing greenhouse gas emissions is likely to be addressed by promoting sustainable transport including cycling and walking	✓ Encouraging sustainable and active travel to reduce greenhouse gas emissions will benefit people's health.	✓ Improved access to key services, which could include health care facilities, particularly for those in deprived or remote areas.	✓ Prevention of accidents contributes directly to better health levels	✓ Both objectives seek to improve health by reducing the costs to health of transport – e.g. will potentially improve people's physical and mental health through improved air quality and less noise/ vibration of traffic.	✓ Both seek to improve people's health by encouraging and enabling more active forms of transport – e.g. cycling and walking.	✓ Reducing fear of crime and anti-social behaviour on transport networks may encourage people to use them and increase access to health facilities.	✓ Both seek to ensure noise levels from transport are kept to acceptable levels.	✓ Maintaining a good quality natural environment contributes to people's mental health and general well-being	✓ Improving the overall journey experience contributes to reduced stress levels and therefore indirectly to health benefit	✓ Encourages less community severance by traffic. May encourage active travel if cycling and walking networks are developed.	0 No significant effect or link
4.To reduce deprivation and support a sustainable local economy	✓ Supporting the movement of freight and improvement in accessibility to major towns and key business areas will help support local businesses and regeneration projects.	✓ Improved accessibility to jobs and services will potentially help to reduce social exclusion. Supporting the movement of freight and improvement in accessibility to major towns and key business areas will help support local businesses and regeneration.	✓ Transport improvements made to support sustainability housing provision will improve connectivity overall and potentially reduce social inclusion.	✓ A sustainable local economy will depend on low carbon technologies and systems, and transport needs to be a part of this	✓ Seeking to reduce congestion may involve promotion of alternative modes of transport – e.g. rail, bus, cycling, walking – which would in turn help reduce greenhouse gas emissions.	✓ Reduces social exclusion, improves accessibility to jobs and services, improved connectivity in and around the County, and within the Region. Improved access in more deprived and rural areas may help the regeneration of such areas.	✓ Reducing accidents and mortality from transport contributes to a safe and efficient transport system which enables the movement of goods and people involved in the local economy	✓/✗ Reducing risks to health may include reducing congestion which improves air quality and improves traffic flow. However it can also involve diverting traffic or excluding it from certain areas which can increase journey times	✓ Enabling physically active travel can give the workforce more travel options and contributes to the health of the labour market	✓ Reducing fear of crime and anti-social behaviour on transport networks may encourage people to use them further and increase access to key services and employment centres – helping to reduce social exclusion and deprivation.	✗ Reducing noise levels may require the diversion of traffic or the exclusion of traffic from certain areas, causing longer journey times. HGVs are particularly key in this respect	✗ Protecting the natural environment, heritage and landscape may require the quantity, location and design of transport schemes to be reconsidered in ways which are not optimum for reducing journey times or enabling freely flowing traffic.	✓ Improving the overall journey experience will include reducing congestion. Overall will contribute to the range of travel options and wellbeing of the labour market	✓ Encourages less community severance by traffic, which in turn may help reduce social exclusion.	✓✓ This will ensure that improvements to transport services/ and infrastructure will be fit for purpose and maintained once in place – this is particularly important in more deprived areas.
5.To reduce	✓/✗	✓/✗	✓/✗	✓	✓	✓/✗	✓	✓	✓	✓	✓/✗	✓	✓/✗	✓	✓

the need to travel and promote sustainable transport options	Increasing, reliability, improving journey times, etc. will assist public transport on key routes, but conflict may exist where bus priority measures would assist bus journey times but not other traffic journey times. Maintaining or improving journey times will also enable and encourage more traffic/ travel in general	Improved accessibility and connectivity does not necessarily involve the promotion of sustainable transport options. In fact it may increase overall travel	Transport improvements may or may not involve improvements to sustainable transport options. Reducing the need to travel will depend upon the location of the new housing.	Safe and resilient transport systems (including public and sustainable transport) will give confidence to people to use them and be more reliable.	Encouraging improvements in the public transport system to increase patronage (e.g. reliability and improved journey times), workplace and school travel plans, demand management measures, and cycling/ walking networks will help reduce private car use/ road transportation; and therefore, help reduce greenhouse gas emissions.	Ensuring disadvantaged people in remote or deprived areas can access goods, services and social networks should involve the promotion / improvement of more sustainable transport options including public and community transport, cycling and walking. It could also involve the development of less sustainable transport options and infrastructure.	Reducing risk of injury and death is compatible with reducing the need to travel and promoting sustainable travel options. Safety measures as part of cycling and walking infrastructure are key.	Reducing costs associated with the health impacts of transport is compatible with reducing the need to travel and promoting sustainable transport options – particularly cycling and walking.	Promoting and encouraging active travel is consistent with promoting sustainable transport options.	Reducing fear of crime and anti-social behaviour on public transport networks may encourage people to use them more as opposed to their own car, which is a more sustainable option.	Reducing the numbers of people and dwellings exposed to high levels of transport noise is generally compatible with reducing the need to travel and promoting sustainable transport options although there is potential for increased train or bus services to increase noise in specific areas.	Minimising the impacts of transport on the natural environment, heritage and landscape is compatible with reducing the need to travel and promoting sustainable transport options.	Improving the 'journey experience' for travel users is generally compatible with reducing the need to travel and promoting sustainable transport options, although the provision of bus priority measures and demand management measures for car drivers can be seen as a negative effect on their journey experience.	Integrating transport into streetscapes and connecting neighbourhoods will involve the development of cycling and walking networks.	This will ensure that improvements to transport services/ and infrastructure will be fit for purpose and maintained once in place.
6.To reduce the causes of climate change	✗	✗	0	0	✓✓	✗	0	✓	✓	✓	0	✓	0	✓	✓
	Maintaining or improving journey times on key routes may involve creating more road space to allow greater flows of traffic, leading to increased carbon emissions	Improved connectivity and access to labour markets of key business centres will potentially mean an increased number of businesses with a higher level of associated transportation – either by road, rail or air – which would mean increased levels of CO$_2$.	No significant effect or link	No significant effect or link	Attempting to reduce greenhouse gas emissions will help to reduce the key cause of climate change.	Seeks to encourage greater access and connectivity, and therefore may involve increased levels of traffic, and thereby not allow for a reduction in CO$_2$ emissions.	No significant effect or link	May seek to discourage private car use and encourage 'greener' modes of transport, and therefore may involve decreased levels of traffic, and so allow for a reduction in CO$_2$ emissions.	Promoting and encouraging 'greener' modes of transport will help reduce the level of CO$_2$ emissions.	Reducing fear of crime and anti-social behaviour on public transport networks may encourage people to use them more as opposed to their own car, which may allow for a reduction in CO$_2$ emissions.	No significant effect or link	Measures to minimise the impact of transport on the natural environment, heritage and landscape are unlikely to have a significant impact on reducing the causes of climate change, but will help to protect sinks of carbon such as woodland and peat moorland	No significant effect or link	Integrating transport into streetscapes and connecting neighbourhoods may involve the development of cycling and walking networks, providing alternative 'greener# modes of transport, which will potentially allow for a reduction in CO$_2$ emissions.	This will ensure that improvements to transport services/ and infrastructure will be fit for purpose and maintained once in place, saving energy and CO2 emissions involved in replacing infrastructure completely

Objective	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
7. To respond and enable adaptation to the inevitable impacts of climate change	✓/✗ Improving predictability and reliability of journey times should incorporate consideration of climate change impacts and ensure infrastructure is resilient to them. However, creation of road space to free traffic movement will create more hard standing / run off. Need for SUDS to be incorporated	0 No significant effect or link	0 No significant effect or link	✓✓ Both objectives seek to develop measures to ensure transport infrastructure can withstand weather extremes/ climate change.	✓ Reducing greenhouse gas emissions should help curb the level of impacts that will need to be negotiated.	0 No significant effect or link	0 No significant effect or link	0 No significant effect or link	0 No significant effect or link	0 No significant effect or link	0 No significant effect or link	✓ Minimising impacts on the natural environment in particular needs to be aligned to the creation of green infrastructure which can help mitigate against flooding as well as allow species and habitats to migrate in order to survive climate change	0 No significant effect or link	✓/✗ Integrating transport into streetscapes and connecting neighbourhoods may involve the removal of 'green space' and potentially increase hard standing/, with lack of water penetration increasing the risk of flooding.	✓✓ This will ensure that improvements to transport services/ and infrastructure will be fit for purpose and maintained once in place. Both objectives seek to minimise the effects of climate change (e.g. risk of increased flooding).
8. To protect & enhance bio- & geodiversity	✗ Maintaining and improving journey times on key routes is likely to encourage and enable more traffic / travel, contributing to carbon emissions and ultimately climate change impacts on biodiversity. If more roadspace is created to ensure journey times are maintained, they there may be impacts to	✗ Improved connectivity and access to labour markets of key business centres will potentially mean increased levels of transportation and an expanded transport network. This will produce noise, light and air pollution and involve land take, which could adversely affect sensitive habitats	✓/✗ Depending on how transport improvements are made. May involve land take for new transport infrastructure, which may mean the destruction of some species/ habitats or bring development in closer proximity to 'sensitive' landscapes/ designated sites which is likely to have adverse impact	✓/✗ Specifically related to coastal areas – measures to protect transport infrastructure from coastal erosion rates caused by climate change may not be compatible with biodiversity interests. Elsewhere, the incorporation of SUDS and associated green infrastructure to reduce run-off and	✓/✗ Reducing greenhouse gas emissions generally will help to minimise the adverse impacts from climate change on habitats and species in the longer term, However, increased use of biofuels may lead to widespread biofuel crop-growing which can have negative impacts on biodiversity.	0 Measures likely to be concerned with improving community and shared transport as well as public transport and not considered to have a significant effect or link,	✗ Reducing risk of death or injury from accidents conflicts with biodiversity interest where safety measures require intensive management of road verges or hedgelines	0 No significant effect or link	0 No significant effect or link	✓ Encouraging and enabling physically active travel generally is compatible with biodiversity and geodiversity interests as it allows people to appreciate the countryside and wildlife by sustainable travel modes. The verges alongside cycle tracks and walking routes can also provide valuable corridors for	✓ Measures taken to reduce the numbers of people and dwellings exposed to high levels of transport noise are likely to also have a positive impact on biodiversity.	✓✓ Both objectives seek to protect the natural environment and landscapes. It is therefore likely that measures taken will help ensure that fragmentation of priority habitats and any adverse affects from transport schemes are minimised.	0 No significant effect or link	✓/✗ Integrating transport into streetscapes and connecting neighbourhoods may involve the removal of 'green space' and may potentially cause fragmentation/ severance. However, if done in a sensitive way in combination with biodiversity / geodiversity interests, then a net positive impact can be achieved	✓/✗ Maintaining the transport network can be done in ways to maximise benefits to biodiversity – in particular in relation to verges and hedgerows. If this in overlooked then maintenance regimes can be detrimental to wildlife value and opportunities to conserve and enhance biodiversity are missed.

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	bio / geodiversity from land-take.	and/or species.	(eventually). However, improvements could help to reduce transport impacts from new housing	flooding, if sensitively planned, have potential to complement biodiversity objectives						wildlife with less risk of death or injury from vehicles than equivalent road corridors.					
9.To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✗	✗	✓/✗	✓/✗	✓	✓	✗	0	✓	✓	✓	✓✓	0	✓/✗	✓/✗
	If more road space is created to ensure journey times are maintained, they there may be impacts to quality and character of landscape from land-take and increase in magnitude of transport infrastructure	Improved connectivity and access to labour markets of key business centres will potentially mean increased levels of transportation and an expanded transport network. This will produce noise, light and air pollution and increase land take, which could adversely affect the quality and character of landscapes (e.g. visual impact).	Depending on how transport improvements are made. May involve land take for new transport infrastructure, which may bring development in closer proximity to 'sensitive' landscapes/ designated sites which is likely to have an adverse impact on the quality and character of the natural and built environment (e.g. visual impact) However, improvements could help to reduce transport impacts from new housing	Specifically related to coastal areas – measures to protect transport infrastructure from coastal erosion rates caused by climate change may not be compatible with landscape character and quality. Elsewhere, the incorporation of SUDS and associated green infrastructure to reduce run-off and flooding, if sensitively planned, have potential to complement landscape objectives	Reducing greenhouse gas emissions will help to minimise the adverse impacts from transport schemes on the quality and character/ setting of the natural and built environment in the longer term.	Improving access to and from more remote areas may improve accessibility to the countryside and help promote enjoyment of the natural/ built environment.	Conflict between lighting used to improve safety on roads and landscape character and quality	No significant effect or link	Encouraging and enabling physically active travel will help the wider enjoyment of the natural and built environment as well as encouraging travel modes which generally have a low impact on landscape	Reducing fear of crime and anti-social behaviour on transport networks may encourage people to use them and increase access to services, the countryside etc.	Measures taken to reduce the numbers of people and dwellings exposed to high levels of transport noise are likely to also have a positive impact on the quality and character of the natural and built environment (e.g. setting).	Both objectives seek to protect the quality and character of the natural environment and built environment. It is therefore likely that measures taken will help improve and maintain the quality and character of setting for the natural and built environment.	No significant effect or link. Assumed "Whole journey experience" doesn't include landscape views from travel.	Depends on how transport integration is achieved. Integrating transport into streetscapes and connecting neighbourhoods may involve the removal of 'green space' and may potentially have a negative impact on the quality and character of the natural and built environment. However, if designed well, such development could improve the quality and character of the natural and built environment.	Maintaining the transport network can be done in ways to maximise benefits to landscape quality. It can have a detrimental effect if landscape is not taken into account.
10.To protect and enhance cultural heritage & the historic environment	✗	✗	✓/✗	✓/✗	✓	✓	0	0	0	✓	✓	✓✓	0	✓/✗	✓/✗
	If more road space is created to ensure journey times are maintained, there may	Improved connectivity and access to labour markets of key business centres will	Depending on how transport improvements are made. May involve land take for	Measures to ensure transport networks are resistant to adverse weather, accidents,	Reduction in greenhouse gas emissions will help reduce the level of climate	Improving access to and from more remote areas to key services, social networks will	No significant effect or link	No significant effect or link	No significant effect or link	Reducing fear of crime and anti-social behaviour on transport networks may	Measures taken to reduce the numbers of people and dwellings exposed to high levels	Both objectives seek to protect the quality and character of the natural environment	No significant effect or link	Depends on how transport integration is achieved. Integrating transport into streetscapes	Maintaining the transport network can be done in ways to maximise benefits to cultural heritage and historic environment It

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be impacts to cultural heritage and the historic environment from land-take and increase in magnitude of transport infrastructure	potentially mean increased levels of transportation and an expanded transport network. This will produce noise, light and air pollution and increase land take, which could damage the historic environment (e.g. setting, demolition of built environment) Improved connectivity will also potentially improve access to historic environment assets/ cultural heritage.	new transport infrastructure, which may bring development in closer proximity to 'sensitive' heritage assets therefore increasing the risk of damage to such assets. However, improvements could help to reduce transport impacts from new housing	terrorist attack and climate change may involve infrastructure that has a significant negative impact on the quality and character of the historic environment (e.g. damages quality of setting). However, such measure may protect valuable heritage assets from destruction (e.g. flooding and adverse weather).	change impacts and effects on cultural heritage / historic environment in the long-term	have a positive impact on cultural heritage – e.g. access to libraries etc.				encourage people to use them and increase access to services – e.g. libraries.	of transport noise are likely to also have a positive impact on the quality and character of the historic environment (e.g. setting).	and built environment - and by extension the historic environment. It is therefore likely that measures taken will help improve and maintain the quality and character of setting for the historic environment.		and connecting neighbourhoods may involve the removal of 'green space' and may potentially have a negative impact on the quality and character of the historic environment. However, if designed well, such development could improve the quality and character of the natural and historic environment.	can have a detrimental effect if not taken into account. Rights of Way Improvement Plan
11.To	✓/ ✗	✗	✓/ ✗	✓	✓/ ✗	0	0	0	✓	0	0	✓	0	✗	✓

protect and improve air, water and soil resources	Increased road space will increase run-off and cater for increased traffic which will contribute to air pollution. However, freeing up congestion will reduce localised air pollution	Increasing connectivity and access to labour markets of key business centres likely to increase traffic contributing to air pollution and / or run-off. However, increasing accessibility by public transport, cycling and walking will help contain traffic levels	Depending on how transport improvements are made. May involve land take for new transport infrastructure, which will potentially increase hard standing/ with lack of water penetration increasing the risk of flooding. However, appropriate improvements will help ensure congestion is not increased, thus combating against air pollution.	Ensuring transport networks are resistant to adverse weather/ climate change may help to ensure schemes will not contribute to increased flood risk and associated water pollution. Run-off to drain systems should be reduced by using sustainable urban drainage systems/ green infrastructure.	Reducing greenhouse gas emissions in general is compatible with reducing consumption of resources and effects on air water and soil. However, increased use of biofuels may lead to widespread biofuel crop-growing which can have negative impacts on water sources from agricultural run-off.	No significant effect or link	No significant effect or link	No significant effect or link	Encouraging the use of active travel modes instead of vehicular journeys generally complements the protection of air water and soil resources	No significant effect or link	No significant effect or link	Measures to minimise the impact of transport on the natural environment, heritage and landscape may help protect and improve water and soil resources – e.g. ensure schemes do not contribute to land contamination and the best agricultural land is protected.	No significant effect or link	Integrating transport into streetscapes and connecting neighbourhoods may involve the removal of 'green space' and potentially increase hard standing/ with lack of water penetration increasing the risk of flooding.	Both objectives seek to minimise the effects of climate change (e.g. risk of increased flooding)
12.To reduce waste and encourage the sustainable and efficient use of materials	✓/ ✗	✗	0	✓	✓	0	0	0	✓	0	0	✓	0	0	0
	Improving reliability and predictability of journey times using existing infrastructure will be efficient and sustainable in terms of resource use. Developing new infrastructure for this purpose will be less sustainable, especially if dependent on virgin	Improving connectivity will require additional transport infrastructure which involves significant use of materials	No significant effect or link	Protecting and maintaining existing infrastructure has an overall positive effect on resource conservation and efficiency	Reducing greenhouse gas emissions is compatible with reducing waste and using resources efficiently and sustainably. Making the most of existing infrastructure and utilising recycled materials in maintenance and construction	No significant effect or link	No significant effect or link	No significant effect or link	Promoting and enabling physically active travel is compatible with sustainable resource use – requiring less materials in infrastructure (also re-use of road planings in significant quantities) as well as low resource use in the use of	No significant effect or link	No significant effect or link	Minimising impacts on the natural environment, heritage and landscape is compatible with reducing waste and sustainable resource use.	No significant effect or link	No significant effect or link	No significant effect or link

	mineral resources				are two key areas.				bicycles and walking						

KEY

Likely to have a **very positive** effect	✔✔
Likely to have a **positive** effect	✔
Minor effect / no clear link	0
Uncertain or **insufficient** information on which to determine effect	?
Likely to have a **negative** effect	✗
Likely to have a **very negative** effect	✗✗
Could have **both positive and negative** effects depending on implementation	✔/✗

SEA Objective	Policy 1 Young People and Children: Improvements to the transport system will always take into account that it should be as attractive and straightforward as possible for young people and children to use. **(Stance policy – no delivery options considered)**
To improve access to services, facilities and employment for all	✔
	Should ensure that the needs of young people, as a group that often find accessibility difficult, are always taken into account in improvements to the transport system. The contribution of cycling and walking routes for independent travel should also be recognised in the text, especially as the ROWIP will be integrated into the LTP.
To promote safe and secure communities	?
	Delivering transport infrastructure and services that are safe for children to use needs to be an integral part of the delivery of this policy. Text could read "… safe, attractive and straightforward as possible for young people to use …". The link with Policy 16 on Security should be recognised.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	?
	The contribution of cycling and walking routes for young people's travel should also be recognised in the text, especially as the ROWIP will be integrated into the LTP.
To reduce deprivation and support a sustainable local economy	✔
	Improving accessibility of young people by non-car modes will help households that don't have access to a car, and thus help combat deprivation. It will improve non-car options for travelling to work and school as well as recreational destinations.
To reduce the need to travel and promote sustainable transport options	✔
	This policy will be focussed on improving non-car modes (i.e. sustainable modes) for young people
To reduce the causes of climate change	✔
	This policy will be focussed on improving non-car modes (i.e. sustainable modes) for young people
To respond and enable adaptation to the inevitable impacts of climate change	0
	No specific link
To protect and enhance biodiversity	?
	Increasing lighting to improve safety needs to be considered against sensitive species, habitats and sites in certain

and geodiversity	locations. Link to policy 35
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	?
	Increasing lighting to improve safety needs to be considered against sensitive landscapes and townscapes in certain locations. Link to policy 35
To protect and enhance cultural heritage & the historic environment	0
	No specific link
To protect and improve air, water and soil resources	0
	No specific link
To reduce waste and encourage the sustainable and efficient use of materials	0
	No specific link

SEA Objective	**Policy 2 Less able, Disadvantaged and Older People:** Public transport and the walking environment will be developed to allow less able and elderly people to travel independently with ease and follow an active lifestyle. The impact of impairments that affect a person's ability to travel will be reduced by: • Continuing support of community transport services which help meet the needs of disabled people • Developing public transport and the walking environment to allow elderly and disabled people the opportunity to travel independently • Promote compliance with the Disability Discrimination Act on access requirements in areas of commercial and leisure activities • The provision of transport information in accordance with the Disability Discrimination Act
To improve access to services, facilities and employment for all	✔
	The policy should help to improve accessibility to services and facilities for the elderly and / or those who are mobility impaired. However, the policy should recognise the role of community transport not only to disabled people but to elderly people living in rural communities. Link to policy 33. The policy should also consider measures to bring services and facilities to the elderly/mobility impaired.
To promote safe and secure communities	?
	Compliance with the Disability Discrimination Act should help to improve ease of access for disabled members of

	the community and therefore reduce risk of accidents. However, compliance with the DDA should relate to all of the County's infrastructure where appropriate and not just access related to commercial and leisure activities (for example local wildlife sites etc). The policy should be amended to reflect this. Development of public transport should take into account the need to improve confidence and safety. For example, allowing enough time for elderly/disabled passengers to be seated before setting off. Links to Policy 16 Security
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Development of the walking environment and improvements to access through compliance with the DDA should encourage active travel amongst the elderly and less able. The policy may also encourage access to leisure facilities which will benefit physical health and mental wellbeing through increased opportunity for social interaction. However, the policy should be widened out to ensure that health facilities and all other facilities that encourage social interaction comply with the DDA – community centres, libraries etc.
To reduce deprivation and support a sustainable local economy	✔
	The policy will improve access to services, facilities and employment for the elderly and less able by means of public transport/community transport and an improved walking environment. Social exclusion should be reduced as a result.
To reduce the need to travel and promote sustainable transport options	✔
	Policy promotes public/community transport and development of the walking environment. As a result, reliance on use of a car may decrease.
To reduce the causes of climate change	✔
	Policy promotes public/community transport and development of the walking environment. As a result car use and associated greenhouse gas emissions may reduce.
To respond and enable adaptation to the inevitable impacts of climate change	0
	No significant effect
To protect and enhance biodiversity and geodiversity	?
	Policy relates to compliance with the DDA in relation to access requirements in areas of commercial and leisure activities. Uncertainty as to whether leisure activities incorporates access to biodiversity – i.e. County's wildlife sites, open space etc
To protect and enhance the quality	?

and character of landscape and townscape and promote enjoyment of the natural and built environment	Policy relates to compliance with the DDA in relation to access requirements in areas of commercial and leisure activities. Uncertainty as to whether leisure activities incorporates access to the countryside. Uncertainty also as to whether development of the walking environment for the elderly/less able includes the rural walking environment – rights of way network
To protect and enhance cultural heritage & the historic environment	?
	Policy relates to compliance with the DDA in relation to access requirements in areas of commercial and leisure activities. Uncertainty as to whether leisure activities incorporates access to heritage and cultural assets.
To protect and improve air, water and soil resources	✔
	Development of public/community transport and the walking environment will reduce the impact of private car use on water, air and soil resources.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No significant effect

SEA Objective	**Policy 3 Corridor Improvements :** An integrated route management approach to improve corridors of travel will be taken when other programmed highway projects can be combined to provide more comprehensive benefits along the route. **(Stance policy – no delivery options considered)**
To improve access to services, facilities and employment for all	✔
	This policy is focussed on improving accessibility. However, it is important to ensure that the needs of young people, the elderly, and those who are mobility impaired, which as different groups often find accessibility difficult for a variety of reasons, are always taken into account in improvements to the transport system. Link to policies 1, 2, 5, 9, 18 & 26.
To promote safe and secure communities	✔
	Delivering transport infrastructure and services that are safe for all users (public transport users, pedestrians, cyclists as well as motorists) should be fully integrated into this policy.

	Link to policies 16, 19, 20 & 22.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓/✗
	Encouraging walking and providing new cycling infrastructure for non-discretionary journeys (e.g. to work and school) will have a positive impact. However, it is suggested that by the improving cycle path network as a whole and PROWs would have a more significant positive effect on health inequalities by encouraging people to use them more regularly for recreation and leisure as well for 'necessary' journeys.

To improve the benefits of this policy for health it is recommended that this policy should highlight services (e.g. will allow better access to local services, such as health centres and sport facilities…)

Link to policies 14, 15, 29, 30 & 32. |
| **To reduce deprivation and support a sustainable local economy** | ✓ |
| | Improving accessibility of all groups (young, elderly, mobility impaired, etc), as well as non-car users, will help households that do not have access to a car, and therefore help to combat social exclusion and deprivation.

Link to policies 1, 2, 5, 9, 18, 23 & 26. |
| **To reduce the need to travel and promote sustainable transport options** | ✓/✗ |
| | This policy focuses on improving non-car modes (i.e. sustainable modes) of transport for all groups of people. However, as it is focussed on improving cycling infrastructure for 'utility' journeys only it may not have as a positive impact on promoting sustainable transport option as it may have done. Suggested that by the improving cycle path network as a whole and PROWs would have a more significant positive effect on this objective.

Link to policies 14, 15, 27, 28, 29, 30, 31 & 34. |
| **To reduce the causes of climate change** | ✓ |
| | This policy focuses on improving non-car modes (i.e. sustainable modes) of transport for all groups of people; thereby reducing the level of private car use and CO_2 emissions.

Link to policies 12, 14, 15, 27, 28, 29, 30, 31, 32 & 34. |
| **To respond and enable adaptation to the inevitable impacts of climate** | ✗ |

change	It is vital that any policy related to the management, maintenance, and development of major travel routes, particularly key road networks, includes a strategy on climate change adaptation and how it intends to reduce the risk of flooding associated with transport infrastructure and ensure that infrastructure can withstand weather extremes. Policies on climate change adaptation should be integral to this policy. Link to policy 12.
To protect and enhance biodiversity and geodiversity	?
	Although this policy highlights it will take the affects of schemes on biodiversity into consideration, there is insufficient evidence to state the specific impact of improvements to services and infrastructure, increased accessibility, and new infrastructure/ transport networks on bio- and geodiversity. Any improvements to routes and infrastructure need to be considered against sensitive habitats, species and sites in certain locations so as to avoid fragmentation/ severance of priority habitats (inc. SACs, SPAs, SSSIs, LNR and LWR) and/ or the damage of sensitive sites through land take, increased light, noise and air pollution. Link to policy 35.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	?
	Although this policy highlights it will take the visual impact of schemes into consideration, there is insufficient evidence to state the specific impact of improvements to services and infrastructure, increased accessibility, and new infrastructure/ transport networks on the quality and character of the land/ townscape. Any improvements to routes and infrastructure need to be considered against sensitive landscapes and townscapes in certain locations in order to protect and enhance their quality and character. Link to policy 35.
To protect and enhance cultural heritage & the historic environment	?
	Although this policy highlights it will take the visual impact of schemes into consideration, there is insufficient evidence to state the specific impact of improvements to services and infrastructure, increased accessibility, and new infrastructure/ transport networks on the quality and character of the historic environment. Any improvements to routes and infrastructure need to be considered against designated assets (e.g. listed buildings and scheduled monuments) and heritage at risk in order to protect and enhance their quality and

	character. Link to policy 35.
To protect and improve air, water and soil resources	✕ It is vital that any policy related to the management, maintenance, and development of major travel routes, particularly key road networks, includes a strategy on climate change adaptation and how it intends to reduce the risk of flooding associated with transport infrastructure. Any improvements to routes and infrastructure need to be considered against the risk of flooding etc in order to mitigate against the effects of climate change and protect water and soil resources. Link to policy 12.
To reduce waste and encourage the sustainable and efficient use of materials	✓✓ An integrated approach to managing, maintaining and developing the public transport infrastructure and key routes will better enable the efficient use of materials.

SEA Objective	**Policy 4 Cross Boundary Connections:** The County Council will work with neighbouring local authorities, transport authorities and transport operators to sustain and improve the attractiveness of transport links within the region and beyond. Particular attention will be given to public transport links into the two major urban areas of Tyne and Wear and Tees Valley city regions while also ensuring that important transport links in the rural west of the County are not ignored. **(Stance policy – no delivery options considered)**
To improve access to services, facilities and employment for all	✓ This policy seeks to increased use of public transport, which will in turn aid access to services, facilities and employment. However, it should be ensured that the needs of all groups (young people, elderly, and mobility impaired persons), and indeed those in the rural and remote part of the County (i.e. West Durham), are always taken into account in improvements to the transport system. The scheme highlighted to improve transport links in the west of the County may not might the needs of all residents – e.g. stations may be at a distance and private car use will be necessary for part of a journey and the railway network may not extend sufficiently northwards to provide the most benefit. Link to policies 1, 2, 3, 5, 8, 9, 11, 18 & 26.
To promote safe and secure	?

communities	Safety for all should be an integral part of delivering improvements to public transport. Suggest amendments to policy text (see below).
	Link to policies 16, 19, 20 & 22.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Increased use of public transport, encouraging more sustainable modes of transport, and discouraging private car use will help reduce carbon emissions; and therefore potential improve air quality.
	Increased use of public transport and therefore access to services is likely to have a positive impact on health – i.e. access to health centres, GPs, and recreational and sporting facilities. Increased access will have benefit physical and mental wellbeing.
	It is suggested that 'active travel' options (e.g. cycling and walking) as a means of public transport are added to this policy as they are an integral to promoting healthy lifestyles.
	Link to policies 14, 15, 29, 30 & 32.
To reduce deprivation and support a sustainable local economy	✔
	Increased use of public transport, and therefore access to services, will reduce social exclusion and encourage social interaction.
	Reduced levels of private car use will also help to ease congestion at identified 'hotspots' (the A19 / B1320 junction at Peterlee and the A167 / A693 Northlands Roundabout at Chester le Street, which also is a junction off A1 (M)), which will in turn help improve accessibility to major town and support the movement of freight and commuters. Proposed improvements may also include upgrading/ improvement of junctions and roundabouts on key transport links, which again will reduce congestion.
	Link to policies 1, 2, 3, 5, 9, 18, 23 & 26.
To reduce the need to travel and promote sustainable transport options	✔
	This policy seeks to increase the use of public transport, encourage more sustainable modes of transport, and discourage private car use. However, options for sustainable/ alternative modes of transport should be emphasised and encouraged further to make this policy more robust and increase its positive impact.
	This policy should be linked to other initiatives that also seek to promote sustainable transport and reduce the need to travel options within the County and how they are integrated to benefit the County, particularly on social and economic factors.
	Link to policies 14, 15, 27, 28, 29, 30, 31 & 34.

To reduce the causes of climate change	✓
	Increased use of public transport, encouraging more sustainable modes of transport, and discouraging private car use will help reduce carbon emissions. Options for sustainable/ alternative modes of transport should be emphasised and encouraged further in this policy to make it more robust and increase its positive impact. Link to policies 12, 14, 15, 27, 28, 29, 30, 31, 32 & 34.
To respond and enable adaptation to the inevitable impacts of climate change	0
	No significant effect or direct impact.
To protect and enhance biodiversity and geodiversity	0
	No significant effect or direct impact.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	0
	No significant effect or direct impact.
To protect and enhance cultural heritage & the historic environment	0
	No significant effect or direct impact.
To protect and improve air, water and soil resources	0
	No significant effect or direct impact.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No significant effect or direct impact.

	Policy 5 Bus Travel: The public transport network will continue to be developed to the benefit of its users. A programme of measures along with general policies on the development and operation of the network is outlined in

SEA Objective	the County Durham Bus Strategy –a daughter document of this plan. The reliability, accessibility, efficiency, and competitiveness of bus services will be considered as a high priority when devising new traffic schemes, especially along the main transport corridors and approaches into town centres. The County Council will specifically: Exploit all cost effective opportunities to provide bus priority measures
To improve access to services, facilities and employment for all	✔
	Will ensure accessibility to bus services when devising new traffic schemes.
To promote safe and secure communities	✔/✘
	Effect depends on how bus priority measures are delivered and whether they help to alleviate or create congestion. An increase or decrease in congestion may be linked to road traffic accidents and overall perception of safety for motorists and non-motorists.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔/✘
	Effect depends on how bus priority measures are delivered and whether they help to alleviate or create congestion. An increase or decrease in congestion will impact on air quality which in turn can impact on respiratory health. Furthermore, effect depends on whether provision of bus lanes for example can be utilised by cyclists which may encourage active travel
To reduce deprivation and support a sustainable local economy	✔
	Improving reliability, accessibility, efficiency and competitiveness of bus services along main transport corridors and approaches into town centres should improve accessibility to jobs and services and may help to improve accessibility to major towns which will support the local economy.
To reduce the need to travel and promote sustainable transport options	✔
	Policy is mainly concerned with aiding the free movement of buses as opposed to specifically encouraging bus patronage, but the overall effect should be to help bus services compete with car trips on factors such as convenience, comfort, accessibility and journey time. This should improve the attractiveness to users and potential users.
To reduce the causes of climate change	✔
	Policy is principally concerned with aiding the free movement of buses, but this should make them more competitive and attractive in relation to car travel and ultimately enable more people to use the bus as a matter of preference. This will reduce vehicular trips and reduce carbon emissions.
To respond and enable adaptation to the inevitable impacts of climate change	0
	No specific link although measures should include consideration of the need to reduce flooding and flood risk
To protect and enhance biodiversity and geodiversity	0
	No significant effect

To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	**?**
	Potential for negative impact through associated signage / highway clutter
To protect and enhance cultural heritage & the historic environment	**?**
	Potential for negative impact through associated signage / highway clutter
To protect and improve air, water and soil resources	**✓/✗**
	Effect depends on how bus priority measures are delivered and whether they help to alleviate or create congestion which impacts on air quality
To reduce waste and encourage the sustainable and efficient use of materials	**0**
	No significant effect

SEA Objective	**Policy 6 Public Transport Information:** The availability of public transport information will be made easier for all potential public transport users to access. The special needs of people with sight impairments, hearing difficulties, physical disabilities and learning disabilities will be taken into consideration where information services are to be provided.
To improve access to services, facilities and employment for all	**✓**
	Provision of public transport information for all should help to improve access to public transport services
To promote safe and secure communities	**0**
	No significant effect
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	**✓**
	Will help to overcome any inequalities in access to public transport information
To reduce deprivation and support	**0**
	No significant effect

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a sustainable local economy	
To reduce the need to travel and promote sustainable transport options	✔
	Provisions of public transport information that is accessible to all should help to encourage patronage
To reduce the causes of climate change	✔
	Improvements to public transport patronage should help to reduce greenhouse gas emissions
To respond and enable adaptation to the inevitable impacts of climate change	0
	No significant effect
To protect and enhance biodiversity and geodiversity	0
	No significant effect
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	0
	No significant effect
To protect and enhance cultural heritage & the historic environment	0
	No significant effect
To protect and improve air, water, and soil resources	0
	No significant effect
To reduce waste and encourage the sustainable and efficient use of materials	0
	No significant effect

SEA Objective	Policy 7 Bus Partnerships: Partnerships will be the main tool for ensuring the continual improvement of bus services and supporting infrastructure. Arrangements will be formalised and underpinned by memoranda of understanding between Durham County Council and the bus operators. (The DCC Bus Strategy 2009 states that the arrangements at the start of the partnership would cover the following: • Investment programme of new vehicles to achieve low floor vehicles by 2012 • Agreed standards on reliability, punctuality and customer service • A programme of route branding and marketing • A programme of infrastructure improvements including roll out of real time • A programme of bus priority improvements to be taken forward • Real time information at principal stops and interchanges • Introduction of Countywide ticketing initiatives embraced by all operators • A regular network review period to allow co-ordinated and planned service changes)
To improve access to services, facilities and employment for all	✔
	A bus partnership should improve accessibility to bus services for the elderly and/or those who are mobility impaired either for health or circumstantial reasons through measures to achieve low floor vehicles
To promote safe and secure communities	✔
	Roll out of real time may help to improve sense of security for those waiting at bus stops. Bus priority improvements may help to alleviate congestion and other measures may encourage bus patronage. A reduction in congestion may help to reduce road traffic accidents and enhance overall perception of safety for motorists and non-motorists.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Bus partnerships should provide the most effective way to increase patronage and reduce congestion. Reduced congestion should improve air quality where it is a problem – particularly in relation to respiratory health. Bus partnerships should also maximise access to health and recreation facilities.
To reduce deprivation and support a sustainable local economy	✔
	Bus partnerships should provide the most beneficial mechanisms for ensuring that operators and the County Council work together which should ultimately deliver value for money and improve services which will help improve accessibility to jobs and service, major towns and reduce congestion
To reduce the need to travel and promote sustainable transport options	✔
	Bus partnerships should provide the most beneficial mechanisms for ensuring that operators and the County Council work together to increase patronage of bus services. Ensuring that satisfaction levels are maintained and improved by agreeing standards on reliability, punctuality, customer service and marketing measures should help to encourage bus patronage.
To reduce the causes of climate	✔
	The bus partnership should work together to encourage patronage which may help to reduce greenhouse gas

change	emissions from private car use
To respond and enable adaptation to the inevitable impacts of climate change	**?**
	Uncertainty as to whether the bus partnership will consider the impacts of weather extremes on reliability and functionality of bus services in the County
To protect and enhance biodiversity and geodiversity	**0**
	No significant effect
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	**0**
	No significant effect
To protect and enhance cultural heritage & the historic environment	**0**
	No significant effect
To protect and improve air, water and soil resources	**0**
	No significant effect
To reduce waste and encourage the sustainable and efficient use of materials	**0**
	No significant effect

SEA Objective	**Policy 8 Passenger Rail:** Opportunities will be taken to provide a new station on the Durham Coast line and an improved station at Bishop Auckland on the Darlington to Bishop Auckland line and moves to reopen the Leamside line will be supported.
To improve access to services, facilities and employment for all	✔
	Provision of an additional station on the Durham Coast line will allow communities served by the station greater accessibility to the commercial, industrial and academic centres of Teesside, Wearside and Tyneside. Re-opening

	the Leamside line will provide greater accessibility to Teesside and Gateshead
To promote safe and secure communities	✓/✗
	Improvements to the station at Bishop Auckland could help to improve personal sense of safety and security for rail users. However, re-opening of Leamside line may incur safety concerns for communities of Mainsforth, Ferryhill, High Shincliffe, Sherburn, Carville and Belmont
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓
	Provision of an additional station on the Durham Coast Line at either Easington Colliery or Horden may encourage access to the coast and recreational benefits. Provision of the additional station may encourage walking along the coast between Easington/Horden and Seaham station. Diversion of PROW routes may need to be undertaken along the Leamisde line if re-opened and noise levels would need to be assessed for impact on adjacent communities.
To reduce deprivation and support a sustainable local economy	✓✓
	Provision of an additional station at Easington/Horden will aid in the economic recovery of the coastal area as passengers travelling to the area will be more likely to stop and explore the coastal area and associated towns. Provision of an additional station and re-opening of the Leamside line would improve accessibility to jobs and services and may help to reduce social exclusion. Re-opening of the Leamside line will help to alleviate congestion on the A1 truck road and may support the movement of freight
To reduce the need to travel and promote sustainable transport options	✓✓
	Improvements to existing stations, provision of additional stations and re-opening of the Leamside rail line would serve to encourage rail patronage and may also help to support and encourage the sustainable movement of freight.
To reduce the causes of climate change	✓
	Increased domestic and commercial rail patronage would help to reduce greenhouse gas emissions associated with private car use and HGV movements
To respond and enable adaptation to the inevitable impacts of climate change	0
	No significant effect
To protect and enhance biodiversity and geodiversity	✗
	Potential improvements to air quality through reduction in congestion may benefit habitats and species through greater rail patronage. However, ecological impacts of re-opening the Leamside line would need to be assessed. A number of Local Wildlife Sites, SSSI's and one European designated site exist along the rail line corridor namely: Moorhouse Wood LWS, The Scrambles LWS, Sherburn Hospital LWS, Ferryhill Stell and Grassland LWS, Ferryhill Cut LWS, Bishop Middleham Deer Park LWS, A1 Flashes, the Carrs SSSI and Thrislington Plantation SSSI.

	Impacts to Thrislington SAC would also need to be investigated through the HRA process to identify any likely significant effects from a potential increase in numbers of trains using the track – potential for impact to air quality
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✓
	Provision of an additional station at Easington Colliery or Horden will encourage greater access to Durham's coastline
To protect and enhance cultural heritage & the historic environment	✓/✗
	Provision of an additional station at Easington Colliery or Horden will encourage greater access to Durham's Heritage Coast and associated cultural interest. However, impacts to heritage would need to be assessed if the Leamside line were to be reopened. A number of Grade II listed assets are situated along the route and include: Road Bridge over Broomside Cutting, Whitwell Grange House, High Shincliffe Railway Station and Bradbury Station Road Bridge. A number of sites of historical interest are also within the vicinity of the route.
To protect and improve air, water and soil resources	✓
	Encouraging rail patronage and supporting movement of freight by rail should reduce the impact that private car use and HGV movements can have on air, water and soil.
To reduce waste and encourage the sustainable and efficient use of materials	✓
	Re-opening of the Leamside line would make use of existing infrastructure.

SEA Objective	**Policy 9 Community Transport:** Community transport organisations will continue to be supported for the benefit of their users and to build their ability to be self-sustaining.
To improve access to services, facilities and employment for all	✓✓
	This policy seeks to improve public transport services for those most in need – i.e. those in remote locations, the elderly or mobility impaired people – and improve access to services, facilities and sometimes employment. This policy also seeks to involve the community in decisions regarding local transport services. Link to policies 1, 2, 3, 5, 8, 9, 11, 18 & 26.
To promote safe and secure communities	0
	No significant effect or direct link.

To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Increased access to services such as healthcare, sporting and/ or recreational facilities will improve physical and mental health by providing opportunities for diagnosis and treatment, exercise, and socialising. To a certain extent this option is increasing the use of public transport and so may also improve air quality as reduce carbon emission, which in turn will have a positive impact on health. Link to policies 1, 2 & 12.
To reduce deprivation and support a sustainable local economy	✔
	Improving accessibility of those in remote areas, and particularly those who are mobility impaired and elderly, by non-car modes will help households that don't have access to a car, and thus helps to combat deprivation and reduces social exclusion. Providing greater access to services and facilities may also help to support the local economy – e.g. community transport enables people to do their weekly shopping and takes users on leisure trips to particular venues around the County. Link to policies 1, 2, 3, 5, 9, 18, 23 & 26.
To reduce the need to travel and promote sustainable transport options	✔
	This policy seeks to improve and promote better public transport that is sustainable and supported by local communities. Link to policies 14, 15, 27, 28, 29, 30, 31 & 34.
To reduce the causes of climate change	0
	No significant effect or direct link.
To respond and enable adaptation to the inevitable impacts of climate change	0
	No significant effect or direct link.
To protect and enhance biodiversity and geodiversity	0
	No significant effect or direct link.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	0
	No significant effect or direct link.

To protect and enhance cultural heritage & the historic environment	0
	No significant effect or direct link.
To protect and improve air, water and soil resources	0
	No significant effect or direct link.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No significant effect or direct link.

SEA Objective	**Policy 10 Taxis:** Improvements to the accessibility, availability and quality of taxi services in the County will be promoted by the establishment of Taxi Working Groups (TWG). TWGs will be partnerships between taxi operators, elected Members and officers of the County Council and will work towards the establishment of effective Quality Taxi Partnerships.
To improve access to services, facilities and employment for all	✓✓
	This policy seeks to improve accessibility, availability, and quality of taxi services which will have a very positive impact as taxis provide an important 'door to door' service, particularly for those requiring access to health care who do not have easy access to a car or public transport, and an alternative means of travel when public transport is either available or convenient. TWGs and Quality Taxi Partnerships should provide the best mechanism for ensuring an efficient and quality service.

It should be ensured that the needs of all residents, particularly those who are mobility impaired (either for health or circumstantial reasons) or elderly who often find accessibility difficult, are always taken into account in improvements to the current taxi system.

The contribution that a taxi service can make to those in more remote locations, particularly in West Durham, should not be overlooked. As the dispersed and isolated settlement pattern does not make an extensive regular and reliable public transport service viable in this part of the County, taxis often provide a vital mode of transport for residents.

Link to policies 1, 2, 3, 5, 8, 9, 11, 18 & 26. |
| **To promote safe and secure communities** | ✓ |
| | The development and promotion of Quality Taxi Partnerships should reinforce the sense of safety and security of |

	members of the public in using participating taxi services
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Taxis provide an important alternative form of transport and help to increase accessibility to services – these may include health centres, hospitals, sports and recreational facilities. Such a service will have a positive impact wellbeing. Link to policies 14, 15, 29, 30 & 32.
To reduce deprivation and support a sustainable local economy	✔
	Quality Taxi partnerships should provide the most beneficial mechanisms for ensuring that operators and the County Council work together which should ultimately deliver value for money and improve services which will help improve accessibility to jobs, services, and major towns. Increased accessibility to jobs, services, and major towns will help reduce social exclusion. Link to policies 1, 2, 3, 5, 9, 18, 23 & 26.
To reduce the need to travel and promote sustainable transport options	0
	No significant effect or direct link.
To reduce the causes of climate change	0
	No significant effect or direct link.
To respond and enable adaptation to the inevitable impacts of climate change	0
	No significant effect or direct link.
To protect and enhance biodiversity and geodiversity	0
	No significant effect or direct link.
To protect and enhance the quality	0

and character of landscape and townscape and promote enjoyment of the natural and built environment	No significant effect or direct link.

To protect and enhance cultural heritage & the historic environment	**0**
	No significant effect or direct link.

To protect and improve air, water and soil resources	**0**
	No significant effect or direct link.

To reduce waste and encourage the sustainable and efficient use of materials	**0**
	No significant effect or direct link.

SEA Objective	**Policy 11 Transport Interchange:** Improvement to transport interchanges will take account of the needs of all users. **(Stance policy – no delivery options considered)**
To improve access to services, facilities and employment for all	✓
	Improvements to transport interchanges will improve accessibility to services, facilities and employment. Such infrastructure is located in main settlements in the County and so may not improve accessibility for all residents – e.g. those in the more remote parts in the west of the County. Ensure improvements meet the particular needs of certain user groups, who often find access to public transport difficult (e.g. elderly, mobility impaired, and young people). Increasing people's confidence when using public transport (e.g. ease of access, safety, journey experience) will increase patronage. Suggest linking transport interchanges with cycleways/ footpaths will improve access further, and therefore encourage patronage and the use of more sustainable modes of transport. Link to policies 1, 2, 3, 5, 8, 9, 11, 18 & 26.

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To promote safe and secure communities	?
	It is important that any improvements to transport interchanges include provisions to improve safety. Improving safety and reducing people's fear of crime at interchanges, and indeed on public transport, will increase patronage. For example, if there is not a safe and secure place for bikes and cars to be parked then this will discourage users. Link to policies 16 & 19.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Making connections between public transport services easier will encourage the patronage of public transport and therefore improve access to services and facilities - including healthcare services, recreational/ sporting facilities, and socialising opportunities. Access to such services and facilities will improve health and wellbeing and reduce social exclusion. Improving the 'journey experience' of public transport will also have a positive impact on mental health as users' are likely to feel less anxious and more confident on services. If improvements to transport interchanges included providing better access to them (e.g. train stations and/ or bus stations) via foot or bicycle then this may encourage more healthy active travel; and thereby improve physical health. Making public transport more attractive and connections easier will encourage patronage, and therefore potential reduce the volume of private car use (particularly for utility journeys) which may reduce congestion and air pollution. Link to policies 14, 15, 29, 30 & 32.
To reduce deprivation and support a sustainable local economy	✔
	Improvements to transport interchanges will improve accessibility to services, facilities and employment, which in turn will help to support the local economy, improve connectivity with the rest of the region; reduce social exclusion; improve accessibility to major towns; and potentially reduce congestion if public transport is made more attractive (e.g. easy access to reliable public transport). However, such infrastructure is located in main settlements in the County and so may not improve accessibility for all residents – e.g. those in the more remote and/ or deprived parts of the County. Ensure improvements meet the particular needs of certain user groups, who often find access to public transport difficult (e.g. elderly, mobility impaired, and young people). Increasing people's confidence when using public transport (e.g. ease of access, safety, journey experience) will increase patronage. Link to policies 1, 2, 3, 5, 9, 18, 23 & 26.
To reduce the need to travel and	✔

promote sustainable transport options	Improvements to transport interchanges are likely to encourage greater patronage by improving connectivity and ease of travel using public transport in and around the County/ region. More sustainable/ active modes of transport could be encouraged further in this policy if links from transport interchanges to cycleways and footpaths are made. Link to policies 14, 15, 27, 28, 29, 30, 31 & 34.
To reduce the causes of climate change	✔
	This policy increases the use of public transport, encourages more sustainable modes of transport, and discourages private car use by making public transport a more attractive option (e.g. ease of access, safety, journey experience) will help reduce carbon emissions. Options for more sustainable/ active modes of transport should be emphasised and encouraged further in this policy (e.g. links with cycleways and footpaths) to make it more robust and increase its positive impact. Link to policies 12, 14, 15, 27, 28, 29, 30, 31, 32 & 34.
To respond and enable adaptation to the inevitable impacts of climate change	?
	Ensure improvements to transport interchanges reduce the flood risk associated with transport infrastructure and the ability of infrastructure to withstand weather extremes. Link to policy 12.
To protect and enhance biodiversity and geodiversity	?
	All improvements to transport interchanges should take biodiversity and geodiversity into consideration, particularly if new infrastructure and land take is required. Link to policy 35.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	?
	All improvements to transport interchanges should take the quality and character of the landscape and townscape into consideration, particularly if new infrastructure and land take is required. Link to policy 35.
To protect and enhance cultural heritage & the historic environment	?
	All improvements to transport interchanges should take the quality and character of the historic environment into consideration, particularly if new infrastructure and land take is required. Link to policy 35.

To protect and improve air, water and soil resources	0
	No significant effect or direct impact.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No significant effect or direct impact.

SEA Objective	Policy 12 Climate Change and Carbon Emissions: Reduction of carbon emissions will be addressed through the requirements of the Council's "Carbon Reduction Strategy". Risk assessments will be carried out to assess the transport system's vulnerability to the forecast changes to the north east climate and actions taken to minimise any risks identified.
To improve access to services, facilities and employment for all	✔
	Ensuring that the transport system's vulnerabilities to climate change are addressed should ensure that access to transport services and use of infrastructure are not compromised
To promote safe and secure communities	✔
	Reducing the transport systems vulnerabilities to climate change should ensure a safer transport network in the event of extreme weather
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Ensuring that the transport systems vulnerabilities to climate change are assessed and addressed should ensure continuity of access to health and recreation and emergency services.

Requirements to reduce carbon emissions to be outlined in the transport daughter document of Durham County Council's Carbon Reduction Strategy that would benefit health could include:
• Increase and develop local cycling and walking networks
• Encourage uptake of school and work travel plans
• Increase patronage of public transport to reduce congestion in areas with poor air quality |
| To reduce deprivation and support a sustainable local economy | ✔ |
| | Ensuring that the transport systems vulnerabilities to climate change are assessed and addressed should ensure that there will be minimal loss to economic productivity in the event of extreme weather.

Requirement to reduce carbon emissions to be outlined in the transport daughter document of Durham County |

	Council's Carbon Reduction Strategy that would benefit the economy could include measures to: • Increase movement of freight by rail • Reduce congestion at key hotspots within the County by appropriate means • Improve accessibility to major towns within the County and with the rest of the region through integrated public transport
To reduce the need to travel and promote sustainable transport options	? (✓)
	As the transport daughter document of Durham County Council's Carbon Reduction Strategy has not yet been written it is not possible to ascertain what measures will be included to reduce the need to travel and promote sustainable transport options. However, it can be assumed that such measures should and are likely to be incorporated
To reduce the causes of climate change	✓
	Durham County Council's Carbon Reduction Strategy will outline the requirements for carbon reductions from transport in the Transport Daughter document. Transport and climate change stakeholders will need to work together in the production of this document to identify reasonable measures. Measures could include for example; improvements to ICT to reduce the need to travel, developing low carbon transport systems including walking, cycling, public transport and electric vehicle infrastructure; increase freight movement by rail; increase green infrastructure along transport corridors and the rights of way network to improve carbon absorption
To respond and enable adaptation to the inevitable impacts of climate change	✓/✗
	The policy will ensure that the existing transport system's vulnerabilities to weather extremes will be assessed and action will be taken to reduce risk. However, the policy does not appear to address new infrastructure and its ability to withstand weather extremes. Potential link with Policy 26 New Road Infrastructure
To protect and enhance biodiversity and geodiversity	?
	Uncertainty as to whether biodiversity measures will be incorporated into Durham County Council's carbon reduction strategy as a means to increase carbon absorption assets and improve flood storage related to the transport network. For example measures could include; an increase in tree planting along transport corridors; reduction in verge maintenance; increase in sustainable drainage systems etc
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	?
	Depends on whether Durham County Council's Carbon Reduction Strategy will require transport measures to incorporate green infrastructure as part of carbon absorption measures which could also enhance landscape character.
To protect and enhance cultural heritage & the historic environment	0
	No significant effect
To protect and improve air, water	✓

and soil resources	Measures to reduce carbon emissions as to be outlined in the Council's Carbon Reduction Strategy are likely to reduce impact of transport on water, air and soil resources.
To reduce waste and encourage the sustainable and efficient use of materials	**0**
	No significant effect

SEA Objective	**Policy 13 Noise:** Noise pollution will be reduced through: Traffic reduction and traffic management, Purpose built noise barriers in **new** roads near residential areas where there is both an unacceptable noise problem and it is practical.
To improve access to services, facilities and employment for all	**0**
	No significant effects
To promote safe and secure communities	✔
	Traffic reduction and traffic management including speed reduction measures should have a positive impact on reducing traffic accidents and pedestrian/cyclist deaths and injuries
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Reductions in noise pollution will have beneficial effects for communities/residents affected. Noise can disturb sleep, cause cardiovascular and psycho physiological effects, reduce performance and provoke annoyance response and changes in social behaviour. Reductions in traffic may also improve air quality which can impact on respiratory health. Methods to reduce traffic may encourage active travel.
To reduce deprivation and support a sustainable local economy	**0**
	No significant effects
To reduce the need to travel and promote sustainable transport options	✔
	Methods to reduce traffic may encourage sustainable travel behaviour
To reduce the causes of climate change	✔
	Traffic reduction will decrease greenhouse gas emissions
To respond and enable adaptation	**0**

to the inevitable impacts of climate change	No significant effects
To protect and enhance biodiversity and geodiversity	✓
	Traffic reduction/calming measures will help to reduce disturbance to species and potential road fatalities
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✓/✗
	Effect depends on traffic reduction and management measures employed and whether these are in keeping with the local townscape and if they increase highways clutter. Effect also depends on the scale and design of structural barriers/bunding used to reduce noise.
To protect and enhance cultural heritage & the historic environment	✓/✗
	Effect depends on traffic reduction and management measures employed and whether these are in keeping with settlements (particularly conservation areas) and townscape and if they increase highways clutter. Effect also depends on the scale and design of structural barriers/bunding used to reduce noise.
To protect and improve air, water and soil resources	✓
	Traffic reduction measures should help to reduce the impact that traffic has on air, water and soil quality
To reduce waste and encourage the sustainable and efficient use of materials	0
	No significant effect

SEA Objective	**Policy 14 Walking:** The overall pedestrian network will continue to be developed and improved for the benefit of all of its users and to encourage walking. The provision of light-controlled pedestrian crossings will be based on a priority needs assessment. Polices on the development of walking and operation of the urban and rural path network in the County are outlined in the Rights of Way Improvement Plan. **(Stance policy – no delivery options considered)**
To improve access to services, facilities and employment for all	✓
	Focus of the policy is to encourage more short-distance walking, mainly in and around urban areas, by making improvements to the walking environment. This will increase accessibility to a certain extent. However, to improve accessibility to services, facilities and employment more significantly it is important that the pedestrian network is linked up to other transport networks (e.g. cycle paths, bus stations, railway stations, park and ride) so that

	connections can be easily made – if required. Ensure that improvements to the walking environment benefit all potential users and that footpaths are safe for all. Accessibility could be increased further if it was ensured that walking networks were linked to open space and green infrastructure. This policy may not benefit those living in more rural and remote areas, and so consideration for how best to ensure this policy benefits the most people should be made. Link to policies 1, 2, 11, 15, 16, 19, 20 & 21.
To promote safe and secure communities	**?**
	It is likely that condition and safety are deciding factors on whether someone uses a path or not. It is vital that all users feel safe and confident at all times when using a public footpath. Ensure improvements to the pedestrian network take safety and maintenance in to consideration so that it remains attractive and easy to use by all members of the public – particularly consideration should be made for those who may be easily discouraged from using a footpaths if they fear crime or accidents from poor maintenance (e.g. the elderly and those who are mobility impaired either through disability or health reasons). Providing safe and secure footpaths that link to one another, other ROW, and transport interchanges will help improve community safety and reduce road traffic accidents/ pedestrian deaths and injuries – particularly with greater provision for pedestrian crossings at key accident 'black spots'. Link to policies 1, 2, 11, 15, 16, 19, 20 & 21.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓✓
	Ensure that the network provides for all forms of journeys and ability of all users – not just for short journeys. A well-maintained walking network provides the infrastructure to carry out daily informal exercise and organised activities and so is a valuable tool in providing health intervention measures which improve wellbeing (physical and mental health). Access to the pedestrian network, in both the urban and rural environment, is important to improve people's quality of life by enabling people to be better connected. Improved access to services and facilities (such as health centres, sporting, recreational facilities, and socialising opportunities) will also have a positive impact on wellbeing. Increased levels of physical activity will also have positive impact on people's mental health. Increased levels of walking may also reduce congestion in urban areas, which may in turn improve local air quality. A well-maintained pedestrian network (in urban and rural areas) could also form the basis of sporting activities. These are more likely to be "informal" sports such as fell running, climbing, riding, angling or mountain biking.

	The positive aspects of this policy could be enhanced if the pedestrian network was linked to other green infrastructure/ open space; work and school travel plans; and other health initiatives such as the County Durham Physical Activity Strategy. Link to policies 1, 2, 29, 30 & 32.
To reduce deprivation and support a sustainable local economy	?
	To improve accessibility to services, facilities and employment more significantly it is important that the pedestrian network is linked up to other transport networks (e.g. cycle paths, bus stations, railway stations, park and ride) so that connections can be easily made – if required. Ensure that improvements to the walking environment benefit all potential users and that footpaths are safe for all. Improvements to accessibility are likely to have economic and social benefits. Economic benefits may also be gained from an extensive and well-maintained pedestrian network as it could be promoted as an asset for tourism and sporting events. Link to policies 1, 2, 11, 29 & 30.
To reduce the need to travel and promote sustainable transport options	✓✓
	Developing walking networks provides a sustainable transport option and should be encouraged – particularly for short journeys. To ensure that the benefits of a well-maintained pedestrian network are exploited it is important that is it is promoted well and integrated into other plans and policies on active travel and sustainable transport. Link to policies 1, 2, 11, 29 & 30.
To reduce the causes of climate change	✓
	Developing, improving, maintaining and promoting a pedestrian network and walking infrastructure is a positive step towards reducing the number of journeys (particularly journeys under 2 miles) done via car, and thereby reducing carbon emissions. Link to policy 12.
To respond and enable adaptation to the inevitable impacts of climate change	0
	No significant effect or direct link.
To protect and enhance biodiversity and geodiversity	✓/✗
	Depended on the location and route of pedestrian walkway. Ensure sensitive landscapes and habitats are avoided wherever possible so that the quality of SACs, SPAs, SSSIs, etc are not adversely affected. If new development is forced to re-route footpaths then plans should be subject to appropriate assessment to avoid damage/ fragmentation. However, re-routing pathways can have a positive impact by taking pressure from usage away from sensitive habitats and biodiversity.

	The positive aspects of this policy could be enhanced if the pedestrian network was linked to other green infrastructure and open space. Links to policy 35.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	**?**
	All improvements to the pedestrian network should take the quality and character of the landscape and townscape into consideration, particularly if re-routing, new infrastructure and/ or land take is required. The positive aspects of this policy could be enhanced if the pedestrian network was linked to other green infrastructure and open space. Link to policy 35.
To protect and enhance cultural heritage & the historic environment	**?**
	All improvements to pedestrian network should take the quality and character of the historic environment into consideration, particularly if re-routing, new infrastructure and/ or land take is required. Link to policy 35.
To protect and improve air, water and soil resources	**0**
	No significant effect or direct link.
To reduce waste and encourage the sustainable and efficient use of materials	**0**
	No significant effect or direct link.

SEA Objective	**Policy 15 Cycling:** The cycle network will continue to be developed for the benefit of its users and to attract new users. Policies on the development and operation of the network are outlined in the County Durham Cycling Strategy. (Stance policy – no delivery options considered)
To improve access to services, facilities and employment for all	✔
	This policy seeks to make cycling more a more attractive form of transport and aims to provide the appropriate infrastructure to do so, particularly in new designs and travel plans – e.g. junction priority, alternatives to busy routes, cycle lanes/ paths, and cycle parking facilities. These measures will increase accessibility around the County. To improve accessibility to services, facilities and employment more significantly, however, it is important

	that the cycling network is linked up to other transport networks (e.g. foot paths, bus stations, railway stations, park and ride) so that connections can be easily made – if required. Ensure that improvements to the cycling environment benefit all potential users and that cycle ways/ cycle lanes are safe for all. Accessibility could be increased further if it was ensured that cycle networks were linked to open space and green infrastructure. This policy may not benefit those living in more rural and remote areas, and so consideration for how best to ensure this policy benefits the most people should be made. Link to policies 1, 2, 11, 14, 16, 19, 20 & 21.
To promote safe and secure communities	✔
	It is important that any improvements to cycle network include provisions to improve safety. The cycling strategy seeks to implement a Road Safety Strategy, which will include measures to ensure that the desired increase in cycle use does not result in an increase in cyclist casualties. It also seeks to provide cycling proficiency for young people across the whole County, which will help to improve road/ cyclist safety. Providing safe and secure cycle parking facilities at, for example, transport interchanges, will also improve safety and reduce people's fear of crime, which will in turn increase usage - if there is not a safe and secure place for bikes to be parked then this will discourage users. Link to Link to policies 1, 11, 14, 16, 19, 20 & 21.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔✔
	The Cycling Strategy aims to produce an action plan for the contribution cycling makes to specific health targets in partnership with CDPCT – this will ensure a co-ordinated approach is taken towards improving health through the promotion of cycling in the County. Ensure that the network provides for all forms of journeys and ability of all users – not just for short utility journeys and within urban areas. A well-maintained cycling network provides the infrastructure to carry out daily informal exercise and organised activities and so is a valuable tool in providing health intervention measures which improve wellbeing (physical and mental health). Access to the cycle network, in both the urban and rural environment, is important to improve people's quality of life. Increased use of cycling as an alternative means of transport may also reduce congestion in urban areas, which may in turn improve local air quality. Improved access to services and facilities (such as health centres, sporting, recreational facilities, and socialising

	opportunities) will also have a positive impact on wellbeing. Cycling is also a good family activity and so can provide physical and mental health benefits for the whole family. The positive aspects of this policy could be enhanced if the pedestrian network was linked to other green infrastructure/ open space; work and school travel plans; and other health initiatives such as the County Durham Physical Activity Strategy. Link to policies 1, 2, 29, 30 & 32.
To reduce deprivation and support a sustainable local economy	✔
	Measures in this policy will increase accessibility around the County. However, to improve accessibility to services, facilities and employment more significantly it is important that the cycling network/ cycle lanes are linked up to other transport networks (e.g. footpaths, bus stations, railway stations, park and ride) so that connections can be easily made – if required. Ensure that improvements to the cycling environment benefit all potential users and that cycleways/ lanes are safe for all. Improvements to accessibility are likely to have economic and social benefits – namely access to towns/ services and reduced social exclusion. Increased use of cycling infrastructure may also reduce congestion in urban areas which will support the local economy. Economic benefits may also be gained from an extensive and well-maintained cycle network as it could be promoted as an asset for tourism and sporting events. For instance, a well-maintained cycle network across the County (in urban and rural areas) could form the basis of sporting activities – e.g. "informal" sports such as mountain biking. Link to policies 1, 2, 11, 29 & 30.
To reduce the need to travel and promote sustainable transport options	✔✔
	Developing cycling networks provides a sustainable transport option and should be encouraged – particularly for shorter utility journeys. To ensure that the benefits of a well-maintained cycling network are exploited it is important that is it is promoted well and integrated into other plans and policies on active travel and sustainable transport. Link to policies 1, 2, 11, 29 & 30.
To reduce the causes of climate change	✔
	Developing, improving, maintaining and promoting a cycle network and cycling infrastructure are a positive step towards reducing the number of journeys (particularly journeys fewer than 2 miles) done via car, and thereby reducing carbon emissions. Link to policy 12.
To respond and enable adaptation	0

to the inevitable impacts of climate change	No significant effect or direct impact.
To protect and enhance biodiversity and geodiversity	✓/✗
	Depended on the location and route of cycle network. Ensure sensitive landscapes and habitats are avoided wherever possible so that the quality of SACs, SPAs, SSSIs, etc are not adversely affected. If new development is forced to re-route cycleways then plans should be subject to appropriate assessment to avoid damage/ fragmentation. However, re-routing cycleways can have a positive impact by taking pressure from usage away from sensitive habitats and biodiversity. The positive aspects of this policy could be enhanced if the cycle network was linked to other green infrastructure and open space. Links to policy 35.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	?
	All improvements to the cycle network should take the quality and character of the landscape and townscape into consideration, particularly if re-routing, new infrastructure and/ or land take is required. The positive aspects of this policy could be enhanced if the cycle network was linked to other green infrastructure and open space. Link to policy 35.
To protect and enhance cultural heritage & the historic environment	?
	All improvements to cycle network should take the quality and character of the historic environment into consideration, particularly if re-routing, new infrastructure and/ or land take is required. Link to policy 35.
To protect and improve air, water and soil resources	0
	No significant effect or direct impact.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No significant effect or direct impact.

SEA Objective	**Policy 16 Security:** Improvements to perceptions of, or actual, poor security will continue to be made to: • Walking and cycling routes. • Transport facilities including bus waiting areas. • Design of new developments or upgrading of existing developments. (Stance policy – no delivery options considered)
To improve access to services, facilities and employment for all	✔ Improvements to perceptions of, or actual, poor security and safety made to public transport will encourage patronage of different public transport services (e.g. bus, rail, cycle, walk, park and ride), and therefore improve access to services, facilities and employment for most people in the County. There may, however, still be accessibility issues for those in more remote parts of the County (e.g. rural West Durham) where public transport networks are less extensive or well-maintained due to the dispersed nature of settlements and their distance from main towns. However, it is vital that when improving safety on public transport services and in/ at public transport infrastructure the needs of all user groups are considered – i.e. the elderly, young people, and those who are mobility impaired often find accessibility difficult). This is particularly important for those who are reliant on public transport and a walking environment conducive to their needs to maintain a satisfactory quality of life. Accessibility could be increased further if it was ensured that public transport networks were linked together and to open space and green infrastructure. Link to policies 1, 2, 11, 14, 15, 19, 20, 21 & 35.
To promote safe and secure communities	✔✔ This policy will have a significant positive impact on reducing the fear of crime on public transport. A key tool in achieving a safer travelling environment is sufficient lighting for public transport services and interchanges/ waiting areas. It is suggested that this point is emphasised within the policy to make it more robust. Link to policy 19.
To reduce health inequalities,	✔

promote healthy lifestyles and reduce health impacts from transport	Improving safety on public transport services and at/ in public transport infrastructure will increase patronage and therefore improve access to services such as GPs, sporting and recreational facilities which will have a positive impact on physical and mental health (socialising opportunities). Improving safety on the cycling and walking networks will encourage greater use and so provide 'active' transport options for people for whole journeys or part journeys, utility or recreational trips. Increased patronage of public transport may also reduce congestion, and so help to improve air quality. Link to policies 12, 14, 15, & 32.
To reduce deprivation and support a sustainable local economy	✓
	Improving safety on public transport services and at/ in public transport infrastructure will increase patronage and therefore improve access to services, facilities, and employment, which will in turn support the local economy (and thereby potentially reduce deprivation) and reduce social exclusion.
To reduce the need to travel and promote sustainable transport options	✓
	Improving safety on public transport services and at/ in public transport infrastructure will increase patronage and levels of use on more sustainable and active forms of transport – e.g. bus, rail, cycling, walking, park and ride, etc. Increased use of such forms of transport will reduce carbon emissions. Carbon emission could be reduced further and public transport promoted better if this policy was linked to work and school travel plans. Link to policies 12, 29 & 30.
To reduce the causes of climate change	✓
	Improving safety on public transport services and at/ in public transport infrastructure will increase patronage and levels of use on more sustainable and active forms of transport – e.g. bus, rail, cycling, walking, park and ride, etc. Increased use of such forms of transport will reduce carbon emissions. Carbon emission could be reduced further and public transport promoted better if this policy was linked to work and school travel plans. Link to policies 12, 29, 30 & 32.
To respond and enable adaptation to the inevitable impacts of climate change	?
	Ensure ability of new and existing infrastructure to withstand weather extremes. Link to policy 12.
To protect and enhance biodiversity and geodiversity	✓/✗
	Depended on the location and route of walking and cycling network and public transport infrastructure. Ensure sensitive landscapes and habitats are avoided wherever possible so that the quality of SACs, SPAs, SSSIs, etc are not adversely affected. If new development is required and/ or is forced to re-route cycleways and pathways then plans should be subject to appropriate assessment to avoid damage and fragmentation. However, re-routing cycleways and pathways can have a positive impact by taking pressure from usage away from sensitive habitats

	and biodiversity. The positive aspects of this policy could be enhanced if the public transport networks were linked to green infrastructure and open space. Links to policies 11, 14, 15 & 35.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	**?**
	All improvements to the cycling and walking network and public transport infrastructure (existing and new) should take the quality and character of the landscape and townscape into consideration, particularly if re-routing, new infrastructure and/ or land take is required. The positive aspects of this policy could be enhanced if the public transport networks were linked to green infrastructure and open space. Link to policies 11, 14, 15 & 35.
To protect and enhance cultural heritage & the historic environment	**?**
	All improvements to cycling and walking network and public transport infrastructure (existing and new) should take the quality and character of the historic environment into consideration, particularly if re-routing, new infrastructure and/ or land take is required. The positive aspects of this policy could be enhanced if the public transport networks were linked to green infrastructure and open space. Link to policies 11, 14, 15 & 35.
To protect and improve air, water and soil resources	**0**
	No significant effect or direct impact.
To reduce waste and encourage the sustainable and efficient use of materials	**0**
	No significant effect or direct impact.

	Policy 17 Highway Maintenance: Maintenance of the highway network for the safe and convenient movement of people and goods will be in accordance with the priorities identified by the Transport Asset Management Plan and

SEA Objective	supported by the annual Highway Maintenance Management Plan.
To improve access to services, facilities and employment for all	✔
	Maintenance of the highway network in line with the TAMP should ensure continuation of investment in the County's roads in a timely manner ensuring that as a minimum no overall deterioration in local road condition should occur. Deterioration in road condition could impact on accessibility to services and deliverability of services by road. Implementation of the TAMP should help to ensure that road condition does not affect accessibility.
To promote safe and secure communities	✔
	The TAMP sets out that the initial priority for funding of maintenance works is safety on the network. In finalising the TAMP in terms of planning and programming of schemes opportunities should be sought to add value to the safety, priority, integrity or quality of: • Footways and crossing facilities • Cycle routes and crossing facilities • Motorcyclists • Horseriders • Facilities for public transport and users • Facilities for freight movement
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Maintenance of the highway network in line with the TAMP should ensure continuation of investment in the County's roads in a timely manner ensuring that as a minimum no overall deterioration in local road condition should occur. Deterioration in road condition could impact on accessibility to health and recreation services and deliverability of health and emergency services. Implementation of the TAMP should ensure that road condition does not affect access to essential health services. Implementation should also ensure that road surface condition is improved which can contribute to reducing noise. The TAMP should also ensure the upkeep of footways and cycleways which will contribute to ensuring active travel Links to Policy 13 Noise, Policy 14 Walking and Policy 15 Cycling
To reduce deprivation and support a sustainable local economy	✔
	Delivery of highways maintenance works in line with the TAMP should ensure timely and adequate investment in the County's highways network which should avoid the need to require greater levels of investment in the future. The TAMP should also ensure effective co-ordination of works to reduce disruption and avoidance of congestion which can impact on economic productivity. Links to Policy 23 Network Management
To reduce the need to travel and promote sustainable transport options	✔
	The TAMP should ensure the upkeep of footways and cycleways which will contribute to ensuring their usage
To reduce the causes of climate	✔

change	Ensuring continued maintenance of footways and cycleways will help to maintain sustainable travel behaviour reducing vehicle related greenhouse gas emissions.
To respond and enable adaptation to the inevitable impacts of climate change	**?**
	Uncertainty as to whether the TAMP considers the impact of climate change on the highways network and how to respond to this in terms of programme of works to strengthen infrastructure etc. Links to Policy 12 Climate Change and Carbon Emissions
To protect and enhance biodiversity and geodiversity	✓/✗
	The TAMP prioritises funding of works toward ensuring safety on the network. There, is therefore potential for negative impacts to biodiversity in terms of removal of habitat to ensure improved visibility etc. However, the finalised TAMP could incorporate measures to contribute positively to biodiversity. For example by setting out that native planting will be utilised in verge/roundabout planting schemes, tree planting alongside footways and cycleways and scheduling of works to minimise disruption to for example, breeding/nesting birds etc.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✓/✗
	Well maintained roads, footways, footpaths, streetlights, street furniture and public rights of way make an important contribution to the quality and liveability of public spaces. The finalised TAMP could further enhance positive effects by ensuring that the removal of signing clutter is an essential feature of maintenance and improvement schemes. However, there is a potential for highway schemes as set out by the forthcoming TAMP to require a wider range of signs, road markings, coloured surfacing and other materials as may be necessary for regulation and management. This may adversely impact on the quality and character of landscape and townscape depending on implementation
To protect and enhance cultural heritage & the historic environment	✓/✗
	The TAMP may encourage the removal of signing clutter which can detract from historic settings within its associated works programmes. However, work programmes may also increase the number and styles of highways signage and street furniture which may contribute negatively to historic character. Where possible highways signage, furniture etc should be kept to a minimum in historic settings/ conservation areas etc and their design should reflect historic character. Links to Policy 35 Natural and Historic Environment
To protect and improve air, water and soil resources	✓
	Air – The TAMP should set out a programme of maintenance works for the upkeep of footways and cycleways. Well maintained footways and cycleways should encourage sustainable travel behaviour which should contribute to reducing emissions to air. **Water/Soil –** The TAMP should include life cycle plans for highways related drainage and will help to ensure timely and adequate investment in the cleansing and repair of drainage systems which should help to protect water and soil quality

To reduce waste and encourage the sustainable and efficient use of materials	✓
	Generally, the policy is focused on making best use of existing infrastructure.
	Positive effect could be further enhanced, depending on how highway maintenance measures are delivered – e.g. use of recycled materials in road surfacing

SEA Objective	**Policy 18 Bridge Maintenance:** The programme for strengthening and maintaining structures will be needs based to deliver a safe, serviceable and sustainable highway network. Consideration will be given to the preservation of historic structures and enhancement of the natural and historic environment. The measures to be taken on the maintenance of structures are outlined in the Structures Life Cycle Plan incorporated in the Transport Asset Management Plan.
To improve access to services, facilities and employment for all	✓
	Bridges and other highway structures are fundamental to the transport infrastructure because they form essential links in the highway network. As a result, ensuring a programme of strengthening and maintenance will ensure continued access to services, facilities, employment and will ensure a continued link between communities.
To promote safe and secure communities	✓
	Policy will contribute to overall safety of users of the highway network and will help to ensure that communities are not severed by traffic
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓
	Policy should ensure a programme of maintenance for walking and cycling over-bridges/underpasses etc which form an essential link for some communities to access health and recreation facilities, particularly for those without the use of a car. Well maintained walking and cycling over-bridges/underpasses etc should contribute to encouraging active travel which can benefit health and wellbeing
To reduce deprivation and support a sustainable local economy	✓
	A programme for strengthening and maintaining bridges and other highway structures will help to support the movement of freight, where bridges are able to carry 40 ton loads, particularly on the principal road network. Maintenance of walking and cycling bridges/underpasses will also benefit residents without access to a car where the link provides the means to access employment safely.
To reduce the need to travel and promote sustainable transport options	✓
	Maintenance of walking and cycling bridges and underpasses will contribute to encouraging active travel
To reduce the causes of climate	✓

change	Ensuring continued maintenance of walking and cycling bridges and underpasses will help to maintain sustainable travel behaviour reducing vehicle related greenhouse gas emissions.
To respond and enable adaptation to the inevitable impacts of climate change	**?**
	Uncertainty as to whether the Structures Life Cycle Plan takes into account the effect that extreme weather events can have – particularly on bridges that cross rivers, and whether maintenance/strengthening programmes are adequate
To protect and enhance biodiversity and geodiversity	**0**
	No significant effect
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	**✓**
	Preservation of historic structures should contribute to the quality and character of the landscape and townscape
To protect and enhance cultural heritage & the historic environment	**✓**
	Policy will take into account the maintenance requirements of historic structures
To protect and improve air, water and soil resources	**0**
	No significant effect
To reduce waste and encourage the sustainable and efficient use of materials	**0**
	No significant effect

SEA Objective	**Policy 19 Street Lighting:** Provision of highway lighting, its improvement, lighting levels, column specification and maintenance regime will be in accordance with the priorities of the Council's current "Street Lighting Policy" document.
To improve access to services, facilities and employment for all	**0**
	No significant effect
To promote safe and secure	**✓/✗**

communities	The Street Lighting Policy advocates that provision of highway lighting will be installed where one or more of the following criteria apply: There is a high night time accident record There is a significant night time use and no reasonable lit route exists There are recorded incidents of crime and disorder Lighting at pedestrian crossings at night will also be provided to enable pedestrians to clearly judge traffic conditions and drivers to correctly interpret the visual scene and view pedestrians. As a result the effect of following the Street Lighting policy should serve to improve night time road safety and reduce crime levels and fear of crime. However, as the policy is primarily concerned with highways lighting it may not fully address crime issues and fear of crime related to the use of walkways, cycleways, and public transport (unlit bus shelters for example) Links to Policy 16 Security
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓/✗
	The street lighting policy aims to restrict obtrusive light (light pollution). Light pollution can cause adverse health effects such as increased headache incidence, fatigue, medically defined stress and increase in anxiety. However, as the policy is primarily directed at highways lighting it may not improve lighting along walkways and cycleways which could encourage greater levels of active travel for those where fear of crime is currently a barrier to more sustainable travel. Links to Policy 16 Security
To reduce deprivation and support a sustainable local economy	✓
	Lighting policy will serve to protect the economies of rural and urban areas. In rural areas, provision of lighting will be assessed helping to retain the tranquillity of rural areas and intrinsic character which helps to attract visitors. In urban areas where there is high night time usage flexible lighting schemes will be provided that result in adequate illumination for the motorist whilst providing an interesting and attractive ambience for people to enjoy themselves.
To reduce the need to travel and promote sustainable transport options	✗
	Street Lighting Policy does not directly address lighting of walkways, cycleways, bus shelters, rail platforms as primarily concerned with lighting of highways. Adequate lighting of bus shelters etc may encourage greater active travel / patronage - links with fear of crime which may be a barrier to sustainable travel. Links to Policy 16 Security
To reduce the causes of climate change	✓/✗
	The Street Lighting Policy advocates that all of County Durham's lighting systems shall be capable of dimming and switching off to allow control of the systems to reduce carbon dioxide. Lighting levels could be reduced based upon traffic flow and switching off lighting or dimming street lights at midnight in residential areas will be considered unless there is a high level of crime. However, the street lighting policy does not address improvements to lighting along sustainable transport infrastructure to encourage greater levels of use which would serve to reduce carbon dioxide from private car use.
To respond and enable adaptation to the inevitable impacts of climate	0
	No significant effects

change	
To protect and enhance biodiversity and geodiversity	✔
	The Street Lighting Policy states that the impacts of artificial lighting on biodiversity and protected species in particular will be taken into account.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✔
	The Street Lighting Policy will serve to ensure that lighting schemes are not in conflict with the objectives of the North Pennines AONB. Villages and settlements within the AONB shall only be provided with lighting when requested by the parish council or residents and then it will be limited to strategic locations or known night time safety problem areas which cannot be addressed by other methods. In rural areas outside of the AONB, the character of the landscape will be protected by ensuring that lighting is only provided between settlements where there is a problem. In urban areas lighting will be used to enhance the townscape by creating an attractive ambience.
To protect and enhance cultural heritage & the historic environment	✔
	The Street Lighting policy advocates that public lighting in conservation areas, where provided shall take into account the characteristics of the area. Non standard lighting equipment shall generally be considered within conservation areas. Illumination of historic assets will not be dealt with by LTP3
To protect and improve air, water and soil resources	0
	No significant effect
To reduce waste and encourage the sustainable and efficient use of materials	0
	No significant effect

SEA Objective	**Policy 20 Road Safety:** Measures will continue to be taken to reduce casualties on the highway network in partnership, through the implementation of the **Road Safety Partnership Strategy**
To improve access to services, facilities and employment for all	✔
	The Road Safety Partnership Strategy has a vision "… to have the safest highways where drivers, passengers and pedestrians are safe and feel safe". The improvement of safety and of the sense of safety help overcome obstacles to using different forms of travel and so do contribute to better accessibility.

To promote safe and secure communities	✓✓
	Policy is directly concerned with this and the partnership approach enables all avenues of action to be explored in a strategic and co-ordinated way.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓
	There is a direct link between road safety and health and measures to improve road safety have a knock-on effect on the health of a community through reducing accidents and associated fatalities and injuries.
To reduce deprivation and support a sustainable local economy	✓
	Road accidents have significant costs to the economy both in terms of the costs of fatalities and injuries and indirect costs associated with disruption to the highway network. Strategies to reduce accidents and associated costs are therefore beneficial to the functioning and sustainability of the local economy.
To reduce the need to travel and promote sustainable transport options	✓/✗
	Policy does not help to reduce the need to travel, in fact it helps the road system cater for travel. However, non-car modes are benefited by improvements in safety, as well as car travel.
To reduce the causes of climate change	✓/✗
	Policy does not help to reduce the need to travel, in fact it helps the road system cater for travel. However, non-car modes are benefited by improvements in safety, as well as car travel.
To respond and enable adaptation to the inevitable impacts of climate change	0
	No specific link
To protect and enhance biodiversity and geodiversity	✓/✗
	Slower speeds tend to reduce road kill of wildlife species, but road safety (visibility) concerns demand verge cutting regimes which are sub-optimal for wildlife
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✗
	Road safety signage and layouts tend to have an adverse effect on landscape / townscape. However, where resources allow they can be planned and designed to be complementary to the local environment.
To protect and enhance cultural heritage & the historic environment	✗
	Road safety signage and layouts tend to clash with heritage assets and historic environments. However, where resources allow they can be planned and designed to be complementary to the local environment.

To protect and improve air, water and soil resources	✓
	Road safety measures reduce accidents which can cause emissions to air, water and soil (fumes from fires, spilt fuel etc). Also the congestion events associated with accidents is reduced
To reduce waste and encourage the sustainable and efficient use of materials	✓
	Helps to use existing resources efficiently

SEA Objective	**Policy 21 Speed Management:** We will continue to introduce measures to reduce speed in local communities in order to help reduce casualties and improve the quality of life for the residents.
To improve access to services, facilities and employment for all	✓
	Roads with high flows and fast traffic can create barriers for individuals and even whole communities to access services, facilities and employment. Therefore, actions to reduce speed in local communities will help to improve access to services, particularly for those without use of a vehicle.
To promote safe and secure communities	✓✓
	Slower traffic will help to reduce the number of road traffic accident casualties and will help to improve personal sense of safety, particularly in areas where road safety is perceived as a problem. In particular, children, older people and the disabled are at most risk from excessive speed and are most likely to benefit from this policy.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓
	Slower traffic is beneficial to health as it reduces the stress levels brought about by noise and anxiety about traffic. Slower traffic will also ensure that physical access to health and recreation facilities will not be compromised and will help to reduce barriers to active travel caused by road safety concerns. For example, parents not allowing their children to walk/cycle to school due to negative perceptions of road safety.
To reduce deprivation and support a sustainable local economy	✓
	In its most severe form speed can lead to increased inequalities and social exclusion in communities by making it more difficult to form social support networks and for those without cars (higher numbers in more deprived areas) more difficult to access necessary facilities and employment.
To reduce the need to travel and promote sustainable transport options	✓
	Reducing speed is imperative to the successful delivery of walking and cycling policies and strategies in terms of reducing negative perceptions of actual or perceived road safety
To reduce the causes of climate change	✓/✗
	Effect depends on how speed measures are implemented. If delivered well speed reduction measures can reduce fuel consumption and can aid a more homogenous traffic flow reducing congestion and associated greenhouse gas

	emissions. However, if delivered badly speed reduction measures may increase fuel consumption through increased braking and acceleration and could worsen congestion. An overall view of safety issues and how the transport network currently operates will need to be taken to ensure the correct type of speed reduction measure is introduced in the most appropriate locations.
To respond and enable adaptation to the inevitable impacts of climate change	**0**
	No significant effect
To protect and enhance biodiversity and geodiversity	✔
	Reducing fast traffic should help to reduce road related species fatalities particularly in rural areas. Speed reduction may also help to improve resilience of roadside flora
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✔
	Reducing road speeds may help to improve access to the countryside where 49% believe the 60mph limit on country roads is too high (County Durham and Darlington Speed Management Strategy 2007-2011) Reduced speeds may particularly benefit walkers, cyclists and horse riders ability to access and enjoy the countryside.
To protect and enhance cultural heritage & the historic environment	✔
	Reduced road speeds have the potential to improve access to cultural and heritage assets in the County
To protect and improve air, water and soil resources	✔/✘
	Effect depends on which speed reduction measures are introduced and where as to whether they help to alleviate or contribute to congestion and therefore air quality. However, reductions in road speed could encourage greater levels of active travel which should help to decrease traffic volumes.
To reduce waste and encourage the sustainable and efficient use of materials	**0**
	No significant effect

	Policy 22 Traffic Calming: We will continue to respond to requests for traffic calming from the community when the improvements provide the community with improved quality of life and are value for money
SEA Objective	
To improve access to services, facilities and employment for all	✔
	Roads with high flows and fast traffic can create barriers for individuals and even whole communities to access services, facilities and employment. Therefore, responding to appropriate requests to reduce speed through traffic

	calming measures from communities will help to improve access to services, particularly for children, older and/or more vulnerable residents and those without use of a car.
To promote safe and secure communities	✔✔
	Responding to appropriate requests for traffic calming from the community should help to reduce speeds and volumes which will help to reduce the number of road traffic accident casualties and will help to improve personal sense of safety. In particular, children, older people and the disabled are at most risk from excessive speed and are most likely to benefit from this policy.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Responding to appropriate requests for traffic claming from the community will be beneficial to health as it reduces the stress levels brought about by noise and anxiety about traffic. Slower/less traffic will also ensure that physical access to health and recreation facilities will not be compromised and will help to reduce barriers to active travel caused by current road safety concerns. For example, parents not allowing their children to walk/cycle to school due to negative perceptions of road safety. Traffic calming measures may also encourage increased participation in local social activities which can benefit mental wellbeing, particularly for older and more vulnerable members of the community.
To reduce deprivation and support a sustainable local economy	✔
	Responding to appropriate requests for traffic calming from the community will help to reduce inequalities and social exclusion as excessive speed or traffic volumes through residential areas can make it more difficult for residents to form social support networks and for those without cars (higher numbers in more deprived areas) more difficult to access necessary facilities and employment. Benefits could also be sought by ensuring that traffic calming schemes contribute to regeneration schemes and vice-versa. For example, creation of focal centres i.e. town square in Chilton.
To reduce the need to travel and promote sustainable transport options	✔
	Responding to appropriate requests for traffic calming will help to reduce traffic speeds and/or traffic volumes in problem areas. Reducing traffic speed and volume is imperative to the successful delivery of walking and cycling policies and strategies in terms of building confidence in communities to participate in active/sustainable travel
To reduce the causes of climate change	✔
	Policy will encourage walking and cycling activity for short journeys in communities where traffic speed/volume is a problem. Ensuring that traffic calming measures are delivered where they provide value for money should take into account the impact of traffic calming measures on the surrounding road network i.e. effect on congestion and subsequent greenhouse gas emissions.
To respond and enable adaptation to the inevitable impacts of climate change	0
	No significant effect
To protect and enhance biodiversity	✔
	Traffic calming measures may help to reduce road related fatalities, particularly in rural areas. Benefits could also be sought by incorporating biodiversity into traffic claming measures. For example, soft landscaping measures, use

and geodiversity	of planters, trees etc.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✓/✗
	Effect depends on what traffic calming measures are implemented. For example, additional road markings, furniture and signs may detract from the landscape/townscape and may contribute to an urbanisation effect of more rural areas within the County. However, traffic calming measures can improve landscape/townscape where appropriate through better street design where streets are re-designed to show drivers that they are not just driving down a road, but through a community where people live. Measures may incorporate narrowing of roads, removal of road markings/signs where appropriate and incorporation of soft landscaping/street planting. Responding to appropriate requests for traffic calming may particularly improve enjoyment of the countryside. 49% believe the 60mph limit on country roads is too high (County Durham and Darlington Speed Management Strategy 2007-2011) Reduced speeds may particularly benefit walkers, cyclists and horse riders ability to access and enjoy the countryside.
To protect and enhance cultural heritage & the historic environment	✓/✗
	Effect depends on what traffic calming measures are implemented and whether they are appropriate to the settlement. In conservation areas etc it may be more appropriate to implement better street design measures to achieve traffic claming as opposed to an increase in road markings, signs, pedestrian crossings etc.
To protect and improve air, water and soil resources	✓
	Reducing traffic speed and volumes should encourage active travel and reduce the impact that vehicles have on air, water and soil.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No significant effect

SEA Objective	**Policy 23 Traffic Management:** The Network Management Duty will be carried out in accordance with the priorities identified by the Council's Network Management Plan in order to maximise the capacity of the road network. **(Stance policy – no delivery options considered)**
To improve access to services,	✓

facilities and employment for all	This policy will improve access to key services, facilities and employment by seeking to reduce congestion and minimising the impact of disruptions on the road network. Minimised disruption on the roads will enable public transport to be as reliable and frequent as possible, as well as not extending journeys done by car – improving the 'journey experience' will encourage people to use the road network and public transport, which again helps access. The NMP aims to consult and involve stakeholders in management and delivery, which may make decisions regarding local transport services more robust and effective. Links to policies 1, 2, 3 & 4.
To promote safe and secure communities	✗
	The Network Management Plan seeks to 'consider the needs of all road users', but it does not set out how it will ensure user safety. Reference is made to how the transport authority will manage unforeseen incidents, which include road traffic accidents, however, nothing is stated about what safety measures will be taken to minimise the number of accidents/ casualties on the road network. Public confidence in the safety of the road network is key to ensuring that it is capacity is used by all – including pedestrians, cyclists, and motorists. Link to policy 16.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓
	This policy will improve accessibility by attempting to reduce congestion and minimising the impact of disruptions on the road network. Easy access to health care, sporting/ recreational facilities and socialising opportunities, will help to improve physical and mental health. The NMP seeks to reduce traffic congestion and ensure the efficiency of the road network. This in turn will help to improve air quality, and in particular at congestions hotspots, which will help to improve physical health. The main congestion hotspots in the County are: A690/ A181 Roundabout (Gilesgate Bank); A690 Stonebridge to Nevilles Cross; A690/ A181 Roundabout (Carville Link); A691/ C62 Roundabout (Kaysburn); A19/ B1320 Junction (Peterlee); A167 Thinford Roundabout; A167 Sniperley to Nevilles Cross; A167/ A689 Roundabout (Rushyford); A167/ A693 Northlands Roundabout (Chester le Street); and A693 Roundabout (Stanley bypass). Link to policies 5, 14, 15 & 32.
To reduce deprivation and support a sustainable local economy	✓✓
	This policy will improve accessibility by attempting to reduce congestion and minimising the impact of disruptions on the road network. This will have a significant positive impact on improving access to jobs and services (particularly at peak times and at congestion 'hotspots'); connectivity within the County and with the rest of the region; access to major towns; and the movement of freight – all of which help to support the local economy. Increased access to services and facilities will also help to reduce social exclusion.

	Links to policies 1, 2, 3 & 4
To reduce the need to travel and promote sustainable transport options	**?**
	This policy seeks to manage the flow of traffic on the County's road network and not specifically reduce the need to travel or promote sustainable transport options. However, the NMP seeks to consider the needs to all users on the roads (i.e. pedestrians, cyclists, and bus passengers as well as motorists) and recognises the importance of making public transport attractive to increase patronage; mainly as a key way of reducing congestion. Link to policies 5, 14 & 15.
To reduce the causes of climate change	✗
	This policy seeks to manage the flow of traffic on the County's road network and not reduce the number of trips done via private car or promote sustainable modes of transport. Therefore carbon emissions will not be reduced as traffic growth in the County will continue to increase above the national average – i.e. 12% for all vehicles against 8% growth nationally since 2000.
To respond and enable adaptation to the inevitable impacts of climate change	✗
	The NMP makes reference to how contingency arrangements are in place for dealing with anticipated adverse (winter) weather conditions through the County's 'Winter Service Policy and Plan'. However, climate change adaptation and mitigation measures are not included. Suggest it would advisable to include actions on climate change adaptation as this policy area is vital in relation to achieving the aims of this policy. Link to policy 12.
To protect and enhance biodiversity and geodiversity	✔
	The NMP seeks to reduce traffic congestion and ensure the efficiency of the road network. This in turn will help to improve air quality and reduce noise pollution, and in particular at congestions hotspots, which will help to protect sensitive habitats and species in SACs, SPAs, SSSIs etc from harmful emission – e.g. air and noise pollution. Link to policies 13, 32 & 35.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✔
	The NMP seeks to reduce traffic congestion and ensure the efficiency of the road network. This in turn will help to improve air quality and reduce noise pollution, and in particular at congestions hotspots, which will help to protect the quality and character of land/ townscape from harmful emission – e.g. air and noise pollution. Link to policies 13, 32 & 35.
To protect and enhance cultural heritage & the historic environment	✔
	The NMP seeks to reduce traffic congestion and ensure the efficiency of the road network. This in turn will help to improve air quality and reduce noise pollution, and in particular at congestions hotspots, which will help to protect the quality and character of the historic environment from harmful emission – e.g. air and noise pollution.

	Link to policies 13, 32 & 35.
To protect and improve water and soil resources	**0**
	No significant effect or direct link.
To reduce waste and encourage the sustainable and efficient use of materials	**0**
	No significant effect or direct link.

SEA Objective	**Policy 24 Powered Two Wheel Vehicles -** The County Council will work with local motorcycling representatives to address motorcycle issues, particularly safety education issues, throughout the County. These issues will include: • Engaging with local and national motorcycle user groups to identify hazards on the existing highway network within County Durham in order to allow any hazards to be prioritised and corrected • Introducing a motorcycling audit as part of the existing safety audit regime for all new road developments to ensure the safety of motorcyclists has been addressed • Consideration of the provision of secure parking in town centres and at public facilities.
To improve access to services, facilities and employment for all	✔
	Improving safety of, and provision for powered two-wheelers helps make them a more viable transport option for more people. Can be less expensive than car travel
To promote safe and secure communities	✔
	Addressing issues relating to powered two-wheelers should help improve safety levels.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	**0**
	No clear link apart from improvements to access to health services, reflected in 1 above
To reduce deprivation and support a sustainable local economy	✔
	Powered two wheelers can be less expensive to run than a car, and may offer a transport option to those who can't afford a car. There is a link to the Wheels to Work Scheme which has specifically targeted the use of mopeds for commuting.

To reduce the need to travel and promote sustainable transport options	✔
	Doesn't reduce the need to travel, but powered two-wheelers can be a very energy efficient way of travelling
To reduce the causes of climate change	✔
	Doesn't reduce the need to travel, but powered two-wheelers can be a very energy efficient way of travelling
To respond and enable adaptation to the inevitable impacts of climate change	0
	No specific link, apart from through the contribution to reduced carbon emissions / climate change impacts
To protect and enhance biodiversity and geodiversity	0
	No specific link, apart from through the contribution to reduced carbon emissions / climate change impacts
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✔/✗
	Parking facilities and safety measures / signage need to be appropriate in design and scale to their surroundings, including landscape and townscape aspects
To protect and enhance cultural heritage & the historic environment	✔/✗
	Parking facilities and safety measures / signage need to be appropriate in design and scale to their surroundings, including the local historic environment
To protect and improve water and soil resources	0
	No specific link
To reduce waste and encourage the sustainable and efficient use of materials	0
	No specific link

SEA Objective	**Policy 25 Attitude Change:** The County Council will bring about attitude change through publicising the importance of reducing dependence on the private car and encouraging the use of alternative modes of transport,

	especially for journeys that are made on a regular basis and those of a shorter distance. This will be done in parallel with appropriate infrastructure improvements which will play their part in demonstrating that alternatives to the car can be easy and attractive.
To improve access to services, facilities and employment for all	✓
	Infrastructure improvements associated with this policy should help improve access to certain destinations by a range of modes. Lack of punitive approach in policy means that car travel will not be discouraged by reducing accessibility by it (e.g through charging or reducing car-parking availability)
To promote safe and secure communities	✓
	Infrastructure improvements and awareness campaigns should help improve the safety of sustainable modes such as walking and cycling
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓
	Promoting and enabling sustainable modes such as walking and cycling will complement health promotion campaigns and should have a positive effect on health in the longer term.
To reduce deprivation and support a sustainable local economy	✓
	Can improve accessibility by a range of modes which gives people with limited travel choice (without access to a car) greater accessibility to jobs, services etc. Spin off economic benefit to elements of the local economy such as bike retailers, bus companies etc.
To reduce the need to travel and promote sustainable transport options	✓
	Policy is directly concerned with reducing unnecessary travel and promoting sustainable options. The approach does not include disincentives to unsustainable travel, which would have made it more positive on this objective
To reduce the causes of climate change	✓
	Policy is directly concerned with reducing unnecessary travel and promoting sustainable options, both of which reduce CO2 emissions. The approach does not include disincentives to unsustainable travel, which would have made it more positive on this objective
To respond and enable adaptation to the inevitable impacts of climate change	0
	No specific link with this objective
To protect and enhance biodiversity and geodiversity	✓
	Reducing travel and promoting sustainable modes has an indirect benefit to biodiversity through reducing CO2 emissions, local air pollutants and the pressure for new infrastructure which can adversely affect biodiversity and goediversity.
To protect and enhance the quality and character of landscape and	✓/✗
	Possible negative effects relating to new infrastructure development, but positive effects in terms of encouraging

townscape and promote enjoyment of the natural and built environment	walking and cycling as ways to travel whist enjoying the local environment. Also effect of new infrastructure can be positive – e.g. reclamation of disused railway lines for cycling and walking.
To protect and enhance cultural heritage & the historic environment	✓/✗
	Possible negative effects relating to new infrastructure development, but positive effects in terms of encouraging walking and cycling as ways to travel whist enjoying the local environment. Also effect of new infrastructure can be positive – e.g. reclamation of disused railway lines for cycling and walking.
To protect and improve air, water and soil resources	✓
	Reducing travel and promoting sustainable modes benefits air, water and soil resources through reducing vehicular trips which in turn reduces CO_2 emissions, local air pollutants, pollutants in urban run-off, and the pressure for new infrastructure construction which can adversely affect resources.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No specific link

SEA Objective	**Policy 26 New Road Infrastructure** Proposals for improvements to the highway network will only be brought forward, in the absence of suitable alternatives, capable of achieving the same objectives. Where new roads are subject to environmental impact assessment, mitigation opportunities that enhance aspects of the environment will be utilised where practicable.
To improve access to services, facilities and employment for all	✓
	Should help to overcome problems of accessibility in extreme cases caused by congestion, where other options have been discounted. Any new road space should be used to provide maximum practicable benefit for public transport, cycling and walking.
To promote safe and secure communities	✓/✗
	Likely to relieve traffic levels in one place, but increase traffic levels in another place. In general likely to increase traffic speeds at peak times, but may move the faster flowing traffic to safer areas.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓/✗
	May have a positive affect on air quality in some areas. However, investing in road schemes against a background of limited transport funding means there will be less money available for specific measures to improve the cycling and walking network and other facilities that enable and encourage active and sustainable travel. This is another reason why any new road space that has to be built after discounting all other options should be used to provide maximum practicable benefit for public transport, cycling and walking.
To reduce deprivation and support a	✓/✗

sustainable local economy	May have a positive effect by improving accessibility for commuting, freight and business travel in some areas. However, investing in road schemes against a background of limited transport funding means there will be less money available for specific measures to target investment in areas in need of regeneration. This is another reason why any new road space that has to be built after discounting all other options should be used to provide maximum practicable benefit for public transport, cycling and walking.
To reduce the need to travel and promote sustainable transport options	×
	Caters mainly for increased road trips by car and road freight. Does nothing to reduce the need to travel.
To reduce the causes of climate change	×
	May have some localised benefit on reducing wasted CO_2 emissions from stationary traffic sitting in queues. However, in general will allow increased traffic speeds and cater for more vehicles on the network, having a negative effect on CO_2 emissions
To respond and enable adaptation to the inevitable impacts of climate change	×
	Increases the amount of hardstanding requiring drainage infrastructure.
To protect and enhance biodiversity and geodiversity	×
	Has negative effects in general on biodiversity due to land take involved. Extent / intensity of impact depends on size of road and the local environment in which it is constructed. May be mitigation measures which can be taken to lessen overall impact, or compensate for losses.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	×
	Has negative effects in general on landscape due to land take involved and presence of traffic. Extent / intensity of impact depends on size of road and the local environment in which it is constructed. Can improve townscape in area from which traffic is diverted (if built for by-pass reasons) but in general caters for more vehicles on the network as a whole. May be mitigation measures which can be taken to lessen overall impact, or compensate for losses.
To protect and enhance cultural heritage & the historic environment	×
	Has negative effects in general on cultural heritage and the historic environment due to land take involved. Historic environment is integrally linked with landscape / townscape aspects. Extent / intensity of impact depends on size of road and the local environment in which it is constructed. May be mitigation measures which can be taken to lessen overall impact, or compensate for losses.
To protect and improve air water and soil resources	×
	Increases amount of urban run-off which must be dealt with in drainage systems. Can impact negatively on water quality of rivers. Soil resources used up in development and related landscaping. Extent / intensity of impact depends on size of road and the local environment in which it is constructed.
To reduce waste and encourage the	0

sustainable and efficient use of materials	If all alternative options have been ruled out then the significant use of resources involved should not have been wasted, providing the scheme meets all the identified objectives.

SEA Objective	**Policy 27 Road Charging and Workplace Parking** Schemes for the introduction of road charging or workplace parking charges could be considered where they can make a useful contribution to reducing car dependency / use or congestion. Currently there are no plans to introduce Road User Charging or a Workplace Parking Levy in County Durham as part of LTP3.
To improve access to services, facilities and employment for all	**0**
To promote safe and secure communities	**0**
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	**0**
To reduce deprivation and support a sustainable local economy	**0**
To reduce the need to travel and promote sustainable transport options	**0**
To reduce the causes of climate change	**0**
To respond and enable adaptation to the inevitable impacts of climate change	**0**

To protect and enhance biodiversity and geodiversity	**0**
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	**0**
To protect and enhance cultural heritage & the historic environment	**0**
To protect and improve air, water and soil resources	**0**
To reduce waste and encourage the sustainable and efficient use of materials	**0**

SEA Objective	**Policy 28 Public Parking** On-street and public parking will be managed in order to: • Provide a sufficient (but not excessive) supply of short term visitor parking; • Discourage commuter parking in main towns and other residential areas adequately served by public transport; and • Provide sufficient parking facilities for cycles and motorcycles.
To improve access to services, facilities and employment for all	✔
	The policy promotes a sufficient, but not excessive supply of short-term visitor parking and embodies the preference of encouraging public transport use for commuting. It also covers meeting the need for cycle and motor cycle parking
To promote safe and secure communities	✔
	Dedicated cycle and motor cycle parking incorporates security aspects. Dedicated car-parking areas tend to be more manageable from an enforcement and security perspective than informal parking on roads.
To reduce health inequalities,	**0**

promote healthy lifestyles and reduce health impacts from transport	No specific link, apart from ensuring sufficient parking for cycles.
To reduce deprivation and support a sustainable local economy	✓
	Managing parking supply helps to avoid congestion problems which can stifle economic activity. Considering needs of various travel modes helps to maintain / improve accessibility for people with different travel choices available to them.
To reduce the need to travel and promote sustainable transport options	✗
	Promotes a certain amount of car use by supplying parking space and caters for a gradual increase in car-use and demand for parking. Also ensures cycle parking is provided, and discourages commuter parking outside of employers' car-parks. Needs to be accompanied by parking restrictions in other areas and travel plans to curb the increasing demand for parking. A differential approach in different main towns in the County may be required, depending on local issues and priorities. Text refers to having each main town having a "pre-determined limit on long-term and short-term car parking spaces". Should these limits be set in LTP3? Should a policy be included to "… mitigate growth in the demand for more spaces."
To reduce the causes of climate change	✗
	Promotes a certain amount of car use by supplying parking space and caters for a gradual increase in car-use and demand for parking. Also incorporates promotion of cycling and public transport, but more as a by-product of public car-parking provision.
To respond and enable adaptation to the inevitable impacts of climate change	✗
	No specific link apart from the contribution of car-parking areas to areas of hardstanding, run-off and potentially to flood-risk.
To protect and enhance biodiversity and geodiversity	?
	Construction of new car-parks has a potential negative impact through land-take. Extent and intensity of impact depends upon size and location of any car-park development.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✓/✗
	Adequate car-parking helps promote enjoyment of the natural and built environment. It needs to be appropriately incorporated into landscape / townscape in order not to detract from high quality areas.
To protect and enhance cultural heritage & the historic environment	✓/✗
	Adequate car-parking helps promote enjoyment of the natural and built environment. It needs to be appropriately located and designed in relation to heritage assets in order not to detract from their condition, quality or that of their setting

To protect and improve air, water and soil resources	✓/✗
	Urban run-off from car-parking can contribute to water quality issues in local rivers. Generally soil resources in and around main towns will not be of the highest level of quality or versatility.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No specific link. Use of recycled aggregates and other products can be maximised in car-park construction.

SEA Objective	**Policy 29 Active and Sustainable School Travel** The County Council will continue with its programme to encourage all schools in the county to develop and implement travel plans.
To improve access to services, facilities and employment for all	✓
	Improves access to school – a key contribution to this objective
To promote safe and secure communities	✓
	Safety issues are integrated across the measures within school travel plans
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓
	Health issues are integrated across the measures within school travel plans
To reduce deprivation and support a sustainable local economy	✓
	School travel plans should help people with restricted travel options find ways of getting their children to school safely and efficiently.
To reduce the need to travel and promote sustainable transport options	✓
	Reducing the need to travel and promoting sustainable travel options are integrated across the measures within school travel plans
To reduce the causes of climate change	✓
	Promoting sustainable travel options is integrated across the measures within school travel plans

To respond and enable adaptation to the inevitable impacts of climate change	0
	No specific link
To protect and enhance biodiversity and geodiversity	**0**
	Physical measures introduced under plans may have impacts on biodiversity, but are not considered to be significant.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✔
	School travel plans promote the enjoyment of the environment through e.g. walking or cycling to school. Physical measures introduced under plans may have impacts on townscape or landscape, but are not considered to be significant.
To protect and enhance cultural heritage & the historic environment	**0**
	Physical measures introduced under plans may have impacts on historic environment, but are not considered to be significant.
To protect and improve air, water and soil resources	✔
	School travel plans may help in reducing number of car trips used to get pupils to school, which potentially reduces pollutant input to urban run-off entering drains and water courses. However, this is not considered to be significant. It should contribute to reduced emissions to air, or at least to curbing increases in emissions to air.
To reduce waste and encourage the sustainable and efficient use of materials	**0**
	No specific link

SEA Objective	**Policy 30 Workplace Travel Plans** The County Council, as a major employer in the County, will seek to lead the way in workplace travel planning by developing, and implementing, its own Travel Plan. The County Council will seek to secure Travel Plans for new development wherever possible through the Planning Process and advice and support will be offered to existing developments who wish to voluntarily develop a Travel Plan.
To improve access to services, facilities and employment for all	✔
	Improves access to work – a key contribution to this objective
To promote safe and secure communities	✔
	Provides a way of focussing on safety improvement for walking and cycling to particular workplace destinations
To reduce health inequalities,	✔

promote healthy lifestyles and reduce health impacts from transport	Promotion of walking and cycling for people living in relevant areas is integral to workplace travel planning
To reduce deprivation and support a sustainable local economy	✔
	Workplace travel plans should help people with restricted travel options find ways of getting to work safely and efficiently.
To reduce the need to travel and promote sustainable transport options	✔
	Reducing the need to travel and promoting sustainable travel options are integrated across the measures within workplace travel plans
To reduce the causes of climate change	✔
	Promoting sustainable travel options and reducing the need to travel are integrated across the measures within workplace travel plans
To respond and enable adaptation to the inevitable impacts of climate change	0
	No specific link
To protect and enhance biodiversity and geodiversity	0
	Physical measures introduced under plans may have impacts on biodiversity, but are not considered to be significant.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	0
	Physical measures introduced under plans may have impacts on landscape / townscape, but are not considered likely to be significant.
To protect and enhance cultural heritage & the historic environment	0
	Physical measures introduced under plans may have impacts on historic environment, but are not considered likely to be significant.
To protect and improve air, water and soil resources	✔
	Workplace travel plans may help in reducing number of car trips used to get people to work, which potentially reduces pollutant input to urban run-off entering drains and water courses. However, this is not considered to be significant. It should contribute to reduced emissions to air, or at least to curbing increases in emissions to air.
To reduce waste and encourage the	0

sustainable and efficient use of materials	No specific link

SEA Objective	**Policy 31 Freight** The Council will monitor issues with respect to freight on the County's road network and assess and promote delivery solutions that are efficient, safe and neighbourly. To maximise choice in the movement of freight on the rail network, the exploration of opportunities to provide new facilities beside existing and former railway lines will continue.
To improve access to services, facilities and employment for all	✔
	Monitoring and influencing freight movement should help to maintain flow on transport networks and contribute to safety. Promoting increased use of rail freight should also contribute positively to access on other parts of the transport network
To promote safe and secure communities	✔
	Monitoring and influencing freight movement should help to maintain flow on transport networks and contribute to safety. Promoting increased use of rail freight should also contribute positively to access on other parts of the transport network
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Monitoring and influencing freight movement should help to maintain flow on transport networks and contribute to safety. Consideration of areas already affected by HGV movements, and the avoidance of unacceptable cumulative impact is likely to reduce health impacts from noise and particulate air pollution
To reduce deprivation and support a sustainable local economy	✔
	Monitoring and influencing freight movement should help to maintain flow on transport networks and contribute to efficiency within the economy. Promoting increased use of rail freight should also contribute positively to access on other parts of the transport network as well as achieving a more sustainable movement of goods within the economy.
To reduce the need to travel and promote sustainable transport options	✔
	Promoting rail freight over road freight, in appropriate situations, represents the promotion of sustainable transport options. Directing road freight to lower-impact routes improves the sustainability of those journeys.
To reduce the causes of climate change	✔
	Promoting rail freight over road freight, in appropriate situations, represents the promotion of sustainable transport options. Lower levels of CO2 per tonne/mile of freight moved are achieved.

To respond and enable adaptation to the inevitable impacts of climate change	0
	No specific link
To protect and enhance biodiversity and geodiversity	✓/✗
	Directing HGVs along certain routes can have various impacts on biodiversity. The re-opening of railway lines and development of sidings is likely to impact on biodiversity, but the extent and intensity depends on specific locations. The policy does not specify individual schemes or projects, but a new rail freight at Tursdale will take up a large area of land and increase the number of trains that pass close to Thrislington SAC, which is sensitive to nitrogenous air pollution. However, the closest point of the SAC is over 500m from the railway, and typically the effects of increased nitrogenous air pollution have an impact within 200m of a road.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✓/✗
	Physical measures introduced along railway lines may have impacts on landscape / townscape. Management of HGV routes should contribute to lessening their intrusion on the landscape.
To protect and enhance cultural heritage & the historic environment	✓
	Physical measures introduced along railway lines may have impacts on the historic environment, but could also contribute to the conservation / re-opening of historic railway lines. Management of HGV routes should contribute to lessening their intrusion on the historic environment.
To protect and improve air, water and soil resources	✓
	Overall, diverting road freight to rail should have a beneficial affect on air quality by reducing numbers of HGVs on roads which pass through settlements.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No specific link

SEA Objective	**Policy 32 Air Quality** Improved air quality will be pursued through: • Implementing action plans for any declared Air Quality Management Area • Traffic reduction and encouraging alternatives to the private car where appropriate • Encouraging increased use of cleaner fuels / low emission vehicles in the County's fleet and provision of charging points for electric vehicles. • Encouraging organisations that operate vehicle fleets, buses and taxis to use only cleaner fuels and low emission vehicles.

To improve access to services, facilities and employment for all	**0**
	No specific link
To promote safe and secure communities	**0**
	No specific link apart from safety improvement related to better air quality (safer for health)
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Directly affects air quality levels which affect people's health. May include encouraging modal shift to cycling and walking, which is beneficial to health.
To reduce deprivation and support a sustainable local economy	✔/✗
	Improving air quality from traffic inherently makes the economy more sustainable, by reducing harmful side effects of transport. However, shifting traffic from an AQMA to another place has the potential to move the congestion problem to another place. Encouraging and initiating the procurement of low emission vehicles and cleaner fuels contributes to development of a more sustainable economy.
To reduce the need to travel and promote sustainable transport options	✔/✗
	Encouraging and initiating the procurement of low emission vehicles and cleaner fuels contributes to the promotion of more sustainable travel options. However, the contribution of LTP Policy to this objective depends on the measure implemented to reduce air quality in any particular area. If more roadspace is created to relieve congestion and thus reduce local air pollution, then there is a net effect of encouraging / enabling more travel on the network.
To reduce the causes of climate change	✔/✗
	Traffic reduction as a means of improving air quality offers the benefit of also reducing CO2 emissions. Creating more roadspace as a means of improving air quality has the net effect of encouraging / enabling more vehicular travel on the network and thus increasing CO2 emissions. Impacts of policy can therefore be varied.
To respond and enable adaptation to the inevitable impacts of climate change	**0**
	No specific link
To protect and enhance biodiversity and geodiversity	✗
	Creating more roadspace as a means of improving air quality is likely to have negative effects on biodiversity from the landtake required and introducing traffic to new areas. Reducing or managing traffic in a congested area is unlikely to significantly affect biodiversity.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✔/✗
	Reducing air pollution contributes to a more attractive urban environment. Effects on buildings from the acidic component of air pollution are lessened. Traffic management measures and signage need to be appropriate in scale and design to the character of the location. Impacts stemming from the diversion of traffic to another area need to be balanced against improvements in air quality at the target location.
To protect and enhance cultural	✔/✗
	Reducing air pollution contributes to a more attractive urban environment. Effects on buildings from the acidic

heritage & the historic environment	component of air pollution are lessened. Traffic management measures and signage need to be appropriate in scale and design to the character of the location. Impacts stemming from the diversion of traffic to another area need to be balanced against improvements in air quality at the target location.
To protect and improve air, water and soil resources	✔
	Policy is concerned with achieving improvements in air quality. Impacts stemming from the diversion of traffic to another area need to be balanced against improvements in air quality at the target location. Reducing traffic overall as a means of improving air quality is positive in all respects. Cleaner engines and fuels should have an overall positive effect.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No specific link

SEA Objective	**Policy 33 Rural Areas** Reducing the need to travel in rural areas will be addressed by providing support to: • Extending the Broadband Network. • Overcoming transport challenges in bringing services and goods to people instead of people needing to travel to those services.
To improve access to services, facilities and employment for all	✔
	Policy is directly concerned with improving access
To promote safe and secure communities	0
	No specific link
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Mental health benefits relating to easier access to services and reduction in exclusion. Better access to medical / health information via the internet
To reduce deprivation and support a sustainable local economy	✔
	Contributes to the development of home-working and business via the internet. Has potential to improve access to services in deprived rural locations.
To reduce the need to travel and promote sustainable transport	✔
	Policy is directly concerned with reducing the need to travel

options	
To reduce the causes of climate change	✓
	Success in reducing the need to travel should result in reduced carbon emissions from fewer vehicular journeys
To respond and enable adaptation to the inevitable impacts of climate change	0
	No specific link
To protect and enhance biodiversity and geodiversity	0
	No specific link apart from indirect benefits of reducing the overall need to travel and pressure for new roadspace
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	0
	No specific link apart from indirect benefits of reducing the overall need to travel and pressure for new roadspace
To protect and enhance cultural heritage & the historic environment	0
	No specific link apart from indirect benefits of reducing the overall need to travel and pressure for new roadspace.
To protect and improve air, water and soil resources	✓
	Reducing journeys has an overall effect of reducing emissions to air and substances which appear in urban-run off to drains and water courses.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No specific link

SEA Objective	**Policy 34 Electric Vehicles and Charging Points**
	The development of a market for electric vehicles in the County will be supported by:
	• Exemption from parking charges for at least 5 years from April 2011 at recharge parking bays.

	• Programme of providing electric charging points in public areas in the main towns. • Developing planning guidelines for the provision of charging points in new commercial and residential developments.
To improve access to services, facilities and employment for all	✔
	Improves access for people wanting to use electric vehicles
To promote safe and secure communities	0
	No specific link
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Benefit of electric vehicles is the reduction of vehicular air pollutants
To reduce deprivation and support a sustainable local economy	✔
	Stimulates market for electric vehicles which is likely to become an element of a more sustainable economy.
To reduce the need to travel and promote sustainable transport options	✔
	Policy is directly concerned with promoting a more sustainable transport option
To reduce the causes of climate change	✔
	Electric vehicles have potential to reduce carbon dioxide emissions as electricity production in the national grid becomes more based on renewable sources.
To respond and enable adaptation to the inevitable impacts of climate change	0
	No specific link
To protect and enhance biodiversity and geodiversity	0
	No specific link apart from indirect benefits of reducing air pollution
To protect and enhance the quality and character of landscape and townscape and promote enjoyment	?
	Possible impact of charging points on historic townscapes. Need to be appropriately designed and located

of the natural and built environment	
To protect and enhance cultural heritage & the historic environment	**?**
	Possible impact of charging points on historic townscapes. Need to be appropriately designed and located
To protect and improve air, water and soil resources	✓
	Reduces air pollution from vehicles
To reduce waste and encourage the sustainable and efficient use of materials	**0**
	No specific link

SEA Objective	**Policy 35 Natural and Historic Environment** The natural and historic environment will be protected from transport related development by ensuring that developments take into account the need to preserve the natural landscape character as far as possible and minimise harm to features that form part of the special characteristics of the Durham historic environment
To improve access to services, facilities and employment for all	**0**
	Improves access for people wanting to use electric vehicles
To promote safe and secure communities	**0**
	No specific link
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓
	Conserving landscape character, green spaces and historic environment contributes to opportunities for informal recreation and the general sense of well-being in an area
To reduce deprivation and support a sustainable local economy	**0**
	No specific link
To reduce the need to travel and promote sustainable transport options	✓
	A link can be made between protecting natural and built environment and reducing the need to travel / promoting sustainable transport options. Transport solutions that reduce the need to travel and promote sustainable transport options tend to have a positive impact by reducing emissions, and reducing the pressure for more roads and infrastructure.

To reduce the causes of climate change	✓
	The policy is more concerned with the local, physical aspects of transport developments and maintenance. Climate change is covered in a separate policy
To respond and enable adaptation to the inevitable impacts of climate change	0
	The retention and improvement of green infrastructure plays a role in flood alleviation and can be part of sustainable drainage systems. Corridors of green infrastructure also enables species to migrate in response to climate change, and habitat variation.
To protect and enhance biodiversity and geodiversity	✓
	Policy is concerned with this but would benefit from specific reference to "biodiversity" or "wildlife habitats and species". Also could cover maintenance as well as new development – sensitive maintenance of road verges can contributes to networks of wildlife corridors.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✓
	Policy is concerned with this but would benefit from reference to "Landscape character" separate from biodiversity and other major components of the natural and historic environment
To protect and enhance cultural heritage & the historic environment	✓
	Policy is concerned with this. Landscape character covers historic environment on a wider scale. Reference to "features that form part of the special characteristics of the historic environment" could be referred to as "Heritage assets".
To protect and improve air, water and soil resources	?
	Policy as it stands has implications for this objective but really needs to reference "water, air and soil resources" as major components of the natural environment
To reduce waste and encourage the sustainable and efficient use of materials	0
	No specific link

Appendix E – Intra Links between Policies

Policy	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35
1	Y				G		G	G	G	G	G		G	G	G	G				G			G						G				G		G
2		Y				G			G	G	G			G	G	G							G										G		
3	G	G	Y		G				G	G	G	G		G	G	G		G	G			G				G	G	G	G	G	G			G	G
4	G		G	Y	G			G		G	G			G												G	G	G	G	G					
5	G		G	G	Y	G			G																	G	G	G	G	G					
6		G			G	Y																			G										
7	G				G		Y						G																						
8	G			G			G	Y		G	G	G														G									
9	G	G	G	G					Y	G	G			G	G	G		G					G		G	G	G	G	G	G	G		G	G	G
10	G	G	G		G			G	G	Y	G			G	G	G			G						G	G	G	G	G	G	G				
11	G	G	G		G			G	G	G	Y			G	G	G			G						G	G	G	G	G	G	G				
12			G	G				G			G	Y	G	G	G	G					G			G	G	G	G	G		G		G	G		
13							G						Y	G			G			G	G		G		G		G	G		G			G	G	
14	G	G	G						G	G	G	G		Y	G	G	G	G		G			G		G				G						
15	G	G	G						G	G	G	G		G	Y	G				G			G						G						
16	G	G	G						G	G	G	G		G	G	Y				G					G				G		G				
17												G	G	G	G		Y	G					G			G			G						
18	G								G	G	G	G					G	Y								G					G			G	
19			G							G	G								Y						G						G				
20	G	G										G	G	G	G	G				Y	G		G		G			G	G	G			G		
21												G	G	G	G	G				G	Y		G												
22			G											G	G	G				G	G	Y	G		G		G		G	G		G			
23	G	G	G	G					G	G	G									G	G	G	Y												G
24														G	G					G				Y											G
25			G	G	G			G		G	G	G	G	G	G	G			G	G	G		G		Y	G	G	G	G	G		G	G	G	G
26			G	G						G	G			G	G	G				G	G		G		G	Y	G	G		G			G	G	G
27			G	G	G				G	G	G			G	G	G				G	G				G	G	Y	G		G					
28			G	G					G	G	G			G	G										G		G	Y		G			G	G	G
29	G																			G					G				Y	G					
30			G	G	G				G	G	G	G	G	G	G	G		G		G			G		G		G	G		Y		G		G	G

Appendix F – Links between Policies and LTP3 Key Issues

Key Issues	Policies that address Key Issues	Policies that are affected by Key Issue
Lack of reliability and punctuality with bus services	5 Bus Travel 7 Bus Partnerships 23 Network Management	1 Young People and Children 2 Less able, disadvantaged and older people 12 Climate Change and Carbon Emissions 25 Attitude Change 29 Active and Sustainable School Travel 30 Workplace Travel Plans 32 Air Quality 33 Rural Areas 35 Natural and Historic Environment
Congestion at key junctions	2 Corridor Improvements 5 Bus Travel 6 Public Transport Information 7 Bus Partnerships 8 Passenger Rail 14 Walking 15 Cycling 22 Traffic Calming 23 Network Management 25 Attitude Change 26 New Road Infrastructure 27 Road Charging and Workplace Parking 29 Active and Sustainable School Travel 30 Workplace Travel Plans	12 Climate Change and Carbon Emissions 13 Noise 20 Road Safety 25 Attitude Change 31 Freight 32 Air Quality 35 Natural and Historic Environment
Affordability of bus travel for employees	5 Bus Travel 7 Bus Partnerships 27 Road Charging and Workplace Parking	12 Climate Change and Carbon Emissions 25 Attitude Change 27 Road Charging and Workplace Parking 30 Workplace Travel Plans 32 Air Quality
Early morning and late evening travel demand	2 Corridor Improvements 5 Bus Travel 6 Public Transport Information 7 Bus Partnerships 8 Passenger Rail 14 Walking 15 Cycling 22 Traffic Calming 23 Network Management 25 Attitude Change 26 New Road Infrastructure 27 Road Charging and Workplace Parking 29 Active and Sustainable School Travel 30 Workplace Travel Plans	12 Climate Change and Carbon Emissions 13 Noise 20 Road Safety 25 Attitude Change 31 Freight 32 Air Quality 35 Natural and Historic Environment
Limited bus services serving rural	5Bus Travel	1 Young people and children

areas	7 Bus Partnerships 8 Passenger Rail 9 Community Transport 10 Taxis 33 Rural Areas	2 Less able, disadvantaged and older people 4 Cross Boundary Connections 12 Climate Change and Carbon Emissions 25 Attitude Change 29 Active and Sustainable School Travel 30 Workplace Travel Plans 32 Air Quality 33 Rural Areas 35 Natural and Historic Environment
Lack of connectivity for people in remote areas to employment centres	4 Cross Boundary Connections 5 Bus Travel 7 Bus Partnerships 8 Passenger Rail 9 Community Transport 33 Rural Areas	33 Rural Areas
Availability of travel information	6 Public transport information 25 Attitude Change	5 Bus Travel 8 Passenger Rail 9 Community Transport 11 Transport Interchange 12 Climate Change and Carbon Emissions 14 Walking 15 Cycling 25 Attitude Change
Insufficient highway network capacity for housing growth	5 Bus Travel 8 Passenger Rail 14 Walking 15 Cycling 25 Attitude Change 26 New Road Infrastructure 27 Road Charging and Workplace Parking 29 Active and Sustainable School Travel 30 Workplace Travel Plans	4 Cross Boundary Connections 12 Climate Change and Carbon Emissions 22 Traffic Calming 23 Network Management
Proximity of development to key public transport corridor	Issue to be addressed by the Durham County Plan	Issue to be addressed by the Durham County Plan
Existing drainage infrastructure is inadequate	12 Climate Change and Carbon Emissions 17 Highway Maintenance	35 Natural and Historic Environment
Condition of roads on key economic corridors	17 Highway Maintenance 18 Bridge Maintenance	4 Cross Boundary Connections 23 Network Management 31 Freight 33 Rural Areas
Need to maintain existing infrastructure particularly on key economic corridors	17 Highway Maintenance 18 Bridge Maintenance	4 Cross Boundary Connections 23 Network Management 31 Freight 33 Rural Areas
Achieving attitude change in travelling public	5 Bus Travel 6 Public Transport Information 8 Passenger Rail 11 Transport Interchange 14 Walking 15 Cycling 16 Security 20 Road Safety	12 Climate Change and Carbon Emissions 13 Noise 32 Air Quality 35 Natural and Historic Environment

	21 Speed Management 22 Traffic Calming 25 Attitude Change 27 Road Charging and Workplace Parking 28 Public Parking 29 Active and Sustainable School Travel 30 Workplace Travel Plans	
High levels of single occupancy car travel	25 Attitude Change 29 Active and Sustainable School Travel 30 Workplace Travel Plans	12 Climate Change and Carbon Emissions 13 Noise 32 Air Quality 35 Natural and Historic Environment
Entrenched attitude to use of car for short journeys	25 Attitude Change	12 Climate Change and Carbon Emissions 13 Noise 32 Air Quality 35 Natural and Historic Environment
Effects of Climate change degrading the availability of transport networks	12 Climate Change and Carbon Emissions	17 Highway Maintenance 18 Bridge Maintenance
Young driver's behaviour	20 Road Safety 21 Speed Management	1 Young people and children
Motorcycle accidents	20 Road Safety 24 Powered Two Wheel Vehicles	24 Powered Two Wheel Vehicles
Road Safety Training	20 Road Safety 21 Speed Management	20 Road Safety
Single Vehicle Accidents	20 Road Safety 22 Traffic Calming	20 Road Safety
Perceived lack of alternatives to the car	5 Bus Travel 6 Public Transport Information 8 Passenger Rail 9 Community Transport 25 Attitude Change	12 Climate Change and Carbon Emissions 32 Air Quality 35 Natural and Historic Environment
Decreasing air quality in some town centres	3 Corridor Improvements 5 Bus Travel 14 Walking 15 Cycling 16 Security 22 Traffic Calming 25 Attitude Change 29 Active and Sustainable School Travel 30 Workplace Travel Plans 32 Air Quality 34 Electric Vehicles and Charging Points	12 Climate Change and Carbon Emissions 32 Air Quality 35 Natural and Historic Environment
High levels of obesity and fitness	14 Walking 15 Cycling 16 Security 20 Road Safety 21 Speed Management 22 Traffic Calming 25 Attitude Change 29 Active and Sustainable School Travel 30 Workplace Travel Plans	Not applicable
Lack of consistent standard of cycling infrastructure	11 Transport Interchange 15 Cycling 16 Security	11 Transport Interchange 12 Climate Change and Carbon Emissions

		25 Attitude Change 29 Active and Sustainable School Travel 30 Workplace Travel Plans 32 Air Quality 35 Natural and Historic Environment
Perception of personal security and threat of anti-social behaviour	16 Security 19 Street Lighting	1 Young people and children 2 less able, disadvantaged and older people 5 Bus Travel 8 Passenger Rail 14 Walking 15 Cycling 25 Attitude Change
Lack of personal accessibility	6 Public Transport Information 9 Community Transport 10 Taxis	1 Young people and children 2 Less able, disadvantaged and older people
Ease of interchange for users	5 Bus Travel 8 Passenger Rail 11 Transport Interchange 14 Walking 15 Cycling	4 Cross Boundary Connections 12 Climate Change and Carbon Emissions 25 Attitude Change 32 Air Quality 35 Natural and Historic Environment
Excessive noise and vibration from increasing traffic	5 Bus Travel 8 Passenger Rail 13 Noise 14 Walking 15 Cycling	13 Noise 35 Natural and Historic Environment
Adverse environmental impact of transport asset improvements	3 Corridor Improvements 35 Natural and Historic Environment	35 Natural and Historic Environment
Lack of coach parking in some town centres	5 Bus Travel 7 Bus Partnerships	28 Public Parking
Condition and/or fragmentation of the public realm	5 Bus travel 14 Walking 15 Cycling	35 Road Safety
Prioritising of limited funding for maintaining the transport asset	17 Highway Maintenance 18 Bridge Maintenance	31 Freight 33 Rural Areas
Need to maintain unadopted footpaths and associated infrastructure inherited from form district authority	17 Highway Maintenance	17 Highway maintenance
Condition of the street lighting infrastructure	17 Highway Maintenance 19 Street lighting	17 Highway Maintenance 19 Street lighting
Increasing energy costs of lighting	19 Street lighting	12 Climate Change and Carbon Emissions 19 Street Lighting

Appendix G – Cumulative Effects of Policies

Summary of effects

SEA objective / Policy	Improve access	Safe and secure	Health	Deprivation/ economy	Travel	Climate change	Adaptation	Biodiversity Geodiversity	Landscape	Heritage	Water, air, soil	Waste
1	✔	?	?	✔	✔	✔	0	?	?	0	0	0
2	✔	?	✔	✔	✔	✔	0	?	?	?	✔	0
3	✔	✔	✔/✘	✔	✔/✘	✔	✘	?	?	?	✘	✔✔
4	✔	?	✔	✔	✔	✔	0	0	0	0	0	0
5	✔	✔/✘	✔/✘	✔	✔	✔	0	0	?	?	✔/✘	0
6	✔	0	✔	0	✔	✔	0	0	0	0	0	0
7	✔	✔	✔	✔	✔	✔	?	0	0	0	0	0
8	✔	✔/✘	✔	✔✔	✔✔	✔	0	✘	✔	✔/✘	✔	✔
9	✔✔	0	✔	✔	✔	0	0	0	0	0	0	0
10	✔✔	✔	✔	✔	0	0	0	0	0	0	0	0
11	✔	?	✔	✔	✔	✔	?	?	?	?	0	0
12	✔	✔	✔	✔	?	✔	✔/✘	?	?	0	✔	0
13	0	✔	✔	0	✔	✔	0	✔	✔/✘	✔/✘	✔	0
14	✔	?	✔✔	?	✔✔	✔	0	✔/✘	?	?	0	0
15	✔	✔	✔✔	✔	✔✔	✔	0	✔/✘	?	?	0	0
16	✔	✔✔	✔	✔	✔	✔	?	✔/✘	?	?	0	0
17	✔	✔	✔	✔	✔	✔	?	✔/✘	✔/✘	✔/✘	✔	✔
18	✔	✔	✔	✔	✔	✔	?	0	✔	✔	0	0
19	0	✔/✘	✔/✘	✔	✘	✔/✘	0	✔	✔	✔	0	0
20	✔	✔✔	✔	✔	✔/✘	✔/✘	0	✔/✘	✘	✘	✔	✔
21	✔	✔✔	✔	✔	✔	✔/✘	0	✔	✔	✔	✔/✘	0
22	✔	✔✔	✔	✔	✔	✔	0	✔	✔/✘	✔/✘	✔	0
23	✔	✘	✔	✔✔	?	✘	✘	✔	✔	✔	0	0
24	✔	✔	0	✔	✔	✔	0	0	✔/✘	✔/✘	0	0
25	✔	✔	✔	✔	✔	✔	0	✔	✔/✘	✔/✘	✔	0
26	✔	✔/✘	✔/✘	✔/✘	✘	✘	✘	✘	✘	✘	✘	0
27	0	0	0	0	0	0	0	0	0	0	0	0
28	✔	✔	0	✔	✘	✘	✘	?	✔/✘	✔/✘	✔/✘	0
29	✔	✔	✔	✔	✔	✔	0	0	✔	0	✔	0
30	✔	✔	✔	✔	✔	✔	0	0	0	0	✔	0
31	✔	✔	✔	✔	✔	✔	0	✔/✘	✔/✘	✔	✔	0
32	0	0	✔	✔/✘	✔/✘	✔/✘	0	✘	✔/✘	✔/✘	✔	0
33	✔	0	✔	✔	✔	✔	0	0	0	0	✔	0
34	✔	0	✔	✔	✔	✔	0	0	?	?	✔	0
35	0	0	✔	0	✔	✔	0	✔	✔	✔	?	0
Cumulative Effects	✔	✔	✔	✔	✔/✘	✔/✘	✘	✔/✘	✔/✘	✔/✘	✔/✘	✔

Appendix H – Assessment of Potential Interventions

Relates to Policy 2 Less able, Disadvantaged and Older People

SEA Objective	Option 1: Financial support to Community Transport for bus replacement	Option 2: Drop Kerbs, refuges in road, Raised bus stop platforms, low floor bus promotion, ramps. (Measures to comply with DDA)	Option 3: Improve transport information	Option 4: Extend real-time coverage	Option 5: Ensure DDA compliance
To improve access to services, facilities and employment for all	✔	✔	✔	✔	✔
	Will improve access for those who are mobility impaired and will be particularly important for improving access to services and facilities in rural parts of the County	Will improve the walking environment for the mobility impaired and for those with children/pushchairs. Option will also improve accessibility to public transport. However, this option is all part of necessary compliance with DDA so should be undertaken as a matter of course	Assuming that improvements to transport information would be to make it more user friendly and appealing this option should help to improve access to public transport services.	Option will make use of the bus services across County Durham more user friendly and may therefore assist with improving access to public transport services	DDA compliance will ensure that services and facilities will be made available to disabled members of the community. This should help to improve access to services, facilities and employment. However, compliance with DDA should be undertaken as a matter of course as is a statutory requirement.
To promote safe and secure communities	0	✔	0	✔	✔
	No significant effect	Will reduce trip/slip accidents related to the walking environment and to access onto buses	No significant effect	May provide greater feeling of security for those waiting at bus stops	As for option 2
To reduce health inequalities, promote healthy lifestyles and	✔	✔	0	0	✔
	Provision of community	Improvements to the walking environment	No significant effect	No significant effect	As for option 2

reduce health impacts from transport	transport will improve accessibility to health, recreation facilities and social opportunity for less mobile, elderly residents and those living in rural communities. Greater benefits may be derived from provision in rural communities where provision of public transport services may be inadequate.	may encourage active travel (particularly for the less mobile) and ensuring that buses are easy to access and ramps are available at facilities may encourage access to health and leisure facilities.			
To reduce deprivation and support a sustainable local economy	✔	✔	0	0	✔
	Should help to improve accessibility to services, particularly where conventional methods of transport are not available. As such this option will help to reduce social exclusion.	Should help to improve access to and ease of use of the physical environment. Removal of barriers to access should help to reduce social exclusion	No significant effect	No significant effect	As for option 2
To reduce the need to travel and promote sustainable transport options	✔	✔	✔	✔	✔
	May help to reduce reliance on private car use	May help to encourage walking and bus patronage	May help to encourage bus patronage	May help to encourage bus patronage	As for option 2
To reduce the causes	✔	✔	✔	✔	✔

of climate change	May help to reduce greenhouse gas emissions associated with private car use	May help to reduce greenhouse gas emissions associated with private car use	May help to reduce greenhouse gas emissions associated with private car use	May help to reduce greenhouse gas emissions associated with private car use	As for option 2
To respond and enable adaptation to the inevitable impacts of climate change	**0** No significant effect	**0** No significant effect	**0** No significant effect	**0** No significant effect	**0** No significant effect
To protect and enhance biodiversity and geodiversity	**0** No significant effect	**0** No significant effect	**0** No significant effect	**0** No significant effect	**0** No significant effect
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	**0** No significant effect	**0** No significant effect	**0** No significant effect	**0** No significant effect	**0** No significant effect
To protect and enhance cultural heritage & the historic environment	**0** No significant effect	**✓/✗** May improve access to historic and cultural assets for all but may also conflict with integrity of asset. For example, ramps outside listed buildings	**0** No significant effect	**0** No significant effect	**✓/✗** As for option 2
To protect and improve air, water and soil resources	**✓** May help reduce the impact of private car use on water, air and soil	**✓** May help reduce the impact of private car use on water, air and soil resources.	**✓** May help reduce the impact of private car use on water, air and soil resources.	**✓** May help reduce the impact of private car use on water, air and soil resources.	**✓** As for option 2

To reduce waste and encourage the sustainable and efficient use of materials	0 No significant effect	0 No significant effect	0 No significant effect	0 No significant effect	0 No significant effect

(above row: "resources." appears at top of first data cell area)

Relates to Policy 5 Bus Travel

Bus priority measures SEA Objective	Option 1: Increase the number of bus lanes along main transport corridors	Option 2: Increase the number of bus lanes on approaches to town centres	Option 3: Increase the number of bus lanes on both in a balanced approach
To improve access to services, facilities and employment for all	0 No significant effect	0 No significant effect	0 No significant effect
To promote safe and secure communities	? May improve safety if bus lanes were also opened up to use by cyclists and motorcyclists	? As for option 1	? As for option 1
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	? May have beneficial effects if bus lanes were also opened up for cycle use	? As for option 1	? As for option 1
To reduce deprivation and support a sustainable local economy	✗ Increasing the number of bus lanes along main transport corridors will either narrow current corridors which may add to congestion and reduce accessibility to major towns or require the widening of main transport corridors which would likely prove to be too expensive	✔ Will improve bus accessibility to town centres over other traffic, benefiting bus users. There is potential for other traffic to experience more congestion as a result of priority given to buses, but the policy as worded should ensure this is kept within reasonable limit. Overall, should make the bus a more attractive option for commuters, which moves the economy in a more sustainable direction.	✔/✗ Potential for positive effects as long as bus lanes are only implemented on main corridors where levels of congestion are a key issue. However, it is unlikely that funding would be available for provision of bus lanes on both main corridors and approaches to town centres. If this is the case then approaches to town centres should be prioritised.

	?	✔	✔/✘
To reduce the need to travel and promote sustainable transport options	May have beneficial effects if bus lanes can also be used jointly by cyclists. However, unlikely to alter bus patronage levels significantly as main corridor routes are less likely to be congested than approaches to town centres.	Should help to encourage bus patronage as levels of congestion are likely to be greater on approaches to major towns and the use of buses and bus lanes may speed journey times for buses. May also have further beneficial effects if bus lanes can be utilised by cyclists	Potential for positive effects as long as bus lanes are only implemented on main corridors where levels of congestion are a key issue and are as problematic as approaches to town centres. This may help to change travel mode from car to bus.
To reduce the causes of climate change	May have beneficial effects if bus lanes can also be used jointly by cyclists	Should help to encourage bus patronage and reduce greenhouse gas emissions from private car use. May also reduce private car use and associated greenhouse gases if bus lanes can also be used jointly by cyclists.	Potential for positive effects as long as bus lanes are only implemented on main corridors where levels of congestion are a key issue and are as problematic as approaches to town centres. This may help to change travel mode from car to bus and therefore reduce associated greenhouse gas emissions
To respond and enable adaptation to the inevitable impacts of climate change	0 No significant effect	0 No significant effect	0 No significant effect
To protect and enhance biodiversity and geodiversity	0 No significant effect	0 No significant effect	0 No significant effect
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	0 No significant effect	0 No significant effect	0 No significant effect
To protect and enhance cultural heritage & the historic environment	0 No significant effect	0 No significant effect	0 No significant effect

To protect and improve air, water and soil resources	?	✔	✔/✖
	Unlikely to increase bus patronage significantly due to levels of congestion not being as problematic as on main approaches to town centres. However, may have beneficial effects if bus lanes can also be utilised by cyclists. The free flow of buses should improve air quality	Should help to encourage bus patronage and possibly cycle use if bus lanes can also be utilised by cyclists. As a result option should help to reduce the impact that private car use has on water, air and soil resources. The free flow of buses should help improve air quality	Potential for positive effects as long as bus lanes are only implemented on main corridors where levels of congestion are a key issue and are as problematic as approaches to town centres. This may help to change travel mode from car to bus and therefore reduce impacts of private car use on water, air and soil resources. The free flow of buses should improve air quality
To reduce waste and encourage the sustainable and efficient use of materials	0	0	0
	No significant effect	No significant effect	No significant effect

Relates to Policy 7 Bus Partnerships

SEA Objective	Option 1: Develop partnerships with main bus operators	Option 2: Develop partnerships with main bus operators and smaller operators
To improve access to services, facilities and employment for all	✗	✔
	The development of partnerships with main bus operators only may not go far enough to maximise and co-ordinate accessibility benefits for residents in rural communities who are more likely to be served by smaller operators	Developing partnerships with main bus operators and smaller operates will maximise and co-ordinate accessibility benefits for residents in rural and urban parts of the County.
To promote safe and secure communities	✔	✔
	Developing a partnership with main bus operators should help to maximise efforts to reduce congestion which is largely related to urban areas served predominantly by main bus operators. The reduction of congestion may help to reduce traffic accidents and enhance the sense of safety for all	Developing a partnership with main bus operators and smaller operators will have the same effect as option 1 in maximising efforts to reduce congestion which should contribute to safe and secure communities. However, this is principally an urban concern and partnerships with small operators on this aspect may not have a significant effect.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔	✔
	Developing a partnership with main bus operators should provide an effective way to increase patronage and reduce congestion. Reduced congestion should improve air quality where it is a problem – particularly in relation to respiratory health. Developing a partnership may also help to improve access to health and recreation facilities.	Developing partnerships with main bus operators and smaller operators will maximise efforts to increase patronage and reduce congestion. Reduced congestion should improve air quality where it is a problem (mainly around urban areas covered by main operators) and will help to maintain air quality generally in rural areas (generally served by smaller operators). Improvements to air quality should be beneficial to respiratory health. Developing a partnership may also help to improve access to health and recreation facilities.
To reduce deprivation and support a sustainable local economy	✔/✗	✔
	Developing partnerships with main operators who largely serve the urban areas of the County will maximise efforts to reduce road congestion and improve accessibility to major towns. However, developing a partnership with main bus providers only is not likely to maximise efforts to reduce social exclusion in rural areas which are largely served by smaller operators	Developing partnerships with main bus operators and smaller operators will have the beneficial effects of option 1 whilst reducing social exclusion in rural areas and supporting the economies of rural towns
To reduce the need to travel and promote sustainable transport	✔/✗	✔
	Developing a bus partnership with main operators only will go some way to ensuring that operators and the County Council work together to increase patronage of bus services in predominantly urban parts of the County. Ensuring that	Developing a bus partnership with main operators and smaller operators will encourage bus patronage in rural and urban parts of the County

options	satisfaction levels are maintained and improved by agreeing standards on reliability, punctuality, customer service and marketing measures should help to encourage bus patronage. However, this will not apply to rural parts of the County which are largely serviced by smaller operators.	
To reduce the causes of climate change	✔/✗	✔
	Will maximise efforts to reduce greenhouse gas emissions related to urban areas but exclusion of smaller operators is unlikely to maximise efforts to reduce greenhouse gas emissions from rural parts of the County through the bus partnership. Greenhouse gas emissions in rural areas are likely to be higher than in urban areas due to remote properties off the gas network and reliance on private car use	Developing a partnership with both main operators and smaller operators should maximise efforts to increase bus patronage and reduce greenhouse gas emissions in rural and urban areas.
To respond and enable adaptation to the inevitable impacts of climate change	?	?
	Uncertainty as to whether the bus partnership will consider the impacts of weather extremes on reliability and functionality of bus services in the County	As for option 1
To protect and enhance biodiversity and geodiversity	0	0
	No significant effect	No significant effect
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	0	0
	No significant effect	No significant effect
To protect and enhance cultural heritage & the historic environment	0	0
	No significant effect	No significant effect
To protect and improve	✔	✔

air, water and soil resources	Will help to reduce congestion in primarily urban areas (covered by main operators) which have some problematic air quality hotspots	Will maximise efforts to improve and maintain air quality through reduced congestion and modal change from car to bus in urban and rural areas.
To reduce waste and encourage the sustainable and efficient use of materials	**0**	**0**
	No significant effect	No significant effect

Relates to Policy 8 Passenger Rail

SEA objectives	Option 1: Provide new station on Durham Coast Line to full specification	Option 2: Provide new station on Durham Coast Line to minimal specification	Option 3: Improve Bishop Auckland station	Option 4: Improve Bishop Auckland station and link directly to Weardale Railway temporary rail halt	Option 5: Improve track alignment to connect Weardale Railway directly to Bishop Auckland Station	Option 6: Support reopening of Leamside Line
To improve access to services, facilities and employment for all	✔	✔	✔	✔	✔	✔
	Provision of an additional station on the Durham Coast line will allow communities served by the station greater accessibility to the commercial, industrial and academic centres of Teesside, Wearside and Tyneside. Provision of the station will also enhance accessibility to the Durham Coastline for visitors.	As for option 1	Improvements to Bishop Auckland station may enhance access to rail services for the elderly/disabled and/or mobility impaired. Currently the station does not offer: - Staff help - Induction loop - Ramp for train access - Accessible taxis - Accessible toilet - Disabled parking Source:http://www.nationalrail.co.uk/stations/bia/details.html	Positive benefits as for option 3 and should help to improve access to services on the Weardale Railway	Should improve access to services on the Weardale Railway from Bishop Auckland.	Re-opening the Leamside line will provide greater accessibility to Teesside and Gateshead
To promote safe and secure communities	✔	?	✔	✔	?	?
	Provision of a new station to full specification	Provision of a new station to minimal	Improvements to the station at Bishop Auckland could help to	As for option 3	May improve sense of security and	Re-opening of the Leamside line may incur safety concerns for the communities of

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	should help to reduce the fear of crime on public transport and may incorporate measures such as CCTV, digital timetables, secure waiting rooms etc	specification may compromise on measures that would help to reduce fear of crime on public transport	improve personal sense of safety and reduce fear of crime on public transport		quality of experience in terms of accessing Weardale Railway services from Bishop Auckland	Mainsforth, Ferryhill, High Shincliffe, Sherburn, Carville and Belmont
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔	✔/✘	0	✔	✔	✘
	Provision of a new station to full specification is more likely to encourage visitors to alight at the station and enjoy the recreational benefits of the coast between Easington Colliery/Horden and the existing station at Seaham.	Provision of an additional station on the Durham Coast line should encourage access to the coast and associated recreational benefits. However, building a station to minimum specification may discourage some from stopping compared to building a station to full specification	No significant effect	Likely to improve access to services on the Weardale Rail line and therefore improve access to the recreational amenity of the Dales	Likely to improve access to services on the Weardale Rail line and therefore improve access to the recreational amenity of the Dales	Re-opening of the line is likely to increase noise levels which may impact on health and wellbeing of adjacent communities. Re-opening of the line may also incur the diversion of public rights of way
To reduce deprivation and support a sustainable local economy	✔	✔/✘	✔	✔	✔	✔
	Provision of an additional station at Easington/Horden will aid in the economic	Provision of an additional station at Easington/Horden will aid in the economic	Bishop Auckland was previously identified by the former RSS as a regeneration town. As such improvements to the station should support	Benefits as for option 3 and direct link to Weardale temporary rail halt may encourage greater patronage	May encourage greater patronage of services on the Weardale	Re-opening of the Leamside line would improve accessibility to jobs and services and may help to reduce social exclusion. Re-opening of the Leamisde line

	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
	recovery of the coastal area as passengers travelling to the area will be more likely to stop and explore the coastal area and associated towns	recovery of the coastal area as passengers travelling to the area will be more likely to stop and explore the coastal area and associated towns. However, building a station to the minimum specification may not encourage as many visitors to stop as would otherwise be the case if the station was built to full specification	regeneration efforts	of services on the Weardale Rail Line which may in turn help to support greater spend into the rural economy	Rail Line which may in turn help to support greater spend into the rural economy	will help to alleviate congestion on the A1 trunk road and may support the movement of freight.
To reduce the need to travel and promote sustainable transport options	✔	✔	✔	✔	✔	✔
	Provision of an additional station will help to encourage rail patronage	As for option 1	Improvements to Bishop Auckland station may encourage greater rail patronage	Benefits as for option 3 and direct link to Weardale temporary rail halt may encourage greater patronage of services on the Weardale Rail Line	May encourage greater patronage of services on the Weardale Rail Line	Re-opening of the Leamside rail line would serve to encourage rail patronage and is likely to support and encourage particularly the sustainable movement of freight.
To reduce the causes of climate change	✔	✔	✔	✔	✔	✔
	Increased rail patronage would help to reduce greenhouse gas emissions	As for option 1	Increased rail patronage would help to reduce greenhouse gas emissions	Increased rail patronage would help to reduce greenhouse gas emissions	Increased rail patronage would help to reduce greenhouse gas emissions	Increased passenger and commercial patronage should help to reduce greenhouse gas emissions associated with private car use
To respond and enable	0	0	0	0	0	0
	No significant	No significant	No significant effect	No significant effect	No significant	No significant effect

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adaptation to the inevitable impacts of climate change	effect	effect			effect	
To protect and enhance biodiversity and geodiversity	✔	✔/✗	0	✔	✔	✗
	Potential improvements to air quality through increased rail patronage may benefit habitats and species. Provision of an additional station will encourage greater access to and understanding of coastal biodiversity	As for option 1 but building a station to minimum specification may not encourage as many people to stop and therefore harbour as great an access to and understanding of coastal biodiversity.	No significant effect	Enhanced access to Weardale Rail line services may help to increase access to and understanding of biodiversity in the Dales	Enhanced access to Weardale Rail line services may help to increase access to and understanding of biodiversity in the Dales	Potential for negative effects. A number of Local Wildlife Sites and SSSI's exist along the rail line corridor namely: Moorhouse Wood LWS, The Scrambles LWS, Sherburn Hospital LWS, Ferryhill Stell and Grassland LWS, Ferryhill Cut LWS, Bishop Middleham Deer Park LWS, A1 Flashes, the Carrs SSSI and Thrislington Plantation SSSI. Impacts to Thrislington SAC would also need to be investigated through the HRA process to identify any likely significant effects from a potential increase in numbers of trains using the track – potential for impact to air quality
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✔	✔/✗	✔	✔	✔	0
	Provision of an additional station at Easington Colliery or Horden will encourage greater access to Durham's coastline. Building the	As for option 1 but building a station to minimum specification may result in a station that is at odds with the surrounding landscape	Improvements to the station may help to improve the townscape of Bishop Auckland	Benefits as for option 3 and enhanced access to Weardale Railway may encourage greater access and enjoyment of the countryside	Enhanced access to Weardale Railway may encourage greater access and enjoyment of the countryside	No significant effect

	station to full specification is more likely to ensure that the design of the station is in keeping with the landscape					
To protect and enhance cultural heritage & the historic environment	✔	✔/✗	✔	✔	✔	✗
	Provision of an additional station at Easington Colliery or Horden will encourage greater access to Durham's Heritage Coast and associated cultural interest.	As for option 1 but building a station to minimum specification may not encourage as many people to stop and explore Durham's Heritage Coast	Improvements to the station may help to protect cultural heritage. A permanent station has been at Bishop Auckland on the current sites since 1842	Benefits as for option 3 and improved links to the Weardale Rail line service may encourage greater access to the wealth of historic and cultural assets in the Dales	Improved links to the Weardale Rail line service may encourage greater access to the wealth of historic and cultural assets in the Dales	Potential for negative effects. A number of Grade II listed assets are situated along the route and include: Road Bridge over Broomside Cutting, Whitwell Grange House, High Shincliffe Railway Station and Bradbury Station Road Bridge. A number of sites of historical interest are also within the vicinity of the route.
To protect and improve air, water and soil resources	✔	✔	✔	✔	✔	✔
	Encouraging rail patronage should reduce the impact that private car use can have on air water and soil	As for option 1	Encouraging rail patronage should reduce the impact that private car use can have on air, water and soil.	Encouraging rail patronage should reduce the impact that private car use can have on air, water and soil.	Encouraging rail patronage should reduce the impact that private car use can have on air, water and soil.	Re-opening of the Leamside line will encourage rail patronage and should support movement of freight by rail. The impacts that private car use and HGV movements can have on air, water and soil will be reduced
To reduce waste and encourage the sustainable and efficient use of materials	✔/✗	✔/✗	0	0	0	✔
	Effect depends on whether construction of a station to full specification will incorporate	Effect depends on whether construction of a station to minimum specification will	No significant effect	No significant effect	No significant effect	Re-opening of the Leamside line would make use of existing infrastructure

	recycled materials	incorporate recycled materials.				

SEA Objective	**Option 1:** Promote realistic alternatives to the private car, public transport, walking and cycling	**Option 2:** Make the cost of all day parking a discouragement to use of the car	**Option 3:** Introduce workplace parking charges using the revenue on public transport improvements	**Option 4:** Noise barriers
To improve access to services, facilities and employment for all	✔/✗	✗ ✗	✔/✗	0
	Will improve access to services for those without use of a car and may improve the affordability of public transport. However, option may be more likely to be implemented in urban areas where noise levels are more significant so may not help to improve access to services and facilities for those living in rural communities.	This option will hamper access to services, facilities and employment for rural communities where there is often no other viable alternative to use of private vehicles	Effect depends on what public transport improvements are made. For example, rural communities are likely to be more reliant on private car use to access employment therefore workplace charging may discourage access to employment unless public transport service improvements in rural areas are made. The option may also improve access to services if workplace charging is utilised to subsidise public transport services.	No significant effect
To promote safe and secure communities	✔	✔	✔	0
	Option should facilitate a reduction in traffic or traffic growth which should help to reduce traffic accidents	If cost increase is significant then option may encourage uptake of other transport modes which may help to reduce road related accidents	May help to reduce peak traffic which could reduce accidents and safety concerns. In particular for children walking/cycling to school.	No significant effect
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔	✔/✗	✔	✔
	Should help to increase walking and cycling activity which should benefit health. Reduced traffic levels should also help to reduce noise and improve air quality which	If cost increase is significant then this option may encourage healthy travel and help to reduce traffic in predominantly urban areas. Reduced traffic will help to reduce noise and improve air	May encourage a small increase in active travel and could reduce noise levels from peak period traffic flows. Health benefits could be gained if improvements to public transport included reducing the noise of bus fleets. (After	Incorporating noise barriers in problem areas will help to ensure noise levels from transport are kept to acceptable levels reducing impact on health and wellbeing.

	can impact on health and overall wellbeing.	quality which can impact on health and wellbeing. However, this option may discourage access to health and recreational facilities for those living in rural parts of the County where private car use is often the only viable transport option and trips to urban conurbations are more likely to be full day trips due to distances involved in accessing locations such as Durham City.	heavy goods vehicles, buses have the highest noise emissions in traffic – renewing fleets can reduce noise)	
To reduce deprivation and support a sustainable local economy	✓	✗ ✗	✓/✗	**0**
	May help to reduce social exclusion through potential accessibility improvements to local bus services. Option could also help to improve economic productivity through reduced congestion levels.	Option is likely to discourage visitor trips to the County's towns and may impact on the vitality, viability and regeneration efforts of smaller towns. The Durham County Transport Infrastructure Fund Study 2008 indicates that the majority of trips into Durham city are discretionary, therefore increasing the cost of all day parking may discourage visits to the City centre and associated economic spend in favour of other regional conurbations	Option could improve access to jobs and may help to reduce congestion if improvements to public transport include subsidising or providing free bus services for example at peak periods. The Durham City Transport Study 2008 indicates that only reducing fares will effect any appreciable mode shift to public transport.	No significant effect
To reduce the need to travel and promote sustainable transport options	✓✓	✓/✗	✓/✗	**0**
	Compatible with SA objective	The option may encourage a greater uptake of sustainable travel modes where they are a viable alternative. However, option is unlikely to reduce the need to travel by car for	The Durham City Transport Study 2008 indicates that workplace parking charging has little overall impact on Durham's traffic problem (and therefore, area with higher levels of noise emissions),	No significant effect

		rural communities. The option does not stipulate that revenue from increased parking charges would be invested in sustainable transport either to serve rural areas or otherwise.	generating modest revenues but having little in the way of benefits as commuters do not choose to switch to public transport in large numbers. The study indicates that only reducing bus fares will effect any appreciable mode shift to public transport so it is recommended that improvements to public transport would include subsidising of fares to have any real effect.	
To reduce the causes of climate change	✔	✔	✔/✗	0
	Option will help to reduce transport related greenhouse gas emissions	Option may encourage a small shift from private car to other modes which may help to reduce greenhouse gas emissions	Effect depends on whether bus fare subsidy is included as part of bus improvement measures. This may help to reduce greenhouse gas emissions related to private car use	No significant effect
To respond and enable adaptation to the inevitable impacts of climate change	0	0	0	0
	No significant effect	No significant effect	No significant effect	No significant effect
To protect and enhance biodiversity and geodiversity	✔	✔	✔/✗	0
	Option will help to reduce the adverse effects of traffic on habitats and species. May help to obviate the need for new roads and impacts these can have on biodiversity loss.	Option may encourage traffic reduction in urban areas which may benefit urban species and habitats	If transport improvements include the subsidising of fares then this option has the potential for affecting a mode shift to public transport which can help to reduce the impact of noise pollution on biodiversity and geodiversity	No significant effect
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of	✔	0	?	✔/✗
	Option will help to reduce traffic growth which may obviate the need for new roads and	No significant effect	Improvements to public transport may improve accessibility to the countryside	Effect depends on design and scale of noise barriers in relation to impact on landscape/townscape

the natural and built environment	impacts these can have on landscape. Improvements to walking and cycling networks may help to encourage access to the countryside.			
To protect and enhance cultural heritage & the historic environment	✔	✗	?	✔/✗
	Option will help to reduce traffic growth which may obviate the need for new roads and impacts these can have on cultural and historic assets. Improvements to walking and cycling networks may help to encourage access to historic environmental assets.	Potential for option to discourage access to heritage assets (particularly in Durham City) which can be vital for ensuring their continued upkeep and maintenance.	Improvements to public transport may improve accessibility to historic environmental assets	Effect depends on design and scale of noise barriers in relation to impact on landscape/townscape
To protect and improve air, water and soil resources	✔	✔	✔/✗	0
	Option should help to reduce the impact of private car use on water, air and soil resources.	May help reduce the impact of private car use on water, air and soil resources.	May help reduce the impact of private car use on water, air and soil resources. However, effect depends on what improvements to public transport are made. The TIF indicates that only reducing fares will affect any appreciable mode shift to public transport.	No significant effect
To reduce waste and encourage the sustainable and efficient use of materials	✔	0	0	0
	Option may help to obviate the need for new road building and associated resources and construction waste	No significant effect	No significant effect	No significant effect

Relates to Policy 21 Speed Management

SEA Objective	Option 1: Introduce 20mph zones and other measures in all local communities (to complete)	Option 2: Introduce 20mph zones and other measures in appropriate local communities (to complete)
To improve access to services, facilities and employment for all	✔	✔
	Roads with high flows and fast traffic can create barriers for individuals and even whole communities to access services, facilities and employment. Introducing 20mph zones in all communities will ensure maximum accessibility to services etc	As for option 1. Introducing 20mph zones in appropriate local communities will ensure that those with current access difficulties due to high traffic speeds will benefit
To promote safe and secure communities	✔/✘	✔
	At 20mph it is estimated one in 40 pedestrians is killed in a crash. This compares with a one in five chance for someone hit at 30mph (Source – DFT: A Safer Way: Consultation on making Britain's Roads the safest in the world – April 2009). As a result, introduction of 20mph zones in all local communities should help to reduce road traffic accidents and pedestrian/cyclist deaths and injuries in the short term. However, the danger of introducing zones in all local communities could be that in the mid-long term complacency toward them occurs and reduce traffic speeds are not maintained.	At 20mph it is estimated one in 40 pedestrians is killed in a crash. This compares with a one in five chance for someone hit at 30mph (Source – DFT: A Safer Way: Consultation on making Britain's Roads the safest in the world – April 2009). As a result, introduction of 20mph zones in appropriate local communities should help to reduce road traffic accidents and pedestrian/cyclist deaths and injuries in areas where 20mph zones are needed. Reduced traffic speeds are also more likely to be maintained where zones are applied to selective locations as complacency toward the 20mph limit is less likely to occur.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔/✘	✔
	Introducing 20mph zones should help to reduce traffic speeds. Slower traffic is beneficial to health as it reduces the stress levels brought about by noise and anxiety about traffic. Slower traffic will also ensure that physical access to health and recreation facilities will not be compromised and will help to reduce barriers to active travel caused by road safety concerns. For example, parents not allowing their children to walk/cycle to school due to negative perceptions of road safety. However, introducing 20mph zones in all communities may increase driver stress.	As for option 1 but reduced speeds are more likely to be maintained by this option. Suggest that appropriate local communities are those which are primarily residential in nature or other areas where pedestrian and cyclist movements are high (for example around schools or markets) and which are not part of any major through route.
To reduce deprivation	✔/✘	✔

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and support a sustainable local economy	In its most severe form speed can lead to increased inequalities and social exclusion in communities by making it more difficult to form social support networks and for those without cars (higher numbers in more deprived areas) more difficult to access necessary facilities and employment. Introducing 20mph zones in all communities will help to reduce traffic speeds but as this option relates to all areas, 20mph zones may contribute to congestion reducing economic productivity in the County.	As for option 1 but as 20mph zones will be directed to appropriate local communities this option is unlikely to contribute negatively to congestion
To reduce the need to travel and promote sustainable transport options	✔	✔
	Introducing 20mph zones in all communities will help to reduce speed which is imperative to the successful delivery of walking and cycling policies and strategies in terms of reducing negative perceptions of actual or perceived road safety.	As for option 1 – assuming that appropriate local communities includes those where road traffic is perceived a problem and a potential barrier to walking and cycling activity.
To reduce the causes of climate change	✔/✘	✔
	As the introduction of 20mph zones will not be targeted to appropriate communities this option could increase fuel consumption (and therefore greenhouse gas emissions) due to increased levels of braking and acceleration between communities and potential for this option to contribute negatively to traffic flow and congestion. However, reductions in road speed could encourage greater levels of active travel which should help to decrease traffic volumes and related greenhouse gas emissions	As the introduction of 20mph zones will be delivered to appropriate locations this option is more likely to reduce speed where it is required most, reducing fuel consumption and greenhouse gas emissions and will not likely contribute to further congestion issues. Reductions in road speed could encourage greater levels of active travel which should help to decrease traffic volumes and related greenhouse gas emissions
To respond and enable adaptation to the inevitable impacts of climate change	0	0
	No significant effect	No significant effect
To protect and enhance biodiversity and geodiversity	✔	✔
	May help to reduce road related species fatalities	As for option 1
To protect and enhance the quality and character of landscape and	✘	✔/✘
	May unnecessarily increase highways signage and clutter. Option will not tackle speed issues on rural roads which may	20mph zones will be introduced where appropriate so effect of new signage etc related to the 20mph zones is unlikely to impact

townscape and promote enjoyment of the natural and built environment	hinder accessibility/enjoyment of the countryside for walkers, cyclists and horse riders.	significantly on landscape/townscape. However the option will not tackle speed issues on rural roads which may hinder accessibility/enjoyment of the countryside for walkers, cyclists and horse riders.
To protect and enhance cultural heritage & the historic environment	✘	✔
	May unnecessarily increase highways signage and clutter which could detract or impinge on cultural and heritage assets.	Introducing 20mph zones in appropriate local communities where they are most required may help to improve access to cultural and heritage assets in the County.
To protect and improve air, water and soil resources	✔/✘	✔
	Indiscriminate introduction of 20mph zones could impact on traffic flows and contribute to congestion, which conversely impacts on air quality. However, reductions in road speed could encourage greater levels of active travel which should help to decrease traffic volumes and associated impacts to air, water and soil.	Targeted introduction of 20mph zones are unlikely to negatively contribute to congestion and may help to create more homogenous traffic flows aiding air quality. Reductions in road speed could encourage greater levels of active travel which should help to decrease traffic volumes and associated impacts to air, water and soil.
To reduce waste and encourage the sustainable and efficient use of materials	0	0
	No significant effect	No significant effect

Relates to Policy 24 Powered Two Wheel Vehicles

SEA Objective	Engage with motorcycling groups.	Ensure motorcycle audit is carried out for all new road developments.	Improve the provision of motorcycle parking.
To improve access to services, facilities and employment for all	✔	✔	✔
	Provides a way of identifying where access is not good by powered two-wheelers	Ensures new infrastructure caters for motorcyclist use and safety	Improves accessibility
To promote safe and secure communities	✔	✔	✔
	Positive impact if safety training promoted and delivered through groups	Ensures new infrastructure caters for motorcyclist use and safety	Improves security
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	0	0	0
	No specific link other than through safety aspects	No specific link other than through safety aspects	No specific link other than through safety aspects
To reduce deprivation and support a sustainable local economy	0	✔	✔
	No specific link	Improves access to work / shops etc by a relatively inexpensive means of transport	Improves access to work / shops etc by a relatively inexpensive means of transport
To reduce the need to travel and promote sustainable transport options	✔	✔	✔
	Promotes and encourages a relatively energy efficient mode of transport	Improves safety and accessability by a relatively energy efficient mode	Improves security and accessibility by a relatively energy efficient mode
To reduce the causes of climate change	0	✔	✔
	No clear link, unless training encourages energy efficient driving	Improves safety and accessibility by a relatively energy efficient mode	Improves security and accessibility by a relatively energy efficient mode

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To respond and enable adaptation to the inevitable impacts of climate change	**0** No specific link	**0** No specific link	**0** No specific link
To protect and enhance biodiversity and geodiversity	**0** No specific link	**0** No specific link	**0** No specific link
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	**0** No specific link	**0** No specific link	**✓/✗** Parking facilities and safety measures / signage need to be appropriate in design and scale to their surroundings, including landscape and townscape aspects
To protect and enhance cultural heritage & the historic environment	**0** No specific link	**0** No specific link	**✓/✗** Parking facilities and safety measures / signage need to be appropriate in design and scale to their surroundings, including landscape and townscape aspects
To protect and improve air, water and soil resources	**0** No specific link	**0** No specific link	**0** No specific link
To reduce waste and encourage the sustainable and efficient use of materials	**0** No specific link	**0** No specific link	**0** No specific link

Appendix I – Assessment of Priority Interventions / New Policy Areas – First Three Years

SEA Objective	Driver Information - No Policy, so appraisal based on the Delivery Plan text:
	Introduction of an urban traffic management and control (UTMC) database in County Durham will be of considerable benefit in helping us to provide reliable journey times, reduce congestion and assist with people making more sustainable travel choice. Initially, users will be able to compare, in real time, the difference between making a car journey compared to that of public transport or park & ride. Local media will be able to gain precise information on any delays or disruption and pass that information to travellers, particularly car drivers who receive the poorest information at present. It will mean our ability to cope successfully with increased visitor numbers will be significantly enhanced. Some of the development work is already underway and part of the system will be available for public use by January 2011. The UTMC system will also allow for future development in relation to air pollution monitoring, incident detection, roadside web-cams and variable messaging to manage traffic flows as a result of incidents or events
To improve access to services, facilities and employment for all	✔
	Whilst not improving accessibility by physical changes, the approach should contribute to better accessibility by informing people's options of the best / quickest way to travel for a particular journey at a particular point in time. Mainly of benefit to car users.
To promote safe and secure communities	✔
	Contributes to better road safety by giving drivers advanced warning of problems or delays on the network and enables them to prepare for it.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Indirect health benefits due to probable positive effect on limiting congestion and associated air pollution by informing travellers of problems on the network.
To reduce deprivation and support a sustainable local economy	✔
	Will support the economy by enabling business travellers and freight to avoid delays and therefore reduce wasted journey time and fuel.
To reduce the need to travel and promote sustainable transport options	✔
	Will enable comparison of public transport journey times with car journey times, which will sometimes result in public transport journey times being preferred.
To reduce the causes of climate change	✔
	Policy should contribute to less wasted journey time and engine idling by enabling travellers to avoid congestion points
To respond and enable adaptation to the	0

inevitable impacts of climate change	No specific link with this objective
To protect and enhance biodiversity and geodiversity	0
	No specific link
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	0
	No specific link
To protect and enhance cultural heritage & the historic environment	✔
	Reductions in congestion should help reduce the effects of air pollution on historic buildings and structures
To protect and improve air, water and soil resources	✔
	Reductions in congestion should help reduce air pollution in urban areas.
To reduce waste and encourage the sustainable and efficient use of materials	0
	No specific link

SEA Objective	**Demand Management - No Policy, so appraisal based on the Delivery Plan text:**
	The demand for travel and economic/social activity are inextricably linked. Land use planning and reducing the need to travel is the most effective strategy to address demand. Past approaches have attempted to restrain travel by introduction of punitive measures without addressing the need and requirement to travel for economic and social activity. Used correctly, demand management can be a useful addition to the mitigation of traffic.
	A graduated approach will be applied – making best use of the existing infrastructure we have in place to facilitate movement will be the primary aim of demand management. Techniques will focus on the need and requirement to travel and reduce this where possible, followed by encouragement of more sustainable modes of transport and finally the application of more punitive measures to discourage the to travel by private car.
To improve access to services, facilities and employment for all	✔/✗
	Locating development in close proximity to services, facilities and employment is inherently beneficial to accessibility. Other measures employed may reduce accessibility for private car drivers by e.g. limiting car-parking. However, the overall effect should be to improve accessibility
To promote safe and secure communities	✔
	Reducing the need to / demand for travel should contribute to less traffic on the roads which should

	help improve safety. Encouragement of more sustainable modes should also benefit
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	Reducing the need to / demand for travel should contribute to less traffic on the roads which should benefit local air quality. The policy also advocates sustainable location of development which should enable more journeys to be shorter ones – suitable for cycling or walking. This, combined with the commitment to encouraging sustainable modes should benefit health levels.
To reduce deprivation and support a sustainable local economy	✔
	Reduced traffic and demand for transport would contribute to a more sustainable local economy
To reduce the need to travel and promote sustainable transport options	✔✔
	Measures are directly concerned with this objective. Graduated approach includes all levels of demand management techniques. It is not clear within the graduated approach whether the choice of measures to apply will be dictated by temporal factors, or the nature/ severity of the issues at the location in question. Policy needed and needs to be set with Policy 27 (Road charging and workplace parking) clarifying how the graduated approach will work.
To reduce the causes of climate change	✔
	Measures should contribute to shorter journeys and help modal shift to more sustainable forms of transport. Policy needed and needs to be set with the Attitude Change Policy to show how these will contribute to overall carbon reduction
To respond and enable adaptation to the inevitable impacts of climate change	0
	No specific link with this objective
To protect and enhance biodiversity and geodiversity	✔
	Location of development to enable and encourage more walking and cycling will encourage people to enjoy natural and built environment. Should also complement the incorporation of greenspace and green corridors within and between developments for travel by these modes, which should also be of benefit to biodiversity..
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✔
	Location of development to enable and encourage more walking and cycling will encourage people to enjoy natural and built environment. Should also complement the incorporation of greenspace and green corridors within and between developments for travel by these modes, which should also be of benefit to landscape.
To protect and enhance cultural heritage & the historic environment	✔
	Will contribute to curbing traffic growth which will contribute to less local air pollution affecting historic structures. Networks for walking and cycling give opportunities to incorporate heritage assets and give people opportunity to enjoy them.
To protect and improve air, water and soil	✔

resources	Will contribute to curbing traffic growth which will contribute to less local air pollution affecting historic structures	
To reduce waste and encourage the sustainable and efficient use of materials	**0**	
	No specific link	

Corridors

SEA Objective	Priority 1 – A692 – Broom Lane Junction Roundabout	Priority 2 – A167 – B6300 Junction Signalisation	Priority 3 – A182 East Durham Link Road
To improve access to services, facilities and employment for all	✔	✔	✔
	Improves access from north Durham into Gateshead and the rest of Tyneside. Not clear the extent to which improvements will benefit all transport users, or focus on car drivers and freight. Overall integrated transport strategy for the North and East Durham delivery area would be useful to show how transport measures sit in relation to housing and employment proposals.	Improves access from Durham to Darlington and Tees Valley in the south and to the A1 and Birtley in the North. Not clear the extent to which improvements will benefit all transport users, or focus on car drivers and freight. Overall integrated transport strategy for the Central Durham delivery area would be useful to show how transport measures sit in relation to housing and employment proposals.	Reduces traffic through Murton, Easington Lane and South Hetton while improving access to the Hawthorn Development Zone. Overall integrated transport strategy for the North and East Durham delivery area would be useful to show how transport measures sit in relation to housing and employment proposals.
To promote safe and secure communities	?	?	?
	Broom Lane junction improvements have been scored against New Approach to Transport Assessment (NATA) criteria and would contribute to improved safety. Other schemes are unknown at this point.	B6300 junction improvements have been scored against NATA criteria and would contribute to improved safety. Other schemes in the corridor unknown at this point.	Link road phase 2 has been assessed against NATA criteria and would improve safety overall by removing traffic from Murton, Easington Land and South Hetton. County Durham section of new route cannot be built until there is a commitment from City of Sunderland Council to complete the new road to the A690, as there is an issue with capacity / safety for existing network to cater for the likely traffic levels. Other schemes in the corridor unknown at this point.
To reduce health inequalities, promote healthy lifestyles and	x	x	✔
	Broom Lane junction improvements will not particularly improve health through air quality due to rural location of junction. Other schemes are	B6300 junction improvements would not particularly improve health through air quality. Overall effect of facilitating more traffic on A167	Air quality through Murton, Easington Lane and South Hetton likely to improve, along with anet improvement in noise levels in the area.

reduce health impacts from transport	unknown at this point. Overall effect of facilitating more traffic on A692 is likely to reduce air quality in settlements – Dipton, Sunnyside etc. Complementary measures to enable and encourage active travel would mitigate against air quality impacts and benefit fitness levels.	is likely to reduce air quality at some locations – Neville's Cross. Complementary measures to enable and encourage active travel would mitigate against air quality impacts and benefit fitness levels.	By relieving existing roads of traffic, conditions on these for cycling, walking and horse riding will be improved, offering health benefits. Complementary measures to further encourage / enable these modes should be implemented.
To reduce deprivation and support a sustainable local economy	✔/✗	✔	✔
	Will support movement of workers and freight from north Durham area into Tyneside. Overall integrated transport strategy for the North and East Durham delivery area would be useful to show how transport measures sit in relation to housing and employment proposals. Current congestion issues at the A692 junction with the A1M will continue to be an issue for the Highways Agency and the regional economy unless addressed through measures.	Will support movement of workers and freight north and south in County Durham, helping to relieve pressure on the A1. Overall integrated transport strategy for the Central Durham delivery area would be useful to show how transport measures sit in relation to housing and employment proposals. Current congestion issues at the A167 with the A1M at Chester le Street will continue to be an issue for the Highways Agency and the regional economy unless addressed through measures.	Main reason for scheme is to support economic regeneration by improving access from Seaham to A690 and thus the A1, linking with employment sites along the way. Overall integrated transport strategy for the North and East Durham delivery area would be useful to show how transport measures sit in relation to housing and employment proposals.
To reduce the need to travel and promote sustainable transport options	x	x	x
	Nothing in the text commits to supporting this objective. Junction improvements have a knock-on benefit to bus journey times, but only as part of the general improvement for all vehicles.	Nothing in the text commits to supporting this objective. Junction improvements have a knock-on benefit to bus journey times, but only as part of the general improvement for all vehicles	Doesn't reduce the need to travel. Caters for more travel. Sustainable modes will benefit from knock-on effect of the transfer of road traffic to the new road.
To reduce the causes of climate change	x	x	x
	Caters for increased traffic and journey numbers. Overall negative effect. Mitigation through including measures focused on public and sustainable transport are recommended.	Caters for increased traffic and journey numbers. Overall negative effect. Mitigation through including measures focused on public and sustainable transport are recommended	Caters for increased traffic and journey numbers. Overall negative effect. Knock-on benefits to public and sustainable transport will mitigate, to an extent.
To respond and enable adaptation to the inevitable impacts of climate change	?	?	?
	Uncertain, but potential to build in measures to reduce flooding and flood risk. Areas of surface water flood risk exist along the route.	Uncertain, but potential to build in measures to reduce flooding and flood risk. Areas of surface water flood risk exist along the route.	Areas of surface water flood risk exist along the route. Potential to build in measures to reduce flooding and flood risk.
To protect and enhance biodiversity and	x	x	x
	Numerous wildlife sites occur along the A692 route including Local Wildlife Sites at Pontop Fell,	Numerous wildlife sites occur along the A167 route including Local Wildlife Sites at Hermitage	An assessment of the habitats, species and designated sites in the vicinity of the new road

geodiversity	Harelaw Heath and Burnopfield Meadows; Local Nature Reserves at: Deep Dene. Other sites exist in the wider A692 corridor. Definition of the corridor needs to be defined before scope of potential impacts can be appreciated. Increased traffic and physical works could have adverse effects on these sites. Measure should be planned and designed to benefit the biodiversity value of the area overall.	Woods, Chester Woods, Flass Vale, Aycliffe Nature Park, Mill Wood, Baxter Wood, Lowes Barn; Ancient Woodland at Coldstream Wood. Other sites exist in the wider A167 corridor. Definition of the corridor needs to be defined before scope of potential impacts can be appreciated. Increased traffic and physical works could have adverse effects on these sites. Measure should be planned and designed to benefit the biodiversity value of the area overall	was conducted as part of the planning application. It found that the development would have "Slight Adverse" effects on the habitats, species and sites in the area. An ecological action plan has been produced to set out measures and monitoring that should be undertaken during and after construction. The "Slight Adverse" assessment takes account of mitigation measures proposed.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	x	x	x
	Measures will cater for increased traffic along the A692 corridor and may add to the physical area / intrusiveness of the road network. Definition of the corridor needs to be defined before scope of potential impacts can be appreciated. Measures not known at this point.	Measures will cater for increased traffic along the A167 corridor and may add to the physical area / intrusiveness of the road network. Definition of the corridor needs to be defined before scope of potential impacts can be appreciated. Measures not known at this point.	Assessment of landscape / townscape impact as part of the planning application found that the development would have "slight adverse" impacts on landscape and "neutral to slight adverse" impact on townscape.
To protect and enhance cultural heritage & the historic environment	?	?	x
	There are a few sites of historic importance along the route of the A692, comprising churches, reservoir, waggonway tunnel, mine-shaft and historic villages. It should be possible to avoid impact on these sites providing improvements along the route are within a limited scale and appropriately designed. Scope of potential impacts depends upon definition of the "corridor" being considered.	There are a number of sites of historic importance along the route of the A167, particularly where it passes through Chester le Street and Durham, but also in the open countryside (including historic parks and gardens) and where it passes through smaller villages. Improvements along the route will need to be carefully designed and constructed to avoid impact on important sites. Scope of potential impacts depends upon definition of the "corridor" being considered.	Assessment of Heritage of Historic Environment impact as part of the planning application found that the development would have "slight adverse" impacts due to presence of Salter's Way, Seaham Railway, North Eastern Railway (Haswell branch) and a round barrow group on Murton Moor. Mitigation measures will limit impact and ensure route alignments are not lost.
To protect and improve air, water and soil	?	?	✔
	Measures will cater for increased traffic along the route, indirectly affecting air quality in villages through which the route passes. Impacts on water	Measures will cater for increased traffic along the route, indirectly affecting air quality in villages through which the route passes. A167	Road will improve air quality in settlements of Murton, Easington Lane and South Hetton by removing traffic. It caters for increased traffic

resources	unlikely to be significant due to location of the road in relation to water resources. Appropriate drainage should be incorporated as part of all schemes. Impacts on soil unlikely to be significant if improvements are kept within a certain scale. Scope of potential impacts depends upon definition of the "corridor" being considered.	passes close to a number of streams and the River Browney and Wear. Appropriate drainage should be incorporated as part of all schemes. Impacts on soil unlikely to be significant if improvements are kept within a certain scale. Scope of potential impacts depends upon definition of the "corridor" being considered.	which may indirectly affect other settlements within the network served by the route.
To reduce waste and encourage the sustainable and efficient use of materials	?	?	x
	Positive if measures help to make the most of existing infrastructure, rather than creating new infrastructure. Scope of potential impacts depends upon definition of the "corridor" being considered.	Positive if measures help to make the most of existing infrastructure, rather than creating new infrastructure. Scope of potential impacts depends upon definition of the "corridor" being considered.	Creates major new infrastructure

Appendix J – Assessment of Major Schemes beyond Year Three

SEA Objective	A691 – A167 Link Road
To improve access to services, facilities and employment for all	✔
	Improves accessibility between the two roads, and will be particularly geared towards the provision of accessibility to and from potential new housing on the edge of Durham City to the north and north-west. An absence of new housing proposals for these areas would reduce or negate the need for the road. The scheme should be modelled and incorporated in an integrated transport strategy for the Central Durham area. This may only be possible as the County Durham Plan (LDF) is developed and location and scale of proposed development becomes clearer.
To promote safe and secure communities	✔/✘
	Route is a "rat-run" at present. Likely to allow faster journeys on the link in question. New housing nearby may add to likelihood of pedestrians on the route. Improvement to staggered junction and line of route will improve safety at key points. Speed restrictions and/or pedestrian facilities on the route could help mitigate safety issues.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✘
	Allows for increases in traffic. Mitigation through the improvement of walking / cycling networks in the area is recommended.
To reduce deprivation and support a sustainable local economy	✔
	Associated with new housing in the areas to the north and north west of Durham City, positive impacts by providing access to shopping areas and main roads.
To reduce the need to travel and promote sustainable transport options	✘
	Allows for increases in traffic
To reduce the causes of climate change	✘
	Allows for increases in traffic
To respond and enable adaptation to the inevitable impacts of climate change	0
	Scale of scheme does not have implications for run-off patterns over and above existing.
To protect and enhance biodiversity and	✘
	No designated sites in the vicinity, but some verge hedgerows and trees would be lost. These should

geodiversity	be replaced in the improved route and overall biodiversity value enhanced.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✗
	Will contribute to urbanisation of area on the edge of Durham City. This should be mitigated in the design and layout of the site by the use of native tree and hedgerow planting.
To protect and enhance cultural heritage & the historic environment	0
	Slight increase in developed area over current area will not have adverse impact
To protect and improve air, water and soil resources	✓/✗
	Small scale of development over current road link unlikely to cause changes to water run-off patterns. Some mitigation during construction required. Some take-up of Grade 3 agricultural land to change road alignment. Affect on air quality will depend on usage of road which will be influenced by amount of housing, and degree of transfer of traffic from other areas.
To reduce waste and encourage the sustainable and efficient use of materials	✗
	New infrastructure, requiring materials and energy.

Summary – Policy YY – A691/A167 Link Road	
Conclusion	Function would be to serve additional housing on the north / north western edge of Durham City, in particular to access shopping facilities at the Arnison Centre as well as routes north and west. If Northern Relief Road goes ahead, it would also provide a link to this for traffic coming from the west of Durham City.
Recommendations	Mitigation of impacts with native tree and hedgerow planting, SUDS, incorporation of improvements to walking and cycling networks / facilities. Proximity to new housing will dictate whether speed restriction is needed. The scheme should be modelled and incorporated within an integrated transport strategy for Durham City which demonstrates how different measures will work together and with proposed development in the Central Durham area. This may only be possible as the County Durham Plan (LDF) Core Strategy develops and the location and scale of development proposed becomes clearer.
Links with LDF	Links to objective 11 • To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being
Sub County Variations	Applies mainly to Central Durham area, but assists travellers from North and West Durham
Health Impacts	Allows for increased traffic and associated air pollution. There may be some beneficial side-effects through the diversion of traffic from other congested areas. Incorporation of improvements to walking and cycling networks would help to mitigate.

Policy YYY - Northern Relief road					
Source: AECOM Transportation, Durham Relief Road Study: Northern Route, June 2010 Durham City Transport Infrastructure Fund Study 2008 AECOM Transportation, Durham Relief Road Study: Western Route, June 2010 Information in Section 6.3 of LTP3 Appendix (draft)					
Sustainability Objective	**Option A:** Alternative measures considered in TIF study: (Traffic management and control, Workplace Parking charge, Bus Fare Subsidy, Congestion Charging)	**Option B:** No Durham Northern Relief Road (Business as Usual Option)	**Option C:** Durham Northern Relief Road	**Option C(1):** Northern Relief Road Route 1	**Option C(2):** Northern Relief Road Route 2
To improve access to services, facilities and employment for all	✔/✗	✗	✔	✔	✔
	Mixture of measures would have a range of effects. Workplace and congestion charging would deter car travel, reducing congestion, which would improve accessibility by other modes. However, it would be seen as a reduction in accessibility by car travel. The TIF study found that charging measures would be more likely to encourage people to work / shop elsewhere than simply transfer to other modes. Bus fare subsidies would effectively increase accessibility by bus travel by reducing costs.	Without the Northern Relief road (or any alternative measure) congestion levels throughout Durham City will increase on roads that are already either over capacity or very close to reaching maximum capacity. Levels of capacity on the highways network is likely to restrict the provision of new housing in Durham City.	The Northern Relief should help to alleviate levels of congestion in the short term which would help the current situation as well as to accommodate travel associated with new housing and employment proposed in the County Durham Plan (LDF). New roadspace created should reduce congestion, to the benefit of buses as well as cars. In order to ensure that benefits to accessibility by public transport, cycling and walking are maximised, complementary measures	As for option C	As for option C

			should be taken on the existing network that is relieved by any new road infrastructure. In addition, measures on the new road should cater for alternative modes and afford priority to buses. Any new roadspace created should be part of an integrated transport strategy for the Central Durham Policy Delivery area which forms part of such a strategy for the County. Measures such as the complementary measures suggested above are needed to ensure benefits of increased capacity are maintained and demand for increased travel in the long- and short-term is managed		
To promote safe, secure communities	✓/✗	✗	✗	✗	✗
	Traffic management and control and bus fare subsidies could help to reduce congestion that can impact on overall sense of safety. However, traffic management and control may increase car use over time so may only be efficient in the short term. Workplace charging will have little impact on congestion	Without the Northern Relief road (or any alternative measures) congestion in Durham City is likely to increase. Increased congestion will not enhance a sense of safety and security as physical issues such as	The Northern Relief Road will help to reduce congestion through the City Centre but is likely to increase levels of congestion and safety and security issues to a greater number of residents, namely Newton Hall and Framwellgate	As for option C	As for option C but with the additional proximity of route to a Boarding Kennels and cattery which may impact on staff and potential residential safety.

	whereas congestion charging will only serve to increase congestion elsewhere	crossing roads becomes more difficult.	Moor. The Northern relief road may also affect congestion on the A1(M) at junction 62 due to increased traffic flows from the North West of Durham utilising the relief road to access the A1 to go South. This may incur safety issues at the junction.		
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔	✔/✗	✗	✗	✗
	Workplace parking charge could encourage a small increase in walking and cycling activity to access employment.	Non provision of a Northern Relief road (or any other measure) will not address the congestion issues in Durham City which can impact on air quality and associated respiratory health. Increased congestion can also increase stress levels. Congestion can however, both encourage and discourage active travel behaviour.	The Routes of the Northern Relief Road at the closest point are within approximately 0.12 km of residents of Newton Hall and Brasside. Proximity may raise noise concerns coupled with the use of the adjacent rail line and could impact on wellbeing. The routes may impinge on recreational amenity at Kepier/Frankland wood which have a number of PROW running through them and the routes will transect the Weardale Way along Frankland Lane. The routes may also affect the recreational value of Low Newton Junction Local Nature Reserve as the road transects this site.	As for option C but in terms of rights of way: Option 1 crosses two sections of track, one public bridleway, four sections of public footpath and a cycle route	As for option C but in terms of rights of way: Option 2 crosses two sections of public footpath and one section of track. In addition the viaduct has been identified by Sustrans as a potential enhancement to the existing national cycle route. Source: Durham Relief Road Study: Northern Route June 2010: AECOM

			More evidence is required as to the impact of the road on air quality and whether the road may result in moving air quality issues closer to a greater number of households.		
To reduce the need to travel and promote sustainable transport options	✔/✗	✔/✗	✗	✗	✗
	Traffic management and control – No real potential to move trips onto alternative modes Workplace parking charge – No major switch to public transport but may encourage a small increase in walking and cycling activity Bus fare subsidy – Would encourage a moderate increase in bus patronage. Congestion charging – not likely to increase public transport patronage significantly. Is more likely to serve to increase congestion elsewhere	Non provision of a Northern Relief road (or any other measure) will not address the congestion issues in Durham City. Congestion can both encourage and discourage sustainable travel behaviour. Encouragement can come in the form of reduced journey times of sustainable modes whereas discouragement can come in the form of increased safety concerns regarding walking and cycling due to increased traffic volumes. Increased congestion in Durham City may impact on the deliverability of development in the City deemed as a sustainable location in terms of 'reducing distances	The Northern Relief Road should provide a measure of short-term congestion relief which may help to support the deliverability of new development in Durham City which is a sustainable location in terms of reducing the need to travel to access services, facilities and employment etc compared to other locations in the County. However, provision of the road is not likely to encourage sustainable travel behaviour of existing and new residents (studies show that there is a strong two way relationship between road supply and an increase in vehicle miles travelled). In the mid to long term congestion levels are also likely to increase to similar levels as before due to	As for option C	As for option C

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		travelled' to access facilities, services and employment compared to other locations in the County Furthermore, not addressing congestion in the City Centre would limit the opportunities for increasing sustainable travel options through the City centre.	gradual exploitation of new capacity. Furthermore, provision of the Northern Relief road may limit opportunities for investment in alternative un-tested sustainable transport methods/infrastructure. A bus priority measure is proposed on the roundabout that would be created at the junction of the new road with the A690 near Belmont, but other measures should be incorporated in an overall integrated transport strategy for the area which seeks to maximise benefits to other modes and avoid congestion increases. The provision of the Northern Relief road may exacerbate connectivity issues and flows on the A1 (M) at junction 62.		
To reduce deprivation and support a sustainable local economy	✔/✘	✘	✔	✔	✔
	Traffic management and control – no significant effect Workplace parking charge – not likely to help reduce unemployment	Without a Northern Relief Road (or viable alternative) congestion through the City centre is likely to increase particularly at peak periods. As a result	Option will help to alleviate congestion in the short term which will help to improve access to employment by all modes of transport.	As for option C	As for option C

	Bus fare subsidy – may help those on lower incomes and could improve physical access to jobs. Congestion charging – Not likely to encourage visitors to Durham City and therefore surrounding areas Traffic management and control – May help to reduce congestion in the short term but is likely to increase car growth in the mid to long term so is not likely to sustain increased levels of economic productivity through reduced congestion Workplace parking charge – May discourage employment in the City Bus fare subsidy – May help to reduce road congestion and improve access to employment for those without a car Congestion charging – As most trips into the city are discretionary congestion charging could dissuade people from visiting Durham in favour of other conurbations such as Newcastle	physical access to jobs will not be improved. Non provision of the Northern Relief or any other alternative measure will not address the congestion issues that Durham City has. Congestion levels through the city centre are likely to increase on routes that are already over-capacity. Increased congestion will hamper current economic productivity and could undermine the viability of the City Centre in terms of the number of new jobs that can be created .	This option will particularly strengthen links between communities of Newton Hall and Brasside and Belmont industrial estate However, the option is principally focused toward car users as opposed to helping those without cars to get around etc In the short term the Northern Relief road would reduce congestion through the City Centre (although more evidence to what level is required) A reduction in congestion would serve Durham better in terms of helping Durham to compete with Newcastle/Sunderland etc for businesses to locate to the City. A reduction in congestion will reduce the restriction of the number of new jobs that can be created in the City and will help to improve current economic productivity.		
To reduce the causes of climate change	✓/✗	✗	✗✗	✗✗	✗✗
	Traffic management and control – Likely to increase car growth	Non provision of the Northern Relief Road (or	Provision of the Northern Relief road is not likely to	As for option C	As for option C

	in the future and therefore associated greenhouse gas emissions. Workplace parking charge – May marginally reduce transport related greenhouse gas emissions through a small increase in walking and cycling activity Bus fare subsidy – will encourage a moderate shift to bus use and therefore help to reduce greenhouse gas emissions Congestion charging – Not likely to reduce car use (and therefore greenhouse gas emissions) – only push it onto other routes or to other centres	any other measure) will not address the congestion problems that Durham City currently has. Congestion does not allow traffic to flow at optimal speeds in terms of CO_2 efficiency (30-45mph) and increased traffic associated with increased development will increase either the distance or length of time that traffic is unable to travel at optimal speeds and therefore greenhouse gas emissions	encourage sustainable travel behaviour in existing and new residents and is likely to increase greenhouse gas emissions (studies show that there is a strong two way relationship between road supply and an increase in vehicle miles travelled). Provision of the road may also hinder investment in sustainable travel alternatives. The Northern Relief road is also likely to be a fast route (50mph or above). Faster driving causes emissions to increase considerably above 50mph. Finally, the road construction itself and the operation and maintenance of such requires energy use and thereby contributes to increased greenhouse gas emissions. Construction will also result in the loss of carbon absorption assets.		
To respond and enable adaptation to the inevitable impacts of	**0**	**0**	✓/✗	✓/✗	✓/✗
	No significant effects	No significant effects	There are areas adjacent to the banks of the River Wear that the routes	As for option C	As for option C

climate change			would need to cross that are classified as Flood Zone 2 (medium Probability) and Flood Zone 3 (High Probability). The inclusion of sustainable drainage measures and other measures may be able to mitigate against flood risk		
To protect & enhance bio- & geodiversity	**0**	**✔**	**✘ ✘**	**✘**	**✘ ✘**
	No significant effects – Subsidising of bus fares would be the only option that would encourage a moderate shift to public transport which could help to decrease the impact that private car use can have on disturbance to species etc.	Non provision of the Northern Relief road would protect nationally designated wildlife sites and protected species	The creation of the Northern Relief Road will result in the loss of biodiversity and will increase levels of disturbance to species in the vicinity of the routes. In particular the routes will impact on the following: -Brasside Pond SSSI – Condition 100% favourable - The two large ponds in the north of the site occupy flooded clay workings and comprise one of the largest expanses of unpolluted open water in County Durham, other than in reservoirs. They are the most important breeding site for wildfowl in County Durham. Great crested grebe, little grebe, pochard, tufted duck, mallard and coot have	Route 1 will affect: Low Newton Junction Local Nature Reserve – route will take out a greater proportion of the site than route 2. BAP priority habitat – ponds, ancient replanted woodland, lowland heathland Forest estate Local Wildlife site Wildlife Corridor	Route 2 will affect: Brasside Pond SSSI Low Newton Junction Local Nature Reserve BAP priority habitat – ponds, ancient replanted woodland, lowland heathland Forest estate Local wildlife site Wildlife Corridor

			bred in recent years. Birds regularly seen wintering or on passage include wigeon, shoveler and goldeneye. Seven species of dragonfly and damselfly *Odonata* breed at this site, including the brown aeshna *Aeshna grandis* Source: Natural England 2010		
			Low Newton Junction Local Nature Reserve		
			BAP Priority Habitat – There is an area of Lowland Heathland along the riparian area of the River Wear and a pond is located at Red house which will be dissected by the northern end of the proposed route. Ancient replanted woodland is present along the riparian area of the River Wear		
			Forest Estate – There are areas of Forest estate along the eastern banks of the River Wear		
			Local Wildlife Site – The Western banks of the River Wear are		

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			designated as a Local Wildlife Site Wildlife Corridor – The route runs adjacent to and dissects 4 strips of Wildlife Corridor which has been identified in the City of Durham local Plan		
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural environment	✗ Traffic management and control measures will increase highways clutter on a number of roundabouts within the City centre. Other options are unlikely to have a significant effect on townscape character.	✓ Non provision of the Northern Relief road would safeguard a locally designated area of high landscape value and would protect and maintain the openness of the greenbelt	✗ ✗ The routes of the Northern Relief Road would impact on a designated Area of High Landscape Value and would impact on the strategy for the Tyne and Wear Lowlands. The strategy for the area that would be impacted by the routes of the roads are identified broadly as a Landscape Conservation Area and a Landscape Improvement Area. The strategy for the river valley is to conserve and the strategy for the rest of the area is to conserve and enhance. Source: County Durham Landscape Strategy Character Areas 2008 The routes also impinge on designated greenbelt	✗ ✗ As for option C	✗ ✗ As for option C
To protect and enhance cultural heritage & the	✗ Congestion charging could	✓ Non provision of the	✗ One option for the	✗ Route 1 may impact upon:	✗ Route 2 may impact upon:

historic environment	dissuade visitors from accessing Durham Cathedral and the rest of the World Heritage site. This could also decrease income towards upkeep of the World Heritage site. Other options are not likely to have any significant effects	Northern Relief road would protect and safeguard a number of sites of historical and cultural interest within the vicinity of the route	Northern Relief road is to utilise Belmont Viaduct as a crossing for the road over the River Wear. The Viaduct is Grade II listed and there is risk that it may not be possible to maintain the integrity of the structure and objection would be received to the proposal. The structure is not classified as 'at risk' at present. Further to this a number of sites of historical and cultural interest are within 50-100 metres of the proposed routes. These include: Belmont Kepier Wood, Old Coal Pit Belmont Kepier wood, Old Quarry Belmont, Low Grange, Cropmark Belmont, Frankland Wood Quarry Belmont Kepier Grange colliery Durham City, Carville Cropmarks Source: Durham County Council GIS and English Heritage, North East Heritage at Risk Register 2010	- Belmont Kepier Wood, Old Coal Pit - Belmont Kepier wood, Old Quarry	Belmont Viaduct Belmont, Low Grange, Cropmark -Belmont, Frankland Wood Quarry Belmont Kepier Grange colliery Durham City, Carville Cropmarks
To protect and improve air, water and soil	✓/✗	✓/✗	✗ ✗	✗ ✗	✗ ✗
	Only the bus fares subsidy	**Air** – Without the Northern	**Air – (?/X)** The Northern	As for option C	As for option C

| resources | option is likely to encourage moderate modal shift which would help reduce the impact of car use on air, water and soil resources. Other options would only tackle congestion in the short term or push it elsewhere on the network. Traffic management and control could serve to increase car use. | Relief road or alternative measures congestion levels throughout the City centre. As a result air quality is likely to decline further at problem areas.

Water – No significant effect on water resources

Soil – Will protect agricultural land and prevent contamination to new areas and /or loss of soil function | relief road should help to alleviate congestion in the short term through Durham City. However, it is uncertain as to how much traffic will be reduced by as to whether the air quality issues in the City Centre will be resolved. More evidence is required to understand the impact of the road on areas with current air quality issues and to communities where no air quality issues currently exist (i.e. Newton Hall, Framwellgate Moor).

As a general principle, the gradual exploitation of new road capacity through improved conditions for car travel will generate similar (if not greater) levels of congestion during peak periods as before.

Provision of new roads may also increase car journeys (number and/or distances), above forecast increase, increasing emissions generally.

Water - The River Wear is meeting WFD targets in terms of chemical quality | | |

			but not ecological quality. The proximity of the road to the water course and drainage route towards the River Wear is likely to increase risk of surface water contamination due to run off from the road. In terms of groundwater, the site is underlain by the Pennine Middle Coal Measures aquifer which is a minor aquifer of low leaching potential. **Soil –** Route of northern relief road would result in the loss of Grade 3 good/moderate agricultural land. Construction and run off from the road may increase soil contamination		
To reduce waste and encourage the sustainable and efficient use of materials	✓/✗	✓	✓/✗	✓/✗	✓/✗
	Options would aim to improve the efficient operation of the highways network but are unlikely even in combination to tackle effectively the congestion issues that Durham City experiences without causing significantly adverse economic effects. May not obviate the need for relief roads	Non provision of a Northern Relief road would avoid creation of construction related waste	Effect depends on the level of secondary materials utilised in construction and whether construction waste generated is recycled	As for option C	As for option C – although the amount of construction waste may be less than route 1 as utilisation of the existing viaduct would remove the need to build a river crossing structure for the new road

Durham City Northern Relief Road

Sources
AECOM Transportation, Durham Relief Road Study: Northern Route, June 2010
Durham City Transport Infrastructure Fund Study 2008
Information in Section 6.3 of LTP3 Appendix (draft)

	Option 1: Alternatives identified in TIF study	Option 2: No Northern Relief Road	Option 3: Durham Northern Relief Road	Option 3a: Northern Relief Road - route 1	Option 3b: Northern Relief Road - route 2
Main implications of option (overview of pros and cons)	Traffic management and control - Could help to reduce congestion at key points in the short term but free flow of traffic may increase car use over time reducing effectiveness of signal controls. No real potential to move trips onto alternative modes so no benefits to be gained in terms of carbon emissions. Will also increase highways clutter affecting townscape character. Workplace charging - Could encourage a small increase in walking and cycling but not likely to have a major impact on	Not providing the Northern Relief road will have obvious positive effects in terms of safeguarding current biodiversity and geodiversity, landscape character, historic and cultural assets, recreational amenity and agricultural land. Not providing the road would also enable greater investment in sustainable transport alternatives or allow developers to contribute better to other needs such as affordable housing etc. However, without the Northern Relief road or any alternative measures, congestion levels will increase on	The Northern Relief road should provide a measure of congestion relief to routes principally through the City Centre. However, further evidence is required as to the level and sustainability of congestion alleviation and other measures that may be needed to sustain road capacity improvements in the medium and long-term Studies indicate that increasing road capacity improves the environment for car travel and enables commuters to shift their routes, times of travel and modes in order to exploit the new capacity, and this, combined with new development can generate similar levels of congestion during peak periods as	As for option 1 but route will take out a greater proportion of the Low Newton Junction local nature reserve than route two. Route 1 may impact on the following heritage assets: • Belmont Kepier Wood, Old Coal Pit • Belmont Kepier wood, Old Quarry	As for option 1 but route 2 will impact on the following: • Brasside Pond SSSI – Condition 100% favourable - The two large ponds in the north of the site occupy flooded clay workings and comprise one of the largest expanses of unpolluted open water in County Durham, other than in reservoirs. They are the most important breeding site for wildfowl in County Durham. • Belmont Viaduct - grade II listed • Belmont, Low Grange, Cropmark • Belmont, Frankland

| | congestion. Workplace charging may discourage uptake of employment in Durham City.

Bus fare subsidy - Could contribute to reducing congestion by encouraging a moderate increase in bus patronage. An increase in bus patronage would have positive environmental effects and may help those on lower incomes access employment.

Congestion charging - Likely to push traffic flows to alternative routes which will only exacerbate congestion problems elsewhere. Option is not likely to increase sustainable travel behaviour significantly. Also as most trips into the city are discretionary congestion charging could dissuade people from visiting Durham in favour of other conurbations. Impacts | roads that are already over capacity or close to reaching capacity.

Increasing congestion levels are likely to:

• Restrict deliverability of development (housing/business) in a sustainable location
• Increase physical difficulties in accessing services, facilities and employment
• Increase traffic related anxieties/stress and reduce sense of safety
• Encourage and discourage active travel
• Decrease air quality
• Reduce economic productivity
• Impact on the attractiveness of the City as a business location and visitor destination
• Increase greenhouse gas emissions by not enabling traffic to flow at optimal speeds | before.

However, the immediate alleviation of congestion and new road link will have some positive effects in relation to:

• Contribution to the viability of new housing development in a sustainable location
• Improved access to employment in Belmont industrial estate for residents in the North of the City
• Improved competitiveness of Durham as a business location (Aykely Heads is a proposed strategic site in the LDF)
• Improved economic productivity
• Propbability that air quality in problem areas is resolved. However, more evidence is required as to the extent that the Northern Relief road would reduce traffic in problem areas and the extent to which air quality would be impacted upon elsewhere i.e. Framwellgate Moor.

Negative effects of the road | | Wood Quarry
• Belmont Kepier Grange colliery
• Durham City, Carville Cropmarks |

	of such are likely to outweigh any benefits gained by revenue increases.		are as follows: • If developers are required to pay for the road this may hamper the provision of affordable housing - Strong need in Durham City • Route of road could increase traffic volumes and thereby undermine sense of safety for residents of Newton Hall and Framwellgate Moor • Route may increase traffic flow issues on the A1(M) at junction 62 • Increase in noise and impingement on recreational amenity (Kepier Frankland wood Low Junction local nature reserve and a number of PROW routes) • Will not encourage sustainable travel behaviour of existing and new residents and may limit investment in sustainable transport infrastructure/improvements • Option is focused toward car users/owners only • Increase greenhouse gas emissions - relationship between road supply and increase in vehicle miles travelled. Road construction and maintenance will		

		increase energy use. The speed of the road may also increase emissions in the County. • Loss of biodiversity and will increase levels of disturbance to species and will impact particularly on Brasside Pond SSSI, Low Newton junction local nature reserve, BAP priority habitat including lowland heathland, ancient woodland and a pond • Transects an area of high landscape value, greenbelt and undermines the strategy for the river valley which is to conserve it. • A number of sites of historical and cultural interest exist within the vicinity of the route and one route would aim to utilise the Grade II listed Belmont Viaduct which may adversely affect the integrity of the structure • Either route of the road will need to cross the River Wear which may increase risk of surface water contamination and risk of pollution run off generally which could also affect surrounding soil quality. The route would also result in the loss of grade 3		

			good/moderate agricultural land.		
Any sub-county variations to take into account	Central Durham - Different options would have different impacts. Only the bus fare subsidy option would have all round positive benefits	Central Durham • Increase in congestion, particularly in the City centre • Threat to future deliverability of development • Safeguarding of natural assets and resources	Central Durham •Alleviation of congestion in the City Centre, at least in the short-term (extent needs to be determined) •Provision of infrastructure to serve development and growth (housing, Aykley Heads) •Potential to reduce opportunity for investment in other areas of need •Impact of new road on communities and the environment (including historic environment) •Threat to function of defined greenbelt •Impacts to A1(M)	Central Durham •Alleviation of congestion in the City Centre, at least in the short-term (extent needs to be determined) • Provision of infrastructure to serve development and growth (housing, Aykley Heads) • Potential to reduce opportunity for investment in other areas of need • Impact of new road on communities and the environment (including historic environment) • Threat to function of defined greenbelt • Impacts to A1(M)	Central Durham • Alleviation of congestion in the City Centre, at least in the short-term (extent needs to be determined) • Provision of infrastructure to serve development and growth (housing, Aykley Heads) • Potential to reduce opportunity for investment in other areas of need • Impact of new road on communities and the environment (including historic environment) • Threat to function of defined greenbelt • Impacts to A1(M)
Suggested mitigation	Discount alternative options other than Bus fare subsidy for the reasons outlined above.	Congestion is an issue that needs to be tackled. Not providing a relief road or any other measure is not going to address the growing	It is suggested that further modelling of other non-road alternatives are undertaken for example, bus fare subsidy of the Park and Ride System at peak periods. This	As for option 1	Route 2 should be avoided due to greater anticipated impact on biodiversity and heritage

		issue.	modelling should be coupled with further modelling of the roads to understand what impact on potentially reducing congestion the roads could have. Further modelling will also need to be undertaken to establish the impact of housing and business growth options on congested routes to determine better the actual need for / effects of relief roads. Biodiversity - Route of the road should aim to avoid the SSSI. Where road construction and use will result in the permanent or temporary damage of habitats, directly or indirectly, on or off site, developers should be required to contribute to a net biodiversity gain in the County by ensuring that any habitat loss is compensated for in the locality. Measures to reduce disturbance to species should be adopted and a full ecological survey should be undertaken prior to commencement of works. An		

			Environmental Impact Assessment will be required. Landscape – Road funding should ensure landscape improvements in the areas surrounding the road are implemented in accordance with priorities in the County Durham Landscape Strategy. Channelling resources to wider landscape conservation / enhancement schemes as compensation for long-term impact of road should be considered. Heritage - Measures to safeguard heritage assets within vicinity of the route should be undertaken. Full archaeological surveys to be undertaken prior to construction and impacts of vibration etc on assets to be assessed and mitigated. Hydrology - Use of SuDS to be incorporated into construction scheme to allow natural drainage, filter pollutants and alleviate flood risk. Health/recreation - Design of road, road surfacing, screening and bunding etc to		

			ensure that noise levels are within acceptable levels. Any loss of recreational amenity in the locality through severance of PROW should be compensated for. Reducing traffic growth - If the Northern Relief road is to go ahead maximum benefits should be gained in ensuring that sustainable transport infrastructure is incorporated into the relieved and new routes - for example improvements to bus priority measures for the Park and Ride Scheme. A longer-term integrated transport strategy for the Central Durham area is needed to direct the management of demand for travel and transport and to maintain accessibility levels. Opportunities should also be sought to enhance sustainable travel through the City centre e.g. Increased pedestrianisation, provision of cycle/bus lanes on Milburngate bridge etc Reduction in investment for other needs - A well		

			researched Community Infrastructure Levy for Durham City will need to be drawn up.		

Recommendation and reasoning	*(The recommendation covers the options in this table, and the subsequent table where the appraisal of the Western Relief Road and both roads in combination are presented.)* It is recommended that more evidence should be gathered to inform the level of need for either one or both relief roads. In particular, further modelling should be undertaken to establish: - What level of congestion relief will be provided by the road(s)? - To what degree does traffic need to be reduced by to resolve air quality issues and will the roads achieve this? - What will happen to congestion/air quality elsewhere in the City through the provision of the new routes - particularly in relation to provision of the Northern Relief Road which may direct more traffic through Newton Hall and Framwellgate Moor - How will the Northern Relief road impact on the A1(M) particularly at junction 62? - What impact would anticipated housing and business growth have on the current and proposed road network? - Impact of other alternative, currently untested measures on congestion - for example subsidising of Park and Ride scheme during peak periods This information is being prepared for the draft County Durham Plan Core Strategy and has not been available to inform the development of County Durham LTP3. The provision of the roads is a measure to alleviate congestion and support development and should not be viewed as a permanent fix to Durham City's congestion problems. Studies have shown that there is a strong two way relationship between road supply and demand and expanding route capacity triggers 'triple convergence' in which drivers shift their routes, times of travel and modes in order to exploit the new capacity thereby generating similar levels of congestion during peak periods as before. (Cervero, Hanson 2000) As a result, a range of other alternative measures (including more specific bus subsidy measures - bus subsidy scored most positively out of all the options considered by the TIF study) should be fully tested first to ensure that the need for new roads can not be obviated through traffic reduction. Secondly, if it is found that the relief road(s) are required then these should be complimented by equally attractive sustainable transport alternatives to help to ensure the mid to long term alleviation of congestion in Durham City. This may have implications for the number of relief roads that can be built due to available funds to support both building of a

	road and improvements to sustainable transport measures/infrastructure. Of the proposed relief roads, preference should be initially given to the Northern Relief road as this would have the greatest effect in directing traffic away from routes that are already over capacity and associated air quality problems. As these routes are through the City Centre, greater gains could possibly be achieved in terms of maximising upon sustainable transport opportunities of relieved routes. Of the two route options of the Northern Relief road, option 2 should be discounted due to the impact this would have on Brasside Pond SSSI and the greater wealth of heritage assets in the vicinity of the road including the Belmont viaduct which is grade II listed. Significant mitigation / compensation for lost or damaged assets would need to be associated with construction of either road. It will be necessary to ensure that if one or both of the roads are constructed that sustainable travel and associated infrastructure is improved and prioritised on relieved routes and cycle ways, bus lanes and walkways etc should be incorporated alongside the new relief roads. **Overall recommendation:** It is recommended to set new transport infrastructure proposals in the context of an overall integrated transport strategy for each Policy Delivery Area which takes account of existing issues and proposed development and the need to maintain accessibility and improve sustainability of the transport system in the longer term. This may only be possible to develop as part of the County Durham Plan Core Strategy and/or subsequent Development Plan Documents, when proposals for development have been defined in nature, scale and location, and when full modelling studies on transport needs and effects of proposals have been conducted. Remaining work on the SEA of this scheme and appropriate consultation will be undertaken when further studies have been completed to inform its possible inclusion as a Strategic Site within the County Durham Plan Core Strategy.				
Residual impacts to take into account	Congestion issues may remain	Congestion issues would remain	• Loss of BAP habitat • Deterioration of landscape value • Loss of protection and possible purpose/function of the greenbelt • Loss of agricultural land • Considerable land take • Loss of local recreational and visual amenity	• Loss of BAP habitat • Deterioration of landscape value • Loss of protection and possible purpose/function of the greenbelt • Loss of agricultural land • Considerable land take • Loss of local recreational and visual amenity	• Loss of BAP habitat • Deterioration of landscape value • Loss of protection and possible purpose/function of the greenbelt • Loss of agricultural land • Considerable land take • Loss of local recreational and visual amenity

		• Potential to dissuade sustainable travel behaviour/increase greenhouse gas emissions	• Potential to dissuade sustainable travel behaviour/increase greenhouse gas emissions	• Potential to dissuade sustainable travel behaviour/increase greenhouse gas emissions

Durham City Western Relief Road and Both Relief Roads

Sources:
AECOM Transportation, Durham Relief Road Study: Northern Route, June 2010
Durham City Transport Infrastructure Fund Study 2008
AECOM Transportation, Durham Relief Road Study: Western Route, June 2010
Information in Section 6.3 of LTP3 Appendix (draft)

	Option D: No Durham Western Relief Road **(Business as Usual Option)**	**Option E: Western Relief Road (Variations in possible detailed line of route are minor so appraisal results cover both)**	**Option G: Both Durham Northern and Western Relief Road**
To improve access to services, facilities and employment for all	✘	✔	✔
	The TIF study indicates that changes in demand will lead to additional pressures on the highway network. Congestion will spread further out from the centre over time, as the centre becomes increasingly congested and trips that have the option to avoid the centre will increasingly choose to do. The provision of a western relief road for Durham City would provide an alternative route to the already congested existing A167 between the A690 and the A691 on the west side of Durham. It would also provide some relief to the A690/A167 junction at Nevilles Cross.	The Western Relief should help to alleviate levels of congestion in the short term which would help the current situation as well as to accommodate travel associated with new housing and employment proposed in the County Durham Plan (LDF). New roadspace created should reduce congestion, to the benefit of buses as well as cars. In order to ensure that benefits to accessibility by public transport, cycling and walking are maximised, complementary measures should be taken on the existing network that is relieved by any new road infrastructure. In addition, measures on the new road	The provision of both relief roads will help to alleviate congestion in the short term. In order to maximise the improvement in accessibility to non-car modes, complementary measures should be taken to ensure they benefit from the increased roadspace provided. This may be in the form of bus priority schemes, pedestrianisation and / or provision of cycling, walking infrastructure to enhance the local network. Any new roadspace created should be part of an integrated transport strategy for the Central Durham Policy Delivery area which forms part of such a strategy for the County. Measures such as the complementary measures suggested above are needed to ensure

	Without the provision of the Western relief road (or any alternative measure), access to services, facilities and employment via the A167 would gradually diminish.	should cater for alternative modes and afford priority to buses. Any new roadspace created should be part of an integrated transport strategy for the Central Durham Policy Delivery area which forms part of such a strategy for the County. Measures such as the complementary measures suggested above are needed to ensure benefits of increased capacity are maintained and demand for increased travel in the long- and short-term is managed	benefits of increased capacity are maintained and demand for increased travel in the long- and short-term is managed.
To promote safe, secure communities	✘	✔	✔/✘
	Without the Western Relief road (or any alternative measure) congestion on the A167 is likely to increase Increased congestion will not enhance a sense of safety and security as physical issues such as crossing roads becomes more difficult.	The Western Relief road would aid congestion on the A167 between the A690 and the A691 on the west side of Durham. As a result the road may help enhance feelings of safety and security to the surrounding communities of North End, Western Hill and Crossgate Moor. The route of the new road is unlikely to impact on the sense of safety of Broompark residents which is the nearest settlement at over 400 metres from the route. The route of the road would also not cause any community severance issues	The Northern and Western Relief road would maximise aiding congestion in the short term on the following routes: -A167 between the A690 and A691 -A690/A167 junction at Nevilles Cross and -A690 crossing at Milburngate Alleviating congestion may enhance sense of safety and security, particularly for pedestrians and cyclists. However, the Northern Relief road could increase levels of congestion and safety and security issues to a greater number of residents, namely Newton Hall and Framwellgate Moor. The Northern relief road may also affect congestion on the A1(M) at junction 62 due to increased traffic flows from the North West of Durham utilising the relief road to access the A1 to go South. This may incur safety issues at the junction.

To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✓/✗	✗	✗
	Non provision of a Western Relief road (or any other measure) will not address the congestion issues in Durham City which can impact on air quality and associated respiratory health. Increased congestion can also increase stress levels. Congestion can however, both encourage and discourage active travel behaviour	As Broompark and other individual properties are less than 1km from the proposed route noise levels may impact on health and wellbeing. The route may also impinge on the recreational amenity of Broompark picnic site and severs two cycle paths: Lanchester Valley Railway Path is a designated Countyrside Cycle Route. This cycle route also forms part of the Sustrans National Route 14 (Consett to Haswell) and Three Rivers routes. Another cycle path is located along the A691. There is also one track, three public bridleways and two public footpaths that will be affected by the route of the road	Provision of the relief roads may not encourage active travel and will impinge on recreational amenity. Noise may also affect residents particularly in relation to the Northern Relief road. More evidence is also required as to the impact of the road on air quality and whether the road may result in moving air quality issues closer to a greater number of households
To reduce the need to travel and promote sustainable transport options	✓/✗	✗	✓/✗
	Non provision of a Western Relief road (or any other measure) will not address the congestion issues in Durham City. Congestion can both encourage and discourage sustainable travel behaviour. Encouragement can come in the form of reduced journey times of sustainable modes whereas discouragement can come in the form of increased safety concerns regarding walking and cycling due to increased traffic volumes. Increased congestion in Durham City may impact on the deliverability of development in the City deemed as a	The Western Relief Road should provide a measure of short-term congestion relief which may help to support the deliverability of new development in Durham City which is a sustainable location in terms of reducing the need to travel to access services, facilities and employment etc compared to other locations in the County. However, provision of the road is not likely to encourage sustainable travel behaviour of existing and new residents (studies show that there is a strong two way relationship between road supply and an increase in vehicle miles travelled). In the mid to long term	The provision of both relief roads will maximise short term reduction in congestion at Durham's hotspot areas which may help to support the deliverability of new development in Durham City which has been identified as a sustainable settlement due to access to services etc. As a result serving development in Durham City will help to reduce the need to travel as opposed to providing infrastructure to serve development in other parts of the County. However, provision of both roads is unlikely to reduce traffic growth related to any new development. Studies show that there is a strong two way relationship between road supply and an increase in vehicle miles travelled and in the mid to long term congestion levels are also

	sustainable location in terms of 'reducing distances travelled' to access facilities, services and employment compared to other locations in the County Furthermore, not addressing congestion would limit the potential improvement opportunities to sustainable transport infrastructure along the bypassed section of the A167 and links from the A167 into the City centre (For example, improvements to bus priority measures for the Park and Ride scheme)	congestion levels are also likely to increase to similar levels as before due to gradual exploitation of new capacity. Furthermore, provision of the Western Relief road may limit opportunities for investment in alternative un-tested sustainable transport methods/infrastructure.	likely to increase to similar levels as before due to gradual exploitation of new capacity. Furthermore, provision of both roads is likely to eliminate any opportunity for investment in alternative un-tested sustainable transport methods/infrastructure.
To reduce deprivation and support a sustainable local economy	✗	✓	✓
	Non provision of the Western Relief road or any other alternative measure will not contribute to easing growing congestion on the A167. Increased congestion on the A167 could hinder economic productivity of current businesses and could undermine the viability of the City as a business location. (this option does not score as negatively as option B as addressing congestion on the Milburngate Bridge is more of an immediate concern)	In the short term the Western Relief road would help reduce congestion on the A167 (although more evidence to what level is required) A reduction in congestion would serve Durham better in terms of helping Durham to compete with Newcastle/Sunderland etc for businesses to locate to the City. A reduction in congestion will also reduce the restriction in the number of new jobs that can be created in the City and will help to improve current economic productivity.	Provision of both relief roads should help to maximise the alleviation of congestion at key hotspot areas in Durham City. As a result, this will encourage current economic productivity and may encourage further business start up and growth in Durham City as a viable business destination. Provision of both relief roads could aid traffic movement to Aykley Heads as a potential future business district and reduced congestion through the heart of the City Centre could contribute to enhancing tourism/visitor experience. Option will help to alleviate congestion in the short term which will help to improve access to employment by all modes of transport. However, the option is principally focused toward car users as opposed to helping those

			without cars to get around etc However, whilst the roads would support new economic development in the short term, without investment in attractive sustainable alternatives to car travel, congestion is likely to increase and maximise new road capacity in the mid to long term.
To reduce the causes of climate change	✖	✖ ✖	✖ ✖
	Non provision of the Western Relief Road (or any other measure) will not address the congestion problems that Durham City currently has. Congestion does not allow traffic to flow at optimal speeds in terms of CO_2 efficiency (30-45mph) and increased traffic associated with increased development will increase either the distance or length of time that traffic is unable to travel at optimal speeds and therefore greenhouse gas emissions	Provision of the Western Relief road is not likely to encourage sustainable travel behaviour in existing and new residents and is likely to increase greenhouse gas emissions (studies show that there is a strong two way relationship between road supply and an increase in vehicle miles travelled). Provision of the road may also hinder investment in sustainable travel alternatives. Finally, the road construction itself and the operation and maintenance of such requires energy use and thereby contributes to increased greenhouse gas emissions. Construction will also result in the loss of carbon absorption assets (Please note that the Western Relief road is unlikely to be as fast a route as the Northern Relief road so may not generate as much speed related greenhouse gas emissions in	The provision of both relief roads will help to alleviate congestion which should help to allow traffic to flow at optimal speeds. However, the impact on congestion is unlikely to be long term as without complementary sustainable transport investment, congestion will gradually increase again as traffic exploits the new capacity due to improved conditions for car travel. The Northern relief road is also likely to be a fast route which may encourage speeds above 50mph which considerably increases greenhouse gas emissions and is likely to negate benefits of improved flows elsewhere in the City. Provision of both roads is likely to drastically reduce funding opportunities for sustainable transport alternatives which could help to reduce greenhouse gas emissions. Finally, the road construction itself and the operation and maintenance of such requires energy use and thereby contributes to increased greenhouse gas emissions. Construction will also result in the loss of carbon absorption assets

		comparison)	
To respond and enable adaptation to the inevitable impacts of climate change	**0**	**✓/✗**	**✓/✗**
	No significant effects	There are areas adjacent to the banks of the River Browney that the route would need to cross that are classified as Flood Zone 2 (medium Probability) and Flood Zone 3 (High Probability). Historic flooding has also occurred upstream of Aldin Gate Bridge. The inclusion of sustainable drainage measures and other measures may be able to mitigate against flood risk	The route of both roads cross areas of flood risk and mitigation measures such as incorporation of sustainable drainage measures may be required.
To protect & enhance bio- & geodiversity	**✓**	**✗ ✗**	**✗ ✗**
	Non provision of the Western Relief road would protect priority habitats and species and locally designated wildlife sites.	The creation of the Western Relief Road will result in the loss of biodiversity and will increase levels of disturbance to species in the vicinity of the route. In particular the route will impact on the following: BAP Priority Habitat – There are areas of BAP Priority habitat within 50 metres of the route; along the riparian area of the River Browney and a pond is located southeast of Stotgate Farm which will be dissected by the proposed route. Local Wildlife Sites: – Baxter Wood, Local Browney Valley; Bearpark Bog Wildlife Corridor – The route dissects two strips of Wildlife Corridor which has been designated in the Durham Local Plan. The route severs the wildlife corridor	The creation of both relief roads will increase the loss of biodiversity and will increase levels of disturbance to species. Riparian habitat/species and pond habitat species will be impacted upon particularly.

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To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural environment	✔	✘✘	✘✘
	Non provision of the Western Relief road would safeguard a locally designated area of high landscape value, be consistent with local strategy and would protect and maintain the openness of the greenbelt	The route of the Western Relief Road would impact on a designated Area of High Landscape Value in the northernmost section and would impact on the strategy for the Tyne and Wear Lowlands. The strategy for the area that would be impacted by the route of the road is identified broadly as a Landscape Conservation Area. Source: County Durham Landscape Strategy Character Areas 2008

The route also impinges on designated greenbelt and has the potential to effect the visual amenity of residents due to proximity to residential areas | The provision of both relief roads would significantly impact on Durham City's landscape character. Provision would impact on areas of high landscape value and would move away from the strategy fro each area. Provision may also impinge on the reason for declaring the sites as greenbelt and are likely to significantly affect the visual amenity of residents. |
| To protect and enhance cultural heritage & the historic environment | ✔ | ✘✘ | ✘✘ |
| | Non provision of the Western Relief road would protect and safeguard a number of sites of historical and cultural interest within the vicinity of the route | The route of the Western Relief Road may impact on the following sites of historical and cultural interest which are within 50-100 metres of the proposed route:

    Aldin Grange Medieval Bridge (Grade II Listed and Scheduled Ancient Monument) This is not classified as 'at risk' at present. Relley Farm;Medieval Village remains Arbour House farm.

There are additional known archaeology sites located close to the route of the road | The provision of both relief roads would maximise risk to historic and heritage assets identified and may infringe on the setting of the World Heritage Site and damage the historic context of Bearpark Medieval park and Neville's Cross Battlefield |

		Source: Durham County Council GIS and English Heritage, North East Heritage at Risk Register 2010 The route of the road runs through the Bearpark mediaeval park. More importantly, it cuts through Club Lane, which is the route which the monks used to use from Durham to Beaurepaire – the road would sever Beaurepaire from Durham and thus destroy its context. It also runs past the Neville's Cross Battlefield; therefore its development would hamper its interpretation.	
To protect and improve air, water and soil resources	✓/✗	✗ ✗	✗ ✗
	Air – Without the Western Relief road or alternative measures congestion levels along the A167 are likely to increase. As a result air quality along this section of road is likely to decline **Water –** No significant effect on water resources **Soil –** Will protect agricultural land and prevent contamination to new areas and /or loss of soil function	**Air – (?/X)** The Western relief road should help to alleviate congestion in the short term through Durham City. However, it is uncertain as to how much traffic will be reduced by as to whether the air quality issues in the City Centre will be resolved. More evidence is required to understand the impact of the road on areas with current air quality issues and to communities where no air quality issues currently exist. As a general principle, the gradual exploitation of new road capacity through improved conditions for car travel will generate similar (if not greater) levels of congestion during peak periods as before. Provision of new roads may also increase car journeys (number and/or distances), above forecast increase,	**Air – (?/X)** The creation of both relief roads should have the maximum impact on reducing congestion in Durham City. However, more evidence is required as to whether both roads would reduce traffic to the extent where current air quality issues would be resolved and what impact the roads would have on areas where there currently are no air quality issues. As a general principle, the gradual exploitation of new road capacity through improved conditions for car travel will generate similar (if not greater) levels of congestion during peak periods as before and the Northern relief road in particular, will impact on a greater number of households in terms of effect of air quality. Provision of new roads may also increase car journeys (number and/or distances), above forecast increases, increasing emissions generally.

		increasing emissions generally. **Water –** The River Browney is not meeting WFD targets for ecological quality which has been graded as moderate. Chemical quality has not been assessed under the WFD but sampling undertaken in 2008 indicates that chemical quality is good – Source: Environment Agency Interactive Maps. As the route crosses the River Browney and drainage is toward the river the risk of surface water contamination due to run off from the road is likely to increase. In terms of groundwater, the site is underlain by the Pennine Middle Coal Measures aquifer which is a minor aquifer of low leaching potential. **Soil –** The route of the western relief road would result in the loss of Grade 3 good/moderate agricultural land. Construction and run off from the road may increase soil contamination	**Water –** The River Wear is meeting WFD targets in terms of chemical quality but not ecological quality. The proximity of the Northern Relief road to the water course and drainage route towards the River Wear is likely to increase risk of surface water contamination due to run off from the road. The River Browney is not meeting WFD targets for ecological quality which has been graded as moderate. Chemical quality has not been assessed under the WFD but sampling undertaken in 2008 indicates that chemical quality is good – Source: Environment Agency Interactive Maps. As the Western Relief raod route crosses the River Browney and drainage is toward the river the risk of surface water contamination due to run off from the road is likely to increase. In terms of groundwater, both roads are underlain by the Pennine Middle Coal Measures aquifer which is a minor aquifer of low leaching potential. **Soil –** The route of the Northern and western relief road would result in the substantial loss of Grade 3 good/moderate agricultural land. Construction and run off from the roads may increase soil contamination
To reduce waste and encourage the sustainable and efficient use of materials	✔	✔/✘	✔/✘
	Non provision of a Western Relief road would avoid creation of construction related waste Non provision of a Western Relief road would avoid use of primary aggregate resources and would help save associated energy utilised in extraction.	Effect depends on the level of secondary materials utilised in construction and whether construction waste generated is recycled	Effect depends on the level of secondary materials utilised in construction and whether construction waste generated is recycled

Durham City Western Relief Road and Both Relief Roads

AECOM Transportation, Durham Relief Road Study: Northern Route, June 2010
Durham City Transport Infrastructure Fund Study 2008
AECOM Transportation, Durham Relief Road Study: Western Route, June 2010
Information in Section 6.3 of LTP3 Appendix (draft)

	Option 4: No Western Relief Road	Option 5: Durham Western Relief Road (Variations in routes are minor so appraisal results cover corridor area)	Option 6: Both Durham Northern and Western Relief road
Main implications of option (overview of pros and cons)	Not providing the Western Relief road will have obvious positive effects in terms of safeguarding current biodiversity and geodiversity, landscape character, historic and cultural assets, recreational amenity and agricultural land. Not providing the road would also enable greater investment in sustainable transport alternatives or allow developers to contribute better to other needs such as affordable housing etc. However, congestion is likely to spread further out from the City centre over time, as the centre becomes increasingly congested and trips that have the option to avoid the centre will increasingly choose to do. Increasing congestion levels are likely to: • Restrict deliverability of development (housing/business) in a sustainable location • Increase physical difficulties in accessing services, facilities and	The provision of a western relief road for Durham City would provide an alternative route to the already congested existing A167 between the A690 and the A691 on the west side of Durham. It would also provide some relief to the A690/A167 junction at Nevilles Cross. As discussed under the Northern Relief road option, the impact of new road capacity on congestion may be immediate, but not long-term. The level of benefit it provides and its sustainability needs to be tested. However, it is likely to have positive effects in relation to: Contribution to the viability of new housing development in a sustainable location • Improved access to facilities, services and employment. • Enhanced sense of safety to the surrounding communities of North End, Western Hill and Crossgate Moor. • Improved competitiveness of Durham as a business location Improved	The Northern and Western Relief road together should maximise the immediate relief of congestion on the following routes: -A167 between the A690 and A691 -A690/A167 junction at Nevilles Cross and -A690 crossing at Milburngate. However, more evidence is required as to what extent congestion / air quality will be relieved by the roads and whether other alternative measures will not achieve similar results. The side effects of the new roads in diverting traffic to other areas should also be quantified. The immediate alleviation of congestion will support the viability of new development in Durham City as a sustainable location. Particularly, housing sites proposed at mount Oswald's, North of the Arnison Centre and Aykley Heads as a potential strategic employment site. However, provision of both roads on their own without demand management and attractive sustainable travel options will not

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	employment • Increase traffic related anxieties/stress and reduce sense of safety • Encourage and discourage active travel • Decrease air quality • Reduce economic productivity • Impact on the attractiveness of the City as a business location and visitor destination • Increase greenhouse gas emissions by not enabling traffic to flow at optimal speeds However, it is believed that addressing congestion through the City Centre as opposed to the A167 is more of an immediate concern as routes are already over-capacity	competitiveness of Durham as a business location (Aykely Heads is a proposed strategic site in the LDF) • Improved economic productivity • Probability that air quality in problem areas is resolved. However, more evidence is required to establish this. Negative effects of the road are as follows: • If developers are required to pay for the road this may hamper the provision of affordable housing - Strong need in Durham City • As Broompark and other individual properties are less than 1km from the proposed route noise levels may impact on health and wellbeing.The route may also impinge on the recreational amenity of Broompark picnic site and severs two cycle paths: Lanchester Valley Railway Path is a designated Countyrside Cycle Route. This cycle route also forms part of the Sustrans National Route 14 (Consett to Haswell) and Three Rivers routes. Another cycle path is located along the A691. There is also one track, three public bridleways and two public footpaths that will be affected by the route of the road • Will not encourage sustainable travel behaviour of existing and new residents and may limit investment in sustainable transport infrastructure/improvements	reduce the need to / demand for travel by car. New road capacity is likely to be increasingly exploited and in the mid to longer term, may leave Durham City with congestion issues to be resolved. The provision of both roads will maximise significant negative effects in terms of loss to biodiversity, impact to landscape character and purpose of greenbelt, risk to cultural and heritage assets/context and significant loss of agricultural land.

		• Option is focused toward car users/owners only • Increase greenhouse gas emissions - relationship between road supply and increase in vehicle miles travelled. Road construction and maintenance will increase energy use. • loss of biodiversity and increased levels of disturbance to species and impacts particularly on BAP habitats including riparian habitat and pond and three local wildlife sites comprising Baxter wood, Local Browney Valley and Bearpark Bog. The route also dissects two strips of designated wildlife corridor • Route also transects an area of high landscape value in the northernmost section and would impact on the strategy for the Tyne and Wear Lowlands which is broadly defined as a Landscape Conservation Area. The route also impinges on designated greenbelt and has the potential to effect the visual amenity of residents due to proximity to residential areas. • route of the road runs through the Bearpark mediaeval park. More importantly, it cuts through Club Lane, which is the route which the monks used to use from Durham to Beaurepaire – the road would sever Beaurepaire from Durham and thus destroy its context. It also runs past the Neville's Cross Battlefield; therefore its development would hamper its interpretation • The route crosses the River Browney	

	which may increase risk of surface water contamination and risk of pollution run off generally which could also affect surrounding soil quality. The route would also result in the loss of grade 3 good/moderate agricultural land.		
Any sub-county variations to take into account	Central Durham Congestion will spread further out from the centre over time, as the centre becomes increasingly congested and trips that have the option to avoid the centre will increasingly choose to do so. As a result congestion on the A167 and at Neville's Cross junction will worsen, particularly during peak periods.	Central Durham • Immediate alleviation of congestion on the A167 (although to what extent needs to be determined) • Provision of infrastructure to serve development and growth (housing, Aykley heads) • Potential to reduce opportunity for investment of Community Infrastructure Levy in other areas of need • Impact of new road on communities and the environment (including historic environment) • Threat to function of defined greenbelt	Central Durham • Immediate alleviation of congestion on the A167 and in the City Centre • Provision of infrastructure to serve development and growth • Impact of new road on communities and the environment • Potential to reduce opportunity for investment of Community Infrastructure Levy in other areas of need • Threat to function of defined greenbelt
Suggested mitigation	Congestion is an issue that needs to be tackled. Not providing a relief road or any other measure is not going to address the growing issue. Suggest that further modelling of other non-road alternatives are undertaken for example, bus fare subsidy of the Park and Ride System at peak periods. Further modelling will also need to be undertaken to establish the impact of	Biodiversity - Where road construction and use will result in the permanent or temporary damage of habitats, directly or indirectly, on or off site, developers should be required to contribute to a net biodiversity gain in the County by ensuring that any habitat loss is compensated for in the locality. Measures to reduce disturbance to	Measures as outlined under the Northern Relief road and Western Relief road options

| | | housing and business growth options on congested routes to determine better the actual need for a relief road. | species should be adopted and a full ecological survey should be undertaken prior to commencement of works. An Environmental Impact Assessment will be required.

Landscape – Road funding should ensure landscape improvements in the areas surrounding the road are implemented in accordance with priorities in the County Durham Landscape Strategy. Channelling resources to wider landscape conservation / enhancement schemes as compensation for long-term impact of road should be considered.

Heritage - Measures to safeguard heritage assets within vicinity of the route should be undertaken. Full archaeological surveys to be undertaken prior to construction and impacts of vibration etc on assets to be assessed.

Hydrology - Use of SuDS to be incorporated into construction scheme to allow natural drainage, filter pollutants and alleviate flood risk.

Health/recreation - Design of road, road surfacing, screening and bunding etc to ensure that noise levels are within acceptable levels. Any loss of recreational amenity in the locality through severance of PROW should be compensated for.

Reducing traffic growth - If the Western Relief road is to go ahead maximum | |

		benefits should be gained in ensuring that sustainable transport infrastructure is incorporated into the relieved and new routes. Opportunities should also be sought to enhance sustainable travel on relived routes - for example improvements to bus priority measures for the Park and Ride Scheme. A longer-term integrated transport strategy for the Central Durham area is needed to direct the management of demand for travel and transport and to maintain accessibility levels. Reduction in investment for other needs - A well researched Community Infrastructure Levy fro Durham City will need to be drawn up.	
Recommendation and reasoning	*(The recommendation covers the options in this table, and the previous table where the summary of the appraisal of the Northern Relief Road is presented.)* It is recommended that more evidence should be gathered to inform the level of need for either one or both relief roads. In particular, further modelling should be undertaken to establish: • What level of congestion relief will be provided by the road(s)? • To what degree does traffic need to be reduced by to resolve air quality issues and will the roads achieve this? • What will happen to congestion/air quality elsewhere in the City through the provision of the new routes - particularly in relation to provision of the Northern Relief Road which may direct more traffic through Newton Hall and Framwellgate Moor • How will the Northern Relief road impact on the A1(M) particularly at junction 62? • What impact would anticipated housing and business growth have on the current and proposed road network? • Impact of other alternative, currently untested measures on congestion - for example subsidising of Park and Ride		

scheme during peak periods

This information is being prepared for the draft County Durham Plan Core Strategy and has not been available to inform the development of County Durham LTP3.

The provision of the roads is a measure to alleviate congestion and support development and should not be viewed as a permanent fix to Durham City's congestion problems. Studies have shown that there is a strong two way relationship between road supply and demand and expanding route capacity triggers 'triple convergence' in which drivers shift their routes, times of travel and modes in order to exploit the new capacity thereby generating similar levels of congestion during peak periods as before. (Cervero, Hanson 2000)

As a result, a range of other alternative measures (including more specific bus subsidy measures - bus subsidy scored most positively out of all the options considered by the TIF study) should be fully tested first to ensure that the need for new roads can not be obviated through traffic reduction. Secondly, if it is found that the relief road(s) are required then these should be complimented by equally attractive sustainable transport alternatives to help to ensure the mid to long term alleviation of congestion in Durham City. This may have implications for the number of relief roads that can be built due to available funds to support both building of a road and improvements to sustainable transport measures/infrastructure.

Of the proposed relief roads, preference should be initially given to the Northern Relief road as this would have the greatest effect in directing traffic away from routes that are already over capacity and associated air quality problems. As these routes are through the City Centre, greater gains could possibly be achieved in terms of maximising upon sustainable transport opportunities of relieved routes. Of the two route options of the Northern Relief road, option 2 should be discounted due to the impact this would have on Brasside Pond SSSI and the greater wealth of heritage assets in the vicinity of the road including the Belmont viaduct which is grade II listed. Significant mitigation / compensation for lost or damaged assets would need to be associated with construction of either road.

It will be necessary to ensure that if one or both of the roads are constructed that sustainable travel and associated infrastructure is improved and prioritised on relieved routes and cycle ways, bus lanes and walkways etc should be incorporated alongside the new relief roads.

Overall recommendation: It is recommended to set new transport infrastructure proposals in the context of an overall integrated transport strategy for each Policy Delivery Area which takes account of existing issues and proposed development and the need to maintain accessibility and improve sustainability of the transport system in the longer term. This may only be possible to develop as part of the County Durham Plan Core Strategy and/or subsequent Development Plan Documents, when proposals for development have been defined in nature, scale and location, and when full modelling studies on transport needs and effects of proposals have been conducted. Remaining work on the SEA of this scheme and appropriate consultation will be undertaken when further studies have been completed to inform its possible inclusion as a Strategic Site within the County

	Durham Plan Core Strategy.		
Residual impacts to take into account	Congestion issues would remain	• Loss of BAP habitat • Deterioration of landscape value • Loss of protection and possible purpose/function of the greenbelt • Loss of agricultural land • Considerable land take • Loss of local recreational and visual amenity • Potential to dissuade sustainable travel behaviour/increase greenhouse gas emissions • Severance of Beaurepaire from Durham • Impingement on Neville's Cross Battlefield	**Significant:** • Loss of BAP habitat • Deterioration of landscape value • Loss of protection and possible purpose/function of the greenbelt • Loss of agricultural land • Considerable land take • Loss of local recreational and visual amenity • Potential to dissuade sustainable travel behaviour/increase greenhouse gas emissions

New Park & Ride Site on the A690

SEA Objective	New Park & Ride Site on the A690 on the western approach to Durham City
To improve access to services, facilities and employment for all	✔
	Improves accessibility into Durham City by helping to reduce congestion and introducing dedicated bus service into town centre and other key locations within the City.
To promote safe and secure communities	?
	Scheme should help reduce traffic but this may also allow a general increase in speed of traffic. Pedestrian / cyclist improvement linked to the scheme could enable an overall improvement in safety for these vulnerable road users.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✔
	May help air quality by reducing traffic towards the City Centre where air quality is problematic, but still attracts car journeys to reach the Park and Ride site itself. Pedestrian / cyclist improvement linked to the scheme could enable an overall benefit to the promotion of active travel.

To reduce deprivation and support a sustainable local economy	✔
	Helping tackle congestion should benefit the local economy.
To reduce the need to travel and promote sustainable transport options	✖
	Still promotes car travel to reach the Park and Ride site itself. Pedestrian / cyclist improvement linked to the scheme could benefit the promotion of sustainable transport.
To reduce the causes of climate change	✖
	Still promotes car travel to reach the Park and Ride site itself. Pedestrian / cyclist improvement linked to the scheme could benefit the promotion of sustainable transport.
To respond and enable adaptation to the inevitable impacts of climate change	✖
	Large area of hardstanding in the area will increase run-off. There are significant areas nearby that are prone to surface water flooding. SUDS should be incorporated where possible to ensure run-off is safely managed / reduced.
To protect and enhance biodiversity and geodiversity	✖
	County Wildlife sites at Deerness Valley and Lowes Barn are nearby, as well as areas of ancient woodland. It should be possible to mitigate against impact on these sites, but land take will be necessary along with probable removal of hedgerows. This should be mitigated in the design and layout of the site by the use of native tree and hedgerow planting.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	✖
	Will contribute to urbanisation of area on the edge of Durham City. This should be mitigated in the design and layout of the site by the use of native tree and hedgerow planting.
To protect and enhance cultural heritage & the historic environment	✖
	Remains of a Roman road are present in the area and appropriate mitigation should be taken if the site used is in the vicinity of the remains.
To protect and improve water, air and soil resources	✔/✖
	Improved air quality by diverting traffic from the City Centre. Loss of grade 3 agricultural land. Possible impact of run-off during construction and over lifetime of the site. Suitable drainage / run-off management required during construction and for the life of the site.
To reduce waste and encourage the sustainable and efficient use of materials	✖
	New infrastructure, requiring materials and energy.

Summary – Policy Y – New park and Ride Site	
Conclusion	Would add to the existing Park and Ride infrastructure and improve travel options to reach Durham City Centre.
Recommendations	Mitigation of impacts with native tree and hedgerow planting, SUDS, incorporation of improvements to walking and cycling networks / facilities. Should be modelled and incorporated within an integrated transport strategy for Durham City which demonstrates how different measures will work together and with proposed development in the Central Durham area. This may only be possible as the County Durham Plan (LDF) develops and the location and scale of development proposed becomes clearer.
Links with LDF	Links to objective 11 • To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being
Sub County Variations	Applies mainly to Central Durham area, but assists travellers from West and South Durham.
Health Impacts	Positive health impacts may be derived through reduction in air pollution, but could be enhanced by incorporation of improvements to cycling and walking networks.

SEA Objective	Policy ZZ - Belmont Business Park Junction Park Improvements
To improve access to services, facilities and employment for all	✔
	Improves accessibility between A690 and Belmont Business Park, and also into Belmont by: • Signalising junction where westbound sliproad off the A690 meets Broomside Lane into Belmont • Widening junction off Broomside Lane into Belmont Business Park • Increasing capacity of junction (currently mini-roundabout) where Broomside Lane meets road to Gilesgate Moor
To promote safe and secure communities	✔
	Should reduce congestion at peak times on this stretch of road. Improvements to the mini-roundabout in particular should improve safety and risk of accidents. Other improvements do not increase the likely speed of traffic, but should improve overall flow at peak times.
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	✘
	Allows for increases in traffic. Mitigation through the improvement of walking / cycling networks in the area is recommended.
To reduce deprivation and support a sustainable	✔

local economy	Will improve access to Belmont Business Park in line with aspirations of the County Durham Plan which promotes development of the County's economy, with Durham City acting as a key driver.
To reduce the need to travel and promote sustainable transport options	✗
	Allows for increases in traffic
To reduce the causes of climate change	✗
	Allows for increases in traffic
To respond and enable adaptation to the inevitable impacts of climate change	0
	Scale of scheme does not have implications for run-off patterns over and above existing.
To protect and enhance biodiversity and geodiversity	0
	No biodiversity assets in areas where junctions would be modified to increase capacity. Some road verge and hedgerows are likely be lost to allow for carriageway widening, but these are not ancient hedgerows and would be easy to replace as part of the scheme.
To protect and enhance the quality and character of landscape and townscape and promote enjoyment of the natural and built environment	0
	No biodiversity assets in areas where junctions would be modified to increase capacity. Some hedgerows will are likely be lost to allow for carriageway widening, but these are not ancient hedgerows and will be easily replaced as part of the scheme.
To protect and enhance cultural heritage & the historic environment	0
	No heritage assets in the area. Some hedgerows will are likely be lost to allow for carriageway widening, but these are not ancient hedgerows and will be easily replaced as part of the scheme.
To protect and improve water, air and soil resources	✓/✗
	Small scale of development over current road link unlikely to cause changes to water run-off patterns. Some mitigation during construction required.. Affect on air quality will depend on usage of road which is likely to increase with development of Business Park and housing in the Durham area.
To reduce waste and encourage the sustainable and efficient use of materials	X
	Increased infrastructure, requiring materials and energy.

Summary – Policy ZZ – Belmont Business Park Junction Improvements	
Conclusion	Improvements would encompass signalisation of junction where westbound slip road off A690 meets Broomside Lane, widening of junction into Belmont Business Park and increasing capacity of roundabout where Broomside Lane joins road to Gilesgate Moor. The improvements are located in an area which is already largely characterised by road infrastructure and industrial / commercial buildings. Improvements would ease traffic flow and current congestion problems on the stretch of road from the A690 to Belmont Business Park and into Gilesgate Moor / Durham Retail Park. This would benefit further employment and housing development in the area without significant impact on the natural and historic environment or landscape.
Recommendations	Mitigation of impacts with native tree and hedgerow planting, SUDS, incorporation of improvements to walking and cycling networks / facilities.
Links with LDF	Links to objective 11 • To fulfil Durham City's economic potential as a regional economic asset and primary sub-regional centre for business and enterprise, building on its cultural heritage, exploiting its potential as a major retail and residential centre, academic and transport hub and visitor detination • To nurture key growth centres, support an enterprise surge, create the right environment for business development and promote the County as an attractive location for development • To ensure that all members of the community have access to employment, educational, social, sporting, health, recreational and cultural facilities to contribute to their quality of life, health and well-being
Sub County Variations	Applies mainly to Central Durham area, but assists travellers from North and East Durham
Health Impacts	Allows for increased traffic and associated air pollution. There may be some beneficial side-effects through the diversion of traffic from other congested areas. Incorporation of improvements to walking and cycling networks would help to mitigate.

Appendix K – Schedule of Responses

Document reference	English Heritage Specific Comments	DCC Response
Strategic Environmental Assessment – Non-Technical Summary	I note the reference, in Appendix J, to potential schemes such as the Northern and Western Relief Roads and a New Park and Ride Site, and the need to undertake full assessments should they be included in any future three year programme. Cumulative effects have been assessed and capable of mitigation provided that certain steps are taken. These include only considering new road infrastructure when all other options or combinations of options have been found wanting, and ensuring that no loss occurs to biodiversity. I would opine that individual effects can, and should, be similarly mitigated and that loss of or harm to the historic environment should be avoided or minimised, and always fully justified.	Noted
SEA Full Document		
1. Introduction	I support efforts to reduce highway clutter. Signage costs money – the less of it the better whilst still maintaining safety.	Noted
2. SEA and other Requirements	No comments	N/A
3. Assessment Methodology	No comments	N/A
4. Overview of Stage A Scoping Para 4.2.1	Paragraph 4.2.1- sets out the key principles to be incorporated into LTP3. It is noted that water, soil, air and biodiversity are to be 'protected', but impacts on landscape and heritage are simply to be 'considered'. I urge a level of environmental protection for the historic environment and its heritage assets comparable to that for the 'natural' environment in line with PPS1.	Agree – amended to 'Protect and enhance landscape, character and heritage'
Section 4.3	Section 4.3 (A2) deals with the baseline overview. Table 4 sets out the indicators and the future trends without the LTP. We are advised that without the LTP there may be an increased need for road building which could affect the historic environment. With or	Noted – Strategic Transport Routes and other proposed transport routes will be assessed as part of the SEA of the County Durham Plan.

	without the LTP, the quantum of development being proposed through the Durham Plan is almost certainly going to require more road building. The extent to which this may or may not adversely impact upon the historic environment has yet to be assessed.	
Section 4.4	Section 4.4 (A3) deals with key issues and problems. I welcome recognition of the need to maintain/enhance landscape (and townscape?) diversity and sense of place, protect nationally recognised landscapes and the broadest range of heritage asset types.	Noted
Section 4.5	Section 4.5 (A4) deals with developing the SEA framework. Table 6 cross-references the LTP SEA objectives with the topics of the Directive and the NATA sub-objectives. Conservation of the cultural heritage of the County can help sustain the local economy, help reduce the causes of climate change, and make more efficient use of existing built fabric thereby reducing waste. Table 7 sets out the SEA framework. In light of the above, cultural heritage indicators could helpfully be identified that would help achieve the SEA objectives.	Noted – The column in the SEA Framework table is incorrectly named 'indicators' and will be amended to 'sub-objectives'. A detailed list of indicators will be developed as part of final monitoring proposals. Relevant indicators from the guidance note produced by English Heritage – 'Strategic Environmental Assessment, Sustainability Appraisal and The Historic Environment will be utilised and documented within the final SEA report of Durham County Council's LTP3.
Stage B Assessment	Section 5.1 deals with the assessment of LTP3 objectives, applying objectives to goals. I welcome the proposed rewording of LTP3 Objective 12 in Table 9.	Noted
Policy 2	I support the proposed rewording.	Noted
Policy 8	I welcome the acknowledged need for an appropriate/proportionate survey of the heritage significance of the Leamside Line before work progresses on it.	Noted
Policy 11	I welcome the acknowledged need for this policy to have regard to heritage protection/safeguarding. Transport interchanges are most often found in historic town/village centres where conservation designations are invariably plentiful.	Noted
Policy 14	I welcome the view that the quality of our environment and the interest created by heritage assets along walking routes is crucial	Noted

	in encouraging people to use them more.	
Policy 18	I support this policy	Noted
Policy 21	Wide, straight roads encourage motorists to travel faster. Narrow, winding roads and tight corners such as those to be found in historic settlements has the welcome effect of slowing traffic down thereby improving walkability and cyclability. It is an effective form of traffic calming in its own right. Nothing would be lost by merging policies 21 and 22.	Accepted
Policy 28	Has a discernable correlation with Policy 35.	Noted
Policy 35	I support this policy and its recommended strengthening	Noted
Para 5.59.1	Discusses bridge maintenance in the context of climate change. Perhaps more pertinent is bridge maintenance and strengthening in the light of incidences of flooding etc which are not necessarily connected with climate change as such.	Agree – amended to 'the ability of bridges to adapt to extreme weather events should also be considered as an intervention measure as part of routine maintenance and strengthening.
Para 5.63.1	I support the sequential approach to interventions that encourages in the first instance softer measures before hard engineering solutions are contemplated	Noted
Para 5.76.1	I support the acknowledged benefits to the historic environment of the various measures identified.	Noted
Section 5.97	Section 5.97 for the most part, and 5.99, concern locations that are historically sensitive and Policy 35 should be very much to the fore in consideration of them.	Agree
Section 5.108	Deals with identified priority interventions in the first three years not linked to a budget head. I support the recommendations in paragraphs 5.108.1 and 5.109.4.	Noted
Section 5.110	Deals with the cross-checking of policies against priority interventions. Paragraph 5.121.1 concerns Policy 35. The LTP is considered to need strengthening in respect of its approach to maintenance in order to reduce impacts on biodiversity. I would contend that the approach should be strengthened to similarly reduce impacts on the historic environment too.	Agree – amended to include reference to the historic environment in respect of maintenance measures
Section 5.122	Deals with the cumulative effects of priority interventions. Policy	Noted – This is an oversight albeit cumulative

	35 presupposes that both the natural and historic environment will each be given equal consideration. I am therefore puzzled as to why habitat loss/species disturbance should be identified as a possible cumulative effect of the priority interventions whereas loss or harm to the County's heritage is not.	effects on the historic environment are dealt with in part in terms of identified increase in signage and general highways clutter. Cumulative effects of the priority interventions were not considered to be over and above those relating to the cumulative effects of the policies outlined in section 5.40. The table in section 5.40 included reference to deterioration of historic environment and will be included within table 12 Cumulative effects of priority interventions.
6. Summary and Conclusions	No comments	N/A
7. Remaining Stages of SEA	No comments	N/A
8. Monitoring	Comments provided at the Scoping Stage of the SEA included numerous possible targets and indicators for monitoring the performance of the LTP. I refer you to our earlier letter.	Noted - A detailed list of indicators will be developed as part of final monitoring proposals. Relevant indicators from the guidance note produced by English Heritage – 'Strategic Environmental Assessment, Sustainability Appraisal and The Historic Environment will be utilised and documented within the final SEA report of Durham County Council's LTP3.

Document reference	Natural England Specific Comments	DCC Response
General Comments	The detailed recommendations for policies and priority of options from the SEA should be incorporated into the final LTP3. Many recommendations in the SEA accord with comments that we have provided on the main document, so we have not repeated these in the SEA comments. All comments need to be taken into account and cross checked in relation to both the main document and the SEA/HRA.	Noted
Page 16	The overall methodology of the SEA is clearly set out. However in	Overall the consideration of different strategic

Paragraph 3.7.1	practice there does not appear to have been any assessment on overall strategic alternatives/policy directions in terms of different mix of/priorities goals/policies/funding scenarios that could be followed, the focus instead is on the alternative options for intervention priorities. For example what are the implications from an SEA assessment of giving different piorities / implementation / funding to the six identified goals in the plan (section 5.4 in main document)? This could inform the prioritisation process at the policy level and ensure the most sustainable policy options are adopted for transport in County Durham.	options for the LTP is more restricted than for development plans (spatial plans) as the LTP is very much directed by the national goals and challenges published by the DfT (the goals are required to provide the framework for the LTP) and the spatial plans and other strategies of the local authority in question. Transport schemes are generally developed in a reactive way as solutions to problems / potential problems and flexibility is needed to ensure the best solutions can be found for individual situations. At this time, potential consideration of options is further restricted by the cuts in funding for transport schemes, meaning that there is less money to distribute across the range of transport schemes and solutions that might be needed in different situations. The principle of ensuring delivery against each of the six overarching goals is considered the most important to adhere to. There was a proposal in the draft LTP to concentrate on a "priority" sub-set of goals in a scenario of restricted funding, but the SEA guarded against this, stressing the importance of a holistic approach and delivery across the set of goals. Schemes / solutions that contribute to a number of the goals are therefore likely to be given relative priority. Overall, this should benefit the more sustainable transport scheme proposals. The consideration of strategic options was thus conducted in a broad way by considering the possibility of prioritising / not prioritising across the set of LTP3 goals. For the reasons outlined

		above, it was considered that giving the goals equal priority is the best way forward. This approach was refined at a more detailed level through the SEA's consideration of individual transport interventions, and which of them should be prioritised within the LTP3 programme.
Page 18 Paragraph 3.11.4	Agree with assessment. There is no mention of plans for a railway station at Peterlee in the main LTP3 document.	Noted. Text to be changed to "a new railway station on the Durham Coast Line"
Page 19 Paragraph 4.2.1	We consider this should also list additional issues including add geodiversity to the list of impact of schemes, access to green infrastructure and the encouragement of healthy lifestyles/quality of life issues.	Noted Text to be added in accordance with points made
Page 24 Table 5	Agree with assessment and implications for LTP3. Minor comments: **Inevitable impacts of climate change** – add other climate change adaptation measures as listed in our comments on main document. **Fear of crime** – include safety measures on walking and cycling routes. **Ageing Population** - demand management should be the priority. **Landscape** - suggest replace 'respect' with 'conserve and enhance'. **Richness of ecological assets** - suggest add appropriate avoidance, conservation and/or mitigation measures implemented.	Noted Text to be added in accordance with points made
Page 29 Biodiversity objective	not produce additional disturbance could be added to the list .	Text to be added in accordance with point made
Page 32 Box	agree with recommendation – this accords with the Natural England suggestion that transport policy should aim to deliver net environmental gain and in so doing, ensure that the delivery of economic and societal benefit is not at the expense of the natural	Noted

	environment.	
Page 32 Policy 1	Agree with assessment, recommendations should be included in the main document	Noted
Page 35 Policy 2	Agree with assessment, recommendations should be included in the main document	Noted
Page 36 Policy 3	Agree with assessment, recommendations should be included in the main document.	Noted
Page 38 Policy 4	Agree with assessment, recommendations should be included in the main document. Links to our main comments on the North Pennines AONB could be added.	Noted
Page 39 Policy 5	Agree with assessment as benefits are for the environment as well as users, there is also a clear need to target non users to encourage modal shift. Recommendations should be included in the main document.	Noted
Page 41/42 Policy 8	Agree with assessment but this should also recommend the need for landscape and visual impact assessments where appropriate (and especially in locations close to Durham Heritage Coast and the North Pennines AONB). No reference in this section to Peterlee Station ?	Noted Text to be added in accordance with points made. Potential location of station at Horden is very close to Peterlee. Reference to potential locations of station to be standardised (i.e. to refer to Horden and not Peterlee) in order to improve clarity
Page 45 Policy 11	Agree with assessment, recommendations should be included in the main document	Noted
Page 46 Policy 12	Agree with assessment, we consider that clear targets should be set for carbon reductions for the transport sector in Policy 12 (see comments on main document) and also that adaptation measures should seek benefits for the natural environment. Recommendations should be included in the main document	Noted
Page 49/51 Policy 14/Policy 15	Agree with assessment that better integration of cycling and walking routes with the transport network should be developed, including recognising the role of the green infrastructure network. Recommendations should be included in the main document.	Noted Text to be added to recognise contribution of walking and cycling opportunities for tourism It is considered that the issue of informal cycling

	We would suggest that the cycle network is reviewed as we are aware of informal cycling on and adjacent to protected nature conservation sites. It would therefore be appropriate to look at where formal and informal cycling provision was undermining the conservation objectives of any site and make appropriate arrangements to provide this access elsewhere. The contribution of walking and cycling opportunities for tourism should be recognised.	on and adjacent to protected nature conservation needs to be addressed on a site-by-site basis rather than through a review of the cycle network. Intelligence on problems at specific sites could be gathered and where changes to the formal cycle network would assist, proposals could be put forward for possible inclusion in the LTP programme. Problems caused by cycling on the formal cycle network would be more directly a concern of the LTP.
Page 55 Policy 17	Agree with assessment, recommendations should be included in the main document. Suggest add SUDs to the list of measures	Noted Text to be added in accordance with point made
Page 58 Policy 20	Agree with assessment, recommendations should be included in the main document (particularly relevant to the North Pennines AONB).	Noted
Page 60 Policy 22	Agree with assessment, recommendations should be included in the main document.	Noted
Page 61 Policy 23	Agree with assessment, recommendations should be included in the main document.	Noted
Page 65 Policy 26	Agree with assessment, recommendations should be included in the main document – in line and supplements Natural England comments and suggested priorities in the main document.	Noted
Page 70 Policy 33	Agree with assessment, recommendations should be included in the main document.	Noted SEA comments were considered before the finalisation of the draft LTP – therefore actual text is the same as text suggested by SEA.
Page 71 Policy 35	The recommendations and suggested change to policy need to be amended as no different pre and post assessment. Our comments on section and policy 35 in the main document should be taken into account in the SEA.	Noted Text to be added in accordance with point made
Page 73	Suggest reword - as well as measures which seek to avoid, mitigate or compensate for impacts on the environment.	Noted Text to be added in accordance with point made
Page 74 Habitat	need to refer to avoid, mitigate, compensate.	Noted

loss		Text to be added in accordance with point made
Page 75 Landscape character	Should also include reference to avoid North Pennines AONB and Durham Heritage Coast**.**	Noted
SEA Detailed interventions and Appendices	Time constraints have not allowed full consideration of the information in the detailed interventions section and appendices. Also given the financial constraints imposed by the Governments funding review, i assume that all the proposed interventions will need to be fundamentally reassessed as to their inclusion in the delivery programme. Our comments on the main document have indicated where we consider there are low cost sustainable options. We would recommend that key interventions (derived from the related strategies and other comments) are added for climate change, walking and cycling to ensure full integration into the Plan, and agree with the assessment on natural and historic environment interventions (plus add our main comments).	Noted Text to be added in accordance with point made
Page 117 Paragraph 5.121.1 /5.121.2	Agree with assessment – add landscape and visual impact assessments. Additional potential interventions may result from the consultation exercise and this section may need further assessment as to recommendations for main priorities, alongside the financial review.	Noted Text to be added in accordance with point made
Page 120 Paragraph 6.1	We would suggest that transport schemes should go further than simply no net loss of biodiversity, and should seek net environmental gain (see earlier comments).	Noted
Page 120 Paragraph 6.2	We agree with the additional interventions suggested particularly in relation to climate change adaptation measures, introduction of SUDs, measures to improve access to the natural environment, improving green infrastructure networks, and the need for further ecological and landscape assessment work on proposals.	Noted
Page 121	We have provided suggestions on potential monitoring indicators	Additional information on indicators to be

| Monitoring | in our original response to the SEA scoping report. Impacts on European sites, and nationally important landscapes should also be considered. | included |
| | If we have any further fundamental concerns/comments on the interventions or Appendices I will forward to Ben Dellow as soon as possible for consideration. | Noted |

Document reference	Highways Agency Specific Comments	DCC Response
Not applicable	A clear link should be established between the spatial transport and planning processes to ensure that development is located in the most sustainable locations in the first instance	Noted
Not applicable	Sustainable development of future sites should be facilitated to ensure that any additional traffic demand at the SRN generated by any new development site is appropriately managed so as not to detrimentally impact on the operational performance of the SRN. In so doing, consideration should be given to improvements to public transport facilities, implementation of travel plans, parking management, High Occupancy Vehicle lanes, and car sharing schemes etc in order to manage down demand for travel at the SRN	Noted
Not applicable	Policies in the LTP and in the LDF should be adapted to forthcoming central government aims and objectives to ensure the aspirations of the LDF and LTP are deliverable	Noted
Pages 12 and 13	We wish to reiterate these comments adding that, from our perspective, fully integrating the LTP with Durham's developing LDF is of key importance. Durham's LDF has not yet been published and is not included in Table 2 Relevant Plans, Policies and Programmes	Only existing plans, policies and programmes should be utilised to influence SEA objectives and the subsequent SEA framework used to assess LTP3 policies etc. However, the importance of the LDF to the LTP3 and vice versa is recognised throughout the document
Not applicable	As part of the process of cross-referencing policy documents it is clearly beneficial to our aims of managing the SRN and in terms of the development of sustainable transport if the LDF and LTP are developed together so that a two way integration takes place	Due to the amount of work required to publish the LDF, LTP3 has inevitably been published sooner. However, it is suggested that the emerging LDF will need to take account of the

	so that as well as LTP measures reflecting LDF objectives, LDF interventions are made in full consideration of the transport implications and development is located accordingly	LTP and this will certainly be stressed throughout SEA/SA assessment of the LDF (County Durham Plan)
Not applicable	The document makes reference to integrating within the LDF. It would be welcomed if it is clear that this is a two way process, where LTP objectives can influence the LDF as well as LDF objectives influencing the LTP	Noted – Please refer to comment above