

Durham
County Council



Local Transport 3 Plan

Strategic Environmental Assessment Statement

Local Transport Plan 3

SEA Statement

Contents

1.	Introduction and Background	1-2
2.	Environmental Considerations	2-10
3.	Consultation	10
4.	Reasonable Alternatives	10-11
5.	Monitoring	11-16

Tables

Table 1:	Changes made to LTP3 policies as a result of SEA	3-6
Table 2:	Additions to the three-year programme in the Delivery Plan	6-7
Table 3:	Summary of Comments from Consultees	10
Table 4:	Monitoring Framework	13-16

1. Introduction and Background

The Transport Act 2000 places a statutory duty on the County Council to produce a local transport plan and to keep it under review. County Durham has produced its third local transport plan (LTP3) for County Durham and is the successor plan to LTP2, which covered the 5-year period from April 2006 to March 2011. The Plan was drawn up in accordance with Department for Transport (DfT) guidance on the preparation of third generation local transport plans, issued in July 2009.

LTP3 is in two parts:

A **Transport Strategy** looking at least 10 years ahead, setting out:

- what we hope to achieve over this period in line with our vision and goals
- the main issues facing residents and visitors to the county
- the actions we need to take to achieve our objectives
- our policies in respect of transport provision

A **Delivery Plan** setting out:

- options for the physical schemes and measures (interventions) needed to achieve our objectives
- how we will manage, maintain and improve our transport asset and services
- how we will monitor our performance and measure what difference we are making

LTP3 is also supported by a volume of **Appendices** that sets out in greater detail aspects of the Plan referred to within the Transport Strategy and/or the Delivery Plan.

The structure of the Plan reflects the five 'national transport goals', each of which has a number of related challenges. These goals and challenges were developed by the DfT following a period of national consultation. For this local transport plan, the five goals are complemented by a sixth – 'Maintenance of the Transport Asset' - reflecting the importance we place on a quality transport infrastructure and highway network:

- Support economic growth
- Reduce carbon emissions
- Promote equality of opportunity
- Contribute to better safety security and health
- Improve quality of life and a healthy natural environment
- Maintenance of the Transport Asset

In contrast to the two previous local transport plans LTP1 and LTP2, both of which had fixed 5-year capital expenditure programmes, LTP3 has a rolling programme setting out the following three years in some detail. It will be reviewed and updated when necessary to respond to progress and the level of funding that becomes available through the life of the Plan. Uncertainty of funding levels beyond 2013/14 (Year 3) requires the regular review of interventions in line with any change in priorities.

During the development of County Durham's third Local Transport Plan a Strategic Environmental Assessment (SEA) was undertaken in accordance with SEA Directive 42/2001¹ Article 3 requires that plans are the subject of an environmental assessment where they are likely to have significant effects on the environment. The aim of the SEA Directive is:

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

This document is the SEA statement for County Durham's LTP3 which sets out:

- how environmental considerations have been integrated into the plan or programme and how the environmental report has been taken into account;
- how the opinions expressed in response to the consultation on the draft plan and Environmental Report have been taken into account;
- the reasons for choosing the plan or programme as adopted, in light of the other reasonable alternatives dealt with; and
- the measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme.

2. Environmental Considerations

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

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

¹ Directive 2001/42/EC of The European Parliament and of the Council of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment

Table 1: Changes made to LTP3 policies as a result of SEA

LTP3 policy reference (and amended policy reference in final LTP3)	SEA suggestion	LTP response
Objective: Minimise impacts of transport on the natural environment, heritage and landscape	Add "and seek solutions that seek long term environmental benefit"	No need to add as its there already but now written as "and seek solutions that deliver long term environmental benefit"
Objective: Improve connectivity and access to labour market of major employment centres	Add "safety" to read "Improve connectivity and safety of access to labour market of major employment centres	Safety (both reducing deaths / injuries and reducing crime, fear of crime and anti-social behaviour) is covered by other LTP3 objectives. No need to change policy.
Policy 1 (20) Young people and Children	Add the word "safe" to read: "Improvements to the transport system will always take in to account that it should be as attractive, <u>safe</u> and straightforward for young people and children to use"	Agreed and amended
Policy 2 (21) Less able and older people	Add..."By <u>funding</u> innovative solutions/schemes that aim to bring services and facilities to the resident"	Amended a suggested, but with the word "supporting" instead of "funding".
Policy 3 (1) Corridor improvements	Add wording to policy to read: "An Integrated Route Management approach will be taken, on a priority basis, to improve travel corridors when programmed highway projects can be combined to form a more comprehensive benefits (e.g. <u>economic, social, environmental</u>) <u>along routes: with particular emphasis on improving conditions for non-car users and those who are mobility impaired.</u> " Supporting text – suggest not presenting "utility" journeys, but also recreational journeys as the main focus for support for walking and cycling under LTP3	Agreed and amended With reduced funding utility journeys must be focus of plan
Policy 4 (2) Cross boundary connections	Additions to policy to read: "The County Council will work with neighbouring authorities and transport operators to <u>maintain and enhance the efficiency, value and safety of the two regional transport corridors</u> within the region and beyond as well as <u>make sustainable transport options available</u> . Particular attention will be given to public transport links into the two major urban areas of Tyne and War and Tees Valley <u>as well as</u> ensuring that important transport links and services in the rural west of the	Agreed and rewritten

	County are not ignored"	
Policy 5 (22) Bus Travel	Change to policy text by replacing "...its users." by "all."	Agreed and amended
Policy 6 (23) Public Transport Information	No recommendations	N/A
Policy 7 (24) Bus Partnerships	Recommendation about partnerships consider climate change and weather extremes	Don't need to include anything in LTP3
Policy 8 (28) Passenger Rail	Recommendation about ecological and historical surveys prior to reopening Leamside and on visual and landscape assessments. Recommends mentioning Weardale Line in policy	Surveys / assessments would happen as a matter of course / legislative compliance under EIA. No need for changes. Agreed. Policy reworded to include "...Darlington to Bishop Auckland to Stanhope..."
Policy 9 (25) Community Transport	Background text: Recommendations to explain existing links with Community transport initiatives and influence policies for procuring vehicles.	The Link2 project is now explained in the background text. Community Transport Organisations are independent of the County Council. LTP3 therefore can't insist on specifications for vehicles.
Policy 10 (26) Taxis	No recommendation	N/A
Transport 11 (27) Transport Interchange	Take quality and character etc into consideration... Prioritise improvements to key hubs where sustainable modes can be incorporated	Agreed, but no text changes in LTP3 required
Policy 12 (6) Climate Change and Carbon Emissions	Recommends carbon reduction targets to be included Addition to policy "new infrastructure will also be designed to withstand weather extremes"	Targets are now included in LTP3 (from Carbon Reduction Strategy) Don't agree with addition to policy as design will always be to current standard and who knows what the weather extreme will be
Policy 13 (30) Noise	Add to policy "...vehicle improvements and continued road maintenance.. and improved..."	Generally agree but don't really have any sanction on encouraging vehicle improvements to reduce noise other than fleet so have included the wording " DCC fleet"
Policy 14 (15) Walking	Lengthy text but no particular comments on it	No text changes made in LTP3.
Policy 15 (16) Cycling	Lengthy text but no particular comments on it	No text changes made in LTP3.
Policy 16 (31) Security	Include specific options in policy. Bring out potential actions in the policy ie impact of appropriate lighting	Added to policy text a new final paragraph " Particular attention will be given to the provision of lighting and the need to ensure damage and graffiti is promptly repaired"
Policy 17 (34) Highway Maintenance	Expand Policy with "Maintenance of the highway network will also be require to maximise value to the community and to the network"	Text added now added and confirmed with Geoff Race
Policy 18 (35) Structure / Bridge Maintenance	Recommends that TAMP structure plans should be used to	This is included in surveys and no text is needed to be included in LTP3.

	identify vulnerability to climate changes	
Policy 19 (36) Street Lighting	Suggested addition to the policy wording about reducing fear of crime	Included in Policy 16 so no action here (fear of crime was way down list of factors in recent household survey)
Policy 20 (11) Road Safety	Suggested enhanced rewording of policy	Incorporated - confirmed with Dave Wafer
Policy 21 (12) Speed Management	No change in policy wording required	N/A
Policy 22 (13) Traffic Calming	Recommended that measures could help regeneration and biodiversity and reduce clutter	No text required in LTP3
Policy 23 (4) Network Management	Suggested rewording of the Policy: "... to improve the capacity and efficiency of the highway network"	Agreed and confirmed with Dave Wafer
Policy 24 (14) Powered two wheelers	No changes recommended – SEA simply suggests order of prioritisation in case of funding shortage	No amendment required.
Policy 25 (7) Attitude Change	Link to a policy on Demand Management to set approach to meeting CO2 reduction and curbing traffic growth	Suggests a specific policy on demand management. Confirmed with Dave Wafer and new policy included.
Policy 26 (5) New Road Infrastructure	Reinforces principle of creating new infrastructure as a last resort and must be part of an integrated approach	Agreed and is as stated in policy
Policy 27 (9) Road Charging and Workplace Charging	Comments on the need to avoid introduction of charging in isolation but as a regional approach	No quibble with comments but no further textual addition in LTP3
Policy 28 (29) Public Parking	Suggests commitment to improved parking at interchanges and comment on need for LTP3 to set parking limits in main towns	Durham County Parking Strategy deals with all parking issues and limits. Not up to LTP3 to set limits
Policy 29 (17) Active and Sustainable Travel to School	Change policy to reflect gov spending priorities and that most schools now have travel plans	No change needed as any policy does not need to reflect short term spending availability.
Policy 30 (18) Workplace travel plans	Outdated due to change in Gov's spending priorities	Don't agree - effective traffic reduction measure
Policy 31 (8) Freight	No modification to policy recommended	N/A
Policy 32 (19) Air Quality	Suggests info lacking and recommends integrated transport strategy for Durham sub-areas with Air Quality Management Area activities.	Integrated approach to addressing AQMAs will be taken and subject to detailed traffic and pollution modelling
Policy 33 (32) Rural Areas	Suggest policy on demand management needed	Confirmed with Dave Wafer- policy now included
Policy 34 (3) Electric Vehicles and Charging Points	Careful selection of sites recommended and review policy after 5 years.	No text changes required in LTP3.
Policy 35 (33)	Change policy text to "New	Agreed and additional para included to

Natural and Historic Environment	transport development and maintenance schemes will take into account the need to preserve landscape character. Wildlife habitats and species, air, water and soil resources, and special characteristics of the historic environment as far as possible, and take opportunities to enhance them where appropriate"	ensure screening of emerging project proposals under Habitat Regulations 2010: "Project proposals emerging during the LTP3 period will be screened for the need for Appropriate Assessment under the Habitat Regulations 2010"
Policy (10) (<i>new policy</i>) Demand Management	SEA recommends including an additional policy on demand management	New policy now included to make a total of 36 policies. Note - policies now renumbered to flow in order through the strategy text for each of the 6 goals.

Several changes were made to the LTP3 Delivery Plan as a result of wider consultation on the publication draft. The SEA Directive requires that any significant changes made to the LTP are subject to assessment to identify whether any significant effects are likely and recommend appropriate mitigation measures. The additions made to the three year programme in the Delivery Plan are detailed in Table 2 and the subsequent findings of the SEA will be taken into account in relation to these schemes, particularly where further assessment is required when further detail on the measures become available:

Table 2: Additions to the three-year programme in the Delivery Plan

Economic / Transport Corridors	
A693 Corridor – C11 Oxhill Junction	Improvement of traffic signals to relieve congestion on A693 into Stanley
A693 Corridor – C5 Pelton / Ouston Junction	Signalisation of junction to relieve congestion on the A693
A691 Corridor – Sniperley Roundabout	£500,000 earmarked in year 1 for roundabout improvements
A690 Corridor – C13 Belmont Business Park Junction	£175,000 earmarked in year 1 and £300,000 in year 2 for junction improvements
Whole Town Approach	
Durham City – Bus Station	£30,000 earmarked in year 1 for small-scale improvements
Durham City – North Road	No specific details of schemes are set out (see page 67 of LTP3 Appendices) but £40,000 is earmarked for year 3.
Bishop Auckland – Accessibility Improvements	£20,000 earmarked in years 2 and 3 for small scale improvements
Consett – Bus Station	£25,000 earmarked in year 1 and £200,000 in year 2 for major refurbishment
Consett – Traffic Management	£30,000 earmarked in year 1 for small scale improvements
Stanley – Bus Station	£30,000 earmarked in year 1 for small scale improvements
Seaham – B1404 / B1285 Junction	Improvement of traffic signals to relieve congestion at this

	junction in Seaham
Chester-le Street – Rail Station	£20,000 earmarked in year 2 for small scale improvements
Chester le Street – Parking Control	£30,000 earmarked in year 1 for parking controls
Chester le Street – DDP Scheme	£10,000 earmarked in year 1 and £10,000 in year 2 for small scale improvements
Spennymoor – Accessibility Improvements	£20,000 earmarked in year 1 and £30,000 in year 2 for accessibility improvements

In relation to transport interchanges SEA considered that the improvements to Durham City Bus Station, Stanley Bus Station and Chester-le-Street Rail Station are unlikely to cause significant negative effects, providing other policies in the LTP are adhered to in the course of their planning and implementation. Similarly, improvements to signalisation at junctions at Oxhill (A693), Pelton / Ouston junction (A693) and B1404 / B1285 junction at Seaham are small scale measures to manage traffic flow at existing junctions and are considered unlikely to have significant negative effects. Traffic management in Consett, Parking Control and DDP schemes in Chester le Street and Accessibility Improvements in Bishop Auckland and Spennymoor fall into the same category. Ensuring cumulative impacts due to increased highway clutter on the townscape will be particularly important from the latter group of schemes which has been highlighted through the SEA process.

In relation to the larger schemes, SEA highlighted that further detail is required for North Road in Durham City but as transport measures funded through the LTP will be only one part of a larger scheme, and assessment of the scheme as a whole will be important at a later date, especially given the proximity of North Road to the World Heritage Site and other heritage assets.

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

Improvements to the Belmont Business Park Junction will include signalling the slip road junction off the A690 with the road into Belmont, widening the junction at Belmont Business Park entrance and improving capacity at the mini-roundabout forming the junction into Belmont. SEA of the improvements concluded that no significant environmental impacts are likely from Belmont Business Park Junction improvements.

In addition to the above changes to the Delivery Plan as a result of consultation, further information is included in the LTP3 Appendices document about a preferred, broad location for a new rail station on the Durham Coast Line. Based on the information collected to date, out of seven investigated sites, the Sea View site at Horden is now suggested as the preferred broad potential location. However, this is still in the process of further consultation after which further feasibility studies and assessment will be required. SEA highlighted that Assessment of the scheme under the Habitat Regulations 2010 will need to be incorporated into this process as part of a wider Environmental Impact Assessment.

The list of priority interventions included in the three year programme in the final LTP3 document relate well to the comments made by SEA and are categorised by LTP3 goals as follows:

A stronger economy - priority interventions included in final LTP3:

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

SEA highlighted that named schemes in the three-year programme are considered not to have likely significant impact. In terms of future programmes, the interventions "Implement physical improvements to layouts of key junctions" and "Support use and redevelopment of existing railway assets" have most potential to cause significant impact and the assessment of schemes as they emerge will be important.

Reducing carbon output - priority interventions included in final LTP3:

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

SEA highlighted that named schemes in the three-year programme are considered not to have any likely significant impact, subject to the further assessment of the new station on the Durham Coast Line during the planning and implementation stages of the scheme. The re-opening of rail lines in the future has the potential to have significant impact and the assessment of schemes as they emerge will be important.

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

- Provide / improve walking and cycling routes / facilities
- Driver / motorcyclist training
- Targeted public transport publicity campaigns
- Increase awareness and use of Traveline
- Personal / workplace travel planning
- Accident investigation and prevention schemes
- Continue coverage of road safety / cyclist training
- Targeted road safety publicity campaigns
- Prompt removal of physical effects of vandalism

- Development of Air Quality Management Plan action plan, and implement measures

SEA highlighted that named schemes in the three-year programme are considered not to have likely significant impact

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

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

SEA highlighted that named schemes in the three-year programme are considered not to have likely significant impact

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

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

SEA highlighted that named schemes in the three-year programme are considered not to have likely significant impact

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

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

Named schemes in the three-year programme are considered not to have any likely significant impact. SEA recommended that the maintenance and use of green infrastructure within highways land is worthy of a specific intervention in recognition of its potential to contribute to biodiversity conservation and adaptation to climate change impacts, in particular, flooding. Such an intervention would also be relevant to the “Improve Quality of Life and a Healthy Natural Environment” goal.

3. Consultation

The draft SEA report was consulted on between November and December 2010, and comments were received from English Heritage, Natural England and the Highways Agency. The Environment Agency (a statutory consultee) confirmed that they had no comments to make. Summaries of the comments made from the consultees and the response from the SEA team are shown in the table below.

Table 3: Summary of Comments from Consultees

Summary of comments	How comments taken on board
Highways Agency	
Stresses the importance of links with the County Durham Plan in order to ensure no unacceptable impact on the strategic highways network.	The first three-year programme of LTP3 is considered to include numerous measures to help improve alternative options to private car use which is a means to help reduce traffic issues in general. Policy on Demand Management is now included which highlights need for integration with the County Durham Plan. Integration with the County Durham Plan is being achieved and will influence future iterations of the LTP3 three-year programme of schemes, once the policies within the County Durham Plan are finally adopted
English Heritage	
Various comments to strengthen wording relating to protection and enhancement of the historic environment.	Comments largely included in SEA recommendations to LTP3 team
Reference to English Heritage guidance on SEA which had also been sent in relation to scoping stage consultation	Guidance has informed assessment process and selection of proposed indicators for monitoring effects of LTP3
Natural England	
Various comments to strengthen wording in relation to biodiversity, geodiversity and protection and enjoyment of the natural environment	Comments largely included in SEA recommendations to LTP3 team
Comments on the lack of consideration of strategic options for LTP3	This is discussed in the following section of the SEA Statement

4. Reasonable Alternatives

Through the consultation on the Draft SEA report, a point was raised by Natural England regarding the consideration of strategic alternatives / options for LTP3, and that this hadn't really been done in the plan-making process.

Overall the consideration of different strategic options for the LTP is more restricted than for development plans (spatial plans) as the LTP is very much directed by the national goals and challenges published by the DfT (the goals are required to provide the framework for the LTP) and

the spatial plans and other strategies of the local authority in question. Transport schemes are generally developed in a relatively reactive way as solutions to problems / potential problems caused by other development and trends. Flexibility is needed to ensure the best solutions can be found for individual situations.

At the time, potential consideration of options was 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.

6. Monitoring

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

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

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

- Transport schemes under LTP3 contributing to positive measures / management of listed / registered / scheduled heritage assets:
 - Listed buildings
 - Conservation areas
 - Historic Parks and Gardens
 - Historic Battlefields
 - Scheduled Monuments
- Use of reclaimed materials in road construction / maintenance under LTP3

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

Table 4: Monitoring Framework		
Indicators used to monitor more than one SEA objective (in bold)		
SEA Objectives	Sub-objectives	Indicators
To improve access to services, facilities and employment for all	<ul style="list-style-type: none"> • Improve the affordability of public transport services • Improve access to transport services for the elderly and/or those who are mobility impaired • Improve access to services, facilities and employment for those living in rural parts of the County • Involve the community in decisions regarding local transport services 	<ul style="list-style-type: none"> • % of households with access to outpatients facilities within 30 minutes by public transport and/or walking • Total number of local passenger journeys per year on the local bus network <ul style="list-style-type: none"> ○ of which park and ride ○ of which concessionary fares ○ of which those carried on subsidised services • Annual number of single trips on community transport • Access to post 16 education establishments by public transport within one hour
To promote safe and secure communities	<ul style="list-style-type: none"> • Reduce road traffic accidents and pedestrian/cyclist deaths and injuries • Reduce impact of HGVs on communities • Reduce the fear of crime on public transport 	<ul style="list-style-type: none"> • Number of people killed or seriously injured in road traffic accidents • Number of at-risk motorcyclist participating in Bikewise • Number of at-risk young drivers participating in EXCElerate • Number of cyclists participating in Bikeability • Number of children receiving roadside safety training • Principal and non principal classified roads where maintenance should be considered: suite of indicators • Condition of structures on the principal and non principal network: suite of indicators • Number of category 1 defects to footways • Number of category 1 defects to carriageways
To reduce health inequalities, promote healthy lifestyles and reduce health impacts from transport	<ul style="list-style-type: none"> • Increase and develop local cycling and walking networks • Encourage healthy travel through promoting workplace and school travel plans, and awareness campaigns • Improve accessibility to health facilities, sports facilities and open spaces for informal recreation • Maintain good air quality and improve it where it is a problem 	<ul style="list-style-type: none"> • % of households with access to outpatients facilities within 30 minutes by public transport and/or walking • Air Quality Management Area: suite of indicators on NO2 levels and traffic flows • Number of rights of way improved and changes in usage on public rights of way that have been subject to improvements • Total length of and change in usage of the cycle network • Number of business travel plans

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

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

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