

Local Development Framework Transport Assessments

April 2007



Supplementary
Planning
Document



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Alternative Document Foreword

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Foreword

The purpose of this Supplementary Document (SPD) is to provide further guidance to developers and members of the public as to the nature and content of transport assessments and when such information will be required as part of a planning application submission. SPDs form part of a new system of planning policy documents that is explained in Appendix 1.

Consultation and Adoption

This supplementary planning document has been prepared in compliance with Section 17 (1) of The Town and Country Planning (Local Development) (England) Regulations 2004.

The draft Transport Assessments SPD was advertised within the Local Press, and was published on the Council's Website. Copies of this document were deposited within the Council Offices at Scarborough, Whitby and Filey and in Local Libraries and published on the Council's website. The consultation exercise was carried out 10 November –22 December 2006. The draft Transport Assessments SPD was sent to a wide range of consultees (809 in total), including the various Highway Authorities, Councillors, Parish Councils, hard to reach groups, utility providers and surrounding authorities.

The comments from the 16 respondents were considered and the document amended where considered appropriate. The statement of Consultation, which lists the comments and the Council's consideration of them, is on the Council's Website www.scarborough.gov.uk.

The document was considered by Members of the Planning and Development Committee 29 March 2007 and Members of Cabinet 17 April 2006. The document was adopted by Full Council 30 April 2007

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1 Introduction

1.1 Scarborough Borough Council is committed to promoting more sustainable forms of travel and a greater choice in mode of transport. The purpose of this Supplementary Planning Document is to provide further guidance as to the nature and content of transport assessments and when a transport assessment will be required with the submission of a planning application. A transport assessment will supplement other documents to be produced as part of a planning application, such as Design and Access Statements and Travel Plans. These documents will help to achieve the aims of the Scarborough Borough Local Plan transportation strategy and the Local Transport Plan.

2 National and Local Background

2.1 Government guidance contained within PPG13:Transport states that where a proposed development will have significant transport implications a transport assessment should be prepared and submitted with the planning application. The coverage and detail of such an assessment should reflect the scale and nature of development and the likely transport implications of the proposal. Such assessments assist local planning authorities in assessing the sustainability of a proposed development and provide a basis for discussion of details of the scheme. Early discussion between developers and the local authority is essential in order to clarify whether transport impacts and proposals will be acceptable. Proposed developments should not be designed and located on the basis that the car is the only realistic transport option available to access the site and transport assessments are a good way of focusing developers on alternative means of travel.

2.2 The Draft Regional Spatial Strategy (RSS) published in December 2005 also emphasises a reduction in travel demand and a shift towards modes of transport with lower environmental impacts. Policy T1 states that local authorities will require development applications to be accompanied by a transport assessment to ensure that the development is appropriately located and serviced. The accessibility standards in terms of origin and destination set out in the draft RSS are included as appendix 2 of this document.

2.3 The prime objectives of the Local Plan Transportation Strategy are as follows:-

- To minimise the need to travel
- Where travel is necessary, to provide for the safe, speedy and efficient movement of people and goods into and out of the town centre, prime holiday destinations and major employment sites
- To minimise the negative impact of transport systems on the local and global environment

2.4 Transport assessments are part of implementing the strategy by encouraging developers to consider access to the site and the variety of modes of transport that are currently or potentially available. Efforts to improve accessibility must be tempered by measures to reduce the harmful impacts of road transport and where practicable to eliminate the need for motorised travel altogether.

3 What is a transport assessment?

3.1 A transport assessment is an impartial and objective report, undertaken by an appropriately qualified and experienced professional employed by the developer, which describes the effects of the proposed development on the local and strategic highway network and considers its accessibility in terms of all modes of transport. The assessment will:

- outline both the positive and negative consequences of the development on the highway infrastructure, both existing and proposed.
- demonstrate that the development will not cause problems for congestion, danger or inappropriate parking in the area.

3.2 The assessment will be a material consideration in determining a planning application.

3.3 The scale and likely transport implications of a development will affect the level of detail required within the transport assessment. For small schemes the transport assessment may simply outline the transport aspects of the proposed development and may be succinct. For more major proposals the level of detail will be much greater and more technical. Early discussions between the developers and local highway authority will be required in order to determine the scope of the assessment. A non-technical summary will be required in order that the assessments are easily understood by members of the general public.

3.4 The transport assessment process is shown in Fig.1. In all cases it is recommended that a two stage approach is adopted, since experience has shown that this can lead to a speedier acceptance of the Transport Assessment:-

- Stage 1 – establish the scope of the study, agree basic assumptions and confirm those areas of the study which are/are not needed with the appropriate local authority officer, who will seek to deal with your request promptly
- Stage 2 – prepare the transport assessment, demonstrating how accessible the development is by all modes of transport and its impacts

4 When is a Transport Assessment required?

4.1 As a guide, the following table sets out the minimum gross floor area (GFA), above which the Council would expect a planning application to be supported by a transport statement / assessment.

Type of development	Transport Statement (GFA/units) ⁽ⁱ⁾	Transport Assessment (GFA/units) ⁽ⁱⁱ⁾
Food retail	250sqm	800sqm
Non-food retail	500sqm	1000sqm
Office B1	1500sqm	2500sqm
Industry B2/B8	3000sqm	5000sqm
Residential	50units	80units
Other	60+vehicle movements in any hour ⁽ⁱⁱⁱ⁾	

Table 4.1 Minimum Gross Floor Areas when Assessments will be Required

4.2 In addition to the detailed consideration of other modes of transport, the transport assessment must consider (as a broad guide) any link or junction where total flows and/or individual turning movements are likely to be increased by 5% or more during any individual hour. In locations where, in the opinion of the Council, problems are already being encountered a smaller percentage may be considered a material concern, and therefore may also require investigation.

4.3 In cases where the above trigger levels are met, but the proposed development contains little or no car parking, a transport statement /assessment would still normally be required to consider in detail access by foot, cycle or public transport.

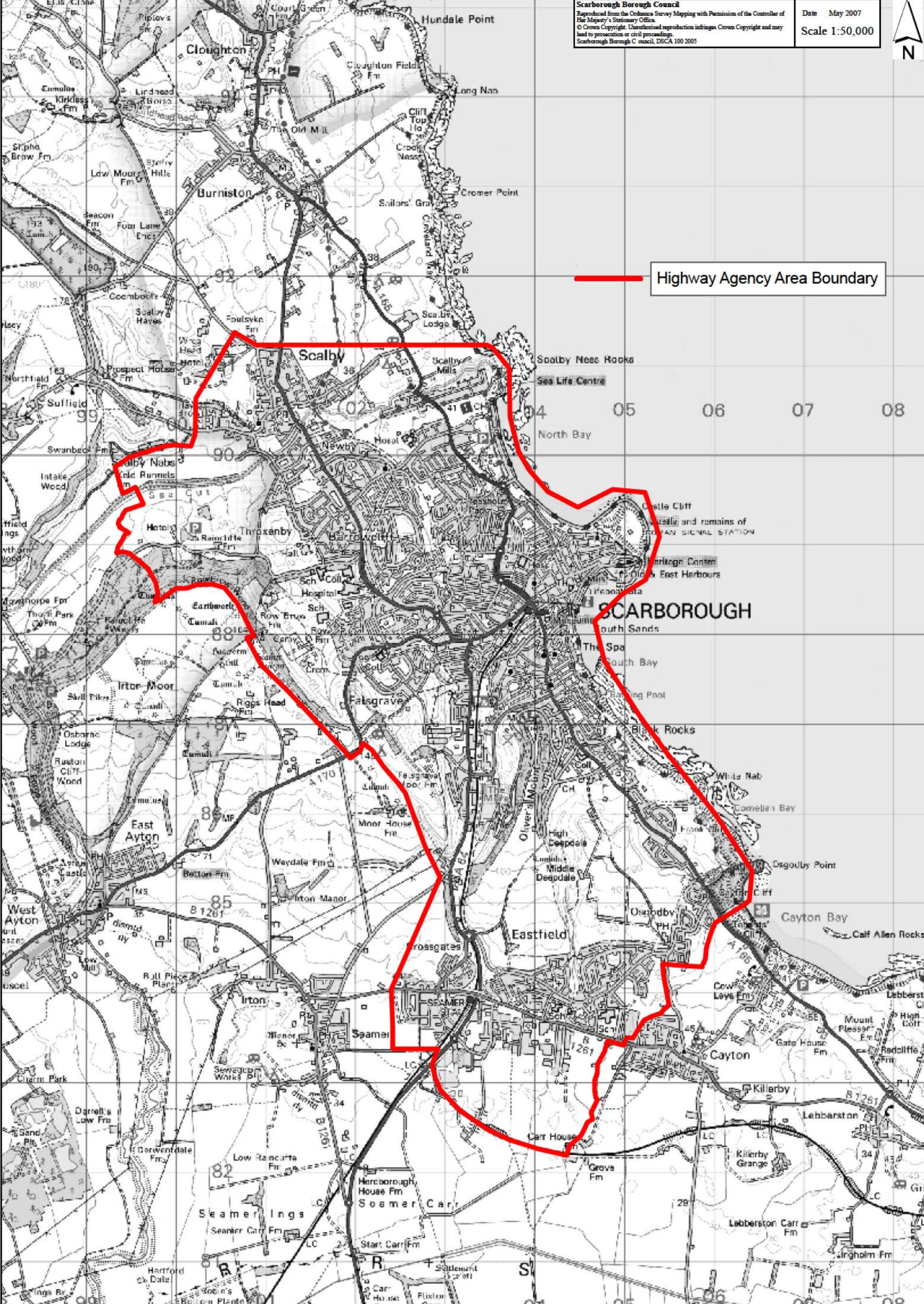
4.4 It should be noted that the Local Planning Authority reserves the right to request a transport assessment in other instances especially where the location and/or type of the development is/are particularly sensitive.

ii The Thresholds above are a combination of the figures used by the County Council and the Highways Authority
 i The Thresholds above are a combination of the figures used by the County Council and the Highways Authority
 iii The '60+ vehicle movements in any hour' is not an average, it is a threshold to cover peak vehicle movements, so that if the development causes periodic steep rises these can be analysed

5 Who Should I Consult?

5.1 Transport assessments should be prepared in consultation with the relevant highway authority(ies) in order to ensure that they include all the relevant information and to ensure that they comply with both national and local transport strategies. Within Scarborough Agency area, Scarborough Borough Council act as the local highway authority whereas in other parts of the borough North Yorkshire County Council performs this role (see Map 1). If the development has the potential to impact on the A64 (the only Trunk road in the Borough), the Highways Agency is consulted.

5.2 Developers / applicants should carry out discussions in relation to the likely requirement for a transport assessment early in the application process prior to the submission of a planning application.



Highway Agency Area Boundary

6 What should a Transport Assessment include?

6.1 The content of a transport assessment will depend on the size, nature, complexity and location of a development. It is recommended that pre-application advice is sought to confirm the scope of any transport assessment.

6.2 Smaller developments, at or around the lower trigger levels laid out above, will usually only require a simple transport assessment, known as a 'Transport Statement' to show the following details, and these can be provided in a letter form:-

- How accessible the development is by all modes of transport
- Whether the site access can accommodate the predicted level of traffic
- Transport impact mitigation measures
- What measures can be undertaken to encourage ^(iv) travel by walking, cycling and public transport

6.3 Larger developments, and/or those in critical locations, which require a full transport assessment may also be required to investigate road links and junctions remote from the site that might be affected. This may also cover rail links. Where possible these should be agreed in advance. The following elements should be included within a transport assessment:-

- **Executive Summary** – to be written in a non-technical manner that the general public can understand the report
- **Introduction** – to include a summary of the development of the site in terms of proposed floor area, site composition, existing/historic use(s) of the site and the current traffic generation. The site location should also be described in relation to the local, and where necessary the strategic, highway network.
- **Policy Framework** – a summary of the relevant local and national policies which shape the priority and focus of the transport assessment. Compliance with the Local Plan Transportation Strategy and Local Transport Plan should be demonstrated.
- **Existing Highway Conditions** – a description of the existing highway layout in relation to the proposed development. Existing traffic flows for both vehicular traffic and pedestrians should be included for all critical periods. Existing facilities for cyclists, pedestrians, street furniture, etc. should be detailed along with details of public transport services and infrastructure. Existing and committed park and ride schemes should also be included. Any committed highways works and developments in the vicinity should be described and how such works will alter the existing conditions. Such information will establish the 'base-traffic conditions'.
- **Trip Generation** – to determine the potential traffic generation of the site, not just in terms of car generation but also potential numbers of pedestrian, bicycle and public transport users so that the infrastructure adequacy for all modes of transport can be assessed. This section should also include details of comparable sites, justification for parking provision,

iv Note the requirement to actively encourage, not just cater for existing demand, or to make safer

justification for modal share assumptions and details of service vehicle demands. It is expected that in relation to the strategic highway network (Trunk Road) the 85th percentile trip rates will be utilised. The data form should be based on nationally-recognised data i.e. TRICS.

- **Future Traffic Conditions** – should describe how the ‘base-traffic conditions’ are modified to reflect traffic growth and altered to reflect the impact of the proposed development, for example base flows + other committed development + growth + network changes + new development traffic. In all cases growth assumptions must be justified even if growth is 0%.
- **Vehicular Impact** – to describe the calculations required to establish the capacity of links and junctions, proposals for mitigating improvements if necessary and ways to ensure that accident problems are not exacerbated. Servicing, parking, and manoeuvring within the site must also be considered. The use of airports, railways and waterways for freight transport purposes is particularly encouraged at appropriate sites, as this avoids unnecessary use of the public highway network. Air quality, noise and other transport related environmental issues should be discussed at this stage. Regarding the strategic highway network, the percentage impact of the development should be considered through industry standard software.
- **Pedestrians** – to describe how direct pedestrian routes to/from/within the development link with the surrounding residential/business/shopping areas, public transport facilities and other attractions through isochrone maps. The suitability of routes should be considered, especially for the less mobile. The report must show how conflict with vehicular traffic will be mitigated (which might include speed reduction measures) and severance created by roads/railways/ rivers etc addressed. The internal site layout must be designed to encourage walking. There should also be consideration of personal safety issues and disabilities. Maps should indicate where potential demand will come from, and illustrate how the desire lines will match the route provided.
- **Cyclists** – to describe how bicycle access to/from/within the site will be provided and the adequacy of direct links between the development, the local road network and existing/proposed bicycle routes through isochrone maps. Provision/enhancement of bicycle routes should be considered. A description of facilities for cyclists within the site should also be included which considers security and sanitation facilities. Maps should indicate where potential demand will come from, and illustrate how the desire lines will match with the route provided.
- **Pedestrians/Cyclists Requirements** - Walkers and cyclists share common needs, looking for networks that are: Connected (i.e. not ending in a cul-de-sac), Convenient (not requiring long detours), Comfortable (not on broken paths), Convivial (pleasant and welcoming) and Conspicuous (clearly signposted but also logical).
- **Public Transport** – to describe the level and frequency of public transport services at different times of the day and week and what improvements should be made in terms of access to the development site, including routes (timetable and location) and the location of stops. Catchment areas must be represented as distance/time isochrone maps produced using either PTAMS or Accession software using appropriate assumptions. Discussions with existing local bus operators are essential to establish whether a sustainable service can be provided with or without subsidy.

- **Vehicles** – to undertake and describe capacity calculations at critical junctions and on the road network and mitigation proposed if necessary. This should include details of all infrastructure improvements, including alternative design options considered, traffic management options considered and reasons for not progressing any of the alternatives. Any departure from design standards should be identified and justified. This should include clear presentation of results showing existing and future levels of traffic flows, queue lengths, ratios of flow/capacity, reserve capacity, impact on public transport.
- **Emergency Access** – to consider and comment on the accessibility of the development to the emergency services, in particular the Fire and Rescue Service.
- **Road Safety** – A Road Safety Audit will be required in many cases where changes are being made to the public highway, or where significant lengths of new roads are being constructed. Such an audit should include an assessment of accident records and details of proposals to improve safety. The Council can offer further advice on this requirement
- **Conclusion** – a realistic summary of the findings of the transport assessment and proposed advantages and disadvantages of the development, clearly detailing and transport measures (including Traffic Regulation Orders) that may be required. This should be written in the form of a non-technical executive summary.

6.4 When considering the above components of the development, it is advised that the assessment of the development is undertaken in accordance with the New Approach to Appraisal (NATA) objectives, which are contained within the 'Guide to Transport Assessments' (Department for Transport, 2007). The NATA objectives are: Environment, Safety, Economy, Accessibility and Integration.

6.5 It is recommended that pre-application advice is sought to confirm the scope of any transport assessment.

6.6 The proposed development may result in the need for a commuted sum towards highway improvement works and public transport facilities, which will be incorporated into a Section 106 Agreement. In cases where the cumulative impact of a number of development schemes results in the need for highway improvement works a proportional sum may be requested. As a result any contributions made by developers will be the subject of a Section 106 Agreement that will prescribe the purposes to which the monies could be used and will be time limited to a period of 10 years. After this time the relationship to the new development and vehicular patterns are likely to have changed and any highway improvement works will no longer principally benefit the development itself. In the event that contributions remain unspent or are not committed to a specific scheme, the contribution will be repaid to the developer. Developers will be notified at the appropriate time to inform them how and where any commuted sums have been spent.

6.7 As the Highways Agency is unable to enter into Section 106 Agreements, the mechanism for providing highway improvements on the strategic highway network is through a S.278 Agreement, which is detailed in the Department for Transport Circular 02/2007.

7 Sustainability Appraisal / Strategic Environmental Assessment

Under the requirements of the Planning and Compulsory Purchase Act 2004 the Council has to prepare Sustainability Appraisals (SA)/Strategic Environmental Assessments (SEA) to accompany documents which appraise the sustainability of the approach proposed. The SA is attached at Appendix 3.

Appendix 1 The Planning System

The new planning system was introduced with the Planning and Compulsory Purchase Act 2004, allows for the preparation of Supplementary Planning Documents to provide guidance to developers and the public on the implementation of planning policy. The new system has changed the way that planning policy documents are produced and the format that they will take. The Regional Spatial Strategy (currently in draft form) is to give a strategic/upper tier of planning guidance covering the region as a whole. At the Borough level, the all encompassing Local Plan supplemented by Supplementary Planning Guidance (SPG) will be replaced by a portfolio of documents known as a Local Development Framework which will include the following:-

Development Plan Documents (DPDs) (subject to external examination)

- Core Strategy – spatial vision and strategic objectives
- Site specific allocations
- Area Action Plans – planning framework for areas of significant change or where conservation is needed
- Other DPDs – thematic documents such as housing, employment, retail, open space, etc.
- Proposals Map – geographic extent of policies and allocations

Supplementary Planning Documents (SPDs) (not subject to external examination) – expand on policies or provide further detail to DPDs

Local Development Scheme (LDS) – programme of document production

Statement of Community Involvement – indicates methods of including the community within the preparation of the various documents within the LDF

Sustainability Appraisal (SA) and Strategic Environmental Assessment (SEA) – appraises the social, environmental and economic effects of plan strategies and policies

Annual Monitoring Report – Monitors progress against the LDS programme and the effectiveness of existing policies

During the interim period of the production of LDF documents the Adopted Scarborough Borough Local Plan will retain development plan status and the policies contained within it will become 'saved' for a period of three years from the commencement of the 2004 Act. Proposals for saving those policies still required for the period beyond September 2007 will be set in place.

SPDs expand on policies within the DPDs or 'saved' policies within the Scarborough Borough Local Plan providing further details and guidance on a range of issues. Such documents will not have development plan status but will exist within the LDF and will be informed by extensive community involvement and the process of sustainability appraisal.

Appendix 2 Draft RSS - Destination Accessibility: Access to Employment and Social Infrastructure Uses

FACILITY SITE LOCATION	EMPLOYMENT	PRIMARY HEALTH / PRIMARY EDUCATION	SECONDARY HEALTH / SECONDARY & TERTIARY EDUCATION	LEISURE AND RETAIL
DESTINATIONS IN... Regional and Sub Regional Centres	5 min walk to bus stop offering a 15 min frequency to a major public transport interchange. Population within 30 min journey time.	Population within 20 min journey time.	Located within 5 min walk of a bus stop offering a 15 min frequency service to a major public transport interchange. Population within 40 min journey time.	Located within 5 min walk of a bus stop offering a 15 min frequency service to a major public transport interchange. Population within 30 min journey time.
DESTINATIONS IN... Extensions to Regional and Sub-Regional Centres	5 min walk to bus stop offering a 15 min frequency to a major public transport interchange. Population within 40 min journey time.	Population within 30 min journey time.	Located within 5 min walk of a bus stop offering a 15 min frequency service to a major public transport interchange. Population within 60 min journey time.	Located within 5 min walk of a bus stop offering a 15 min frequency service to a major public transport interchange. Population within 30 min journey time.
DESTINATIONS IN... Extensions to Principal Service Centres	5 min walk to bus stop offering a 30 min frequency to a major public transport interchange. Population within 40 min journey time.	Local population within 20 min walk. Site located within 5 min walk of bus stop offering local services. Population within 30 min journey time.	Located within 5 min walk of bus stop / 10 min of a rail station. Population within 60 min journey time. Ensure that arrival and departure of PT services coincide with visiting hours / start and finish times.	Located within 5 min walk of a bus stop offering a 30 min frequency service to a major public transport interchange. Population within 40 min journey time.

FACILITY SITE LOCATION	EMPLOYMENT	PRIMARY HEALTH / PRIMARY EDUCATION	SECONDARY HEALTH / SECONDARY & TERTIARY EDUCATION	LEISURE AND RETAIL
<p>DESTINATIONS IN... Nodes in good quality public transport corridors radiating from Regional and Sub-Regional Centres</p>	<p>5 min walk to node. Population within 30 min journey time.</p>	<p>Local population within 20 min walk. Site located within 5 min walk of node offering local services. Population within 30 min journey time.</p>	<p>Located within 10 min walk of a node. Population within 60 min overall journey time.</p>	<p>Located within 5 min walk of a node. Population within 30 min journey time.</p>
<p>DESTINATIONS IN... Rural areas</p>	<p>Located within 10 min walk of a bus stop. Ensure that arrival and departure of services coincide with work start and finish times. Population within 40 min journey time.</p>	<p>Locate within 10 min walk of bus stop. Ensure that arrival and departure of PT services coincide with appointments / start and finish times of schools. Population with 40 min journey time.</p>	<p>Located within 10 min walk of a bus stop. Population within 60 min journey time. Ensure that arrival and departure of PT services coincide with visiting hours / start and finish times.</p>	<p>Located within 10 min walk of a bus stop. Population within 40 min journey time.</p>

Table 2.1 Draft RSS - Destination Accessibility: Access to Employment and Social Infrastructure Uses

Note: 5 minutes walk equals 500 metres

Appendix 3 Draft RSS - Origin Accessibility: Access from Housing (10 or more dwellings)

HOUSING SITE LOCATION	TO LOCAL SERVICES	TO EMPLOYMENT	TO PRIMARY HEALTH/ PRIMARY EDUCATION	TO SECONDARY HEALTH / SECONDARY & TERTIARY EDUCATION	TO LEISURE AND RETAIL
ORIGINS IN... Regional and Sub-Regional Centres	No/size of facilities within 10 min walk	5 min walk to bus stop offering a 15 min frequency to a major public transport interchange. No/size of facilities within 30 min journey time.	No/size of facilities within 20 min journey time.	5 min walk to bus stop offering a 15 min frequency service to a major public transport interchange. No/size of facilities within 40 min journey time.	5 min walk to bus stop offering a direct service. No/size of facilities within 30 min journey time.
ORIGINS IN... Extensions to Regional and Sub-Regional Centres	No/size of facilities within 15 min walk	5 min walk to bus stop offering a 15 min frequency to a major public transport Interchange. No/size of facilities within 40 min journey time.	No/size of facilities within 30 min journey time.	5 min walk to bus stop offering a 15 min frequency service to a major public transport interchange. No/size of facilities within 60 min journey time.	5 min walk to bus stop offering a direct service. No/size of facilities within 30 min journey time.
ORIGINS IN... Extensions to Principal Service Centres	No/size of facilities within 20 min walk	5 min walk to bus stop offering a 30 min frequency service to a major public transport Interchange. No/size of facilities within	5 min walk to bus stop offering a direct service. No/size of facilities within 30 min journey time.	5 min walk to a bus stop offering 30 min frequency service to a major public transport interchange. No/size of facilities within 60 min journey time. Ensure that arrival and	10 min walk to bus stop offering a direct service. No/size of facilities within 40 min journey time.

HOUSING SITE LOCATION	TO LOCAL SERVICES	TO EMPLOYMENT	TO PRIMARY HEALTH/ PRIMARY EDUCATION	TO SECONDARY HEALTH / SECONDARY & TERTIARY EDUCATION	TO LEISURE AND RETAIL
		40 min journey time.		departure of PT services coincide with visiting hours/start and finish times.	
ORIGINS IN... Nodes in good quality public transport corridors radiating from Regional and Sub-Regional Centres	No/size of facilities within 15 min walk. No/size of facilities within 30 min journey time	10 min walk to bus stop offering a 15 min frequency to a major public transport Interchange. No/size of facilities within 30 min journey time.	5 min walk to bus stop offering a direct service. No/size of facilities within 30 mins journey time.	10 min walk to node offering a 15 min frequency service to a major public transport interchange. No/size of facilities within 60 min journey time.	5 min walk to node offering a direct service. No/size of facilities within 30 min journey time.
ORIGINS IN... Rural areas	10 min walk to a bus stop offering at least an hourly service	10 min walk to bus stop offering a service via a major transport interchange. Ensure that arrival and departure of PT services coincide with workstart and finish times. No/size of facilities within max 40 min journey time.	10 min walk to bus stop offering a direct service. No/size of facilities within 40 min journey time. Ensure that arrival and departure of PT services coincide with appointments/ start and finish times of schools.	10 min walk to node offering a 15 min frequency service to a major public transport interchange. Ensure that arrival and departure of PT services coincide with visiting hours/start and finish times. No/size of facilities within 60 min journey time.	10 min walk to a bus stop offering a direct service. No/size of facilities within 40 min journey time.

Table 3.1 Draft RSS - Origin Accessibility: Access from Housing (10 dwellings or more)

Note: 5 minutes walk equals 500 metres

Appendix 4 Sustainability Appraisal

Sustainability Objectives

1. To provide good quality employment opportunities available to all local residents including the young, deprived, disabled and those living in both urban and rural locations.
2. To provide conditions which enable business success, economic growth and investment in both urban and rural locations.
3. To support the tourism industry through the provision of accessible tourist facilities, building on the natural and historic features of Scarborough.
4. To provide lifelong educational opportunities for all local residents, including the young, deprived, disabled, the elderly and those in both urban and rural locations.
5. To promote good physical and mental health through the provision of access to adequate leisure facilities, recreational activities and health services in urban and rural locations.
6. To reduce crime and the fear of crime, particularly through secure by design.
7. To preserve and enhance all aspects of the historic environment and to provide opportunities for all residents to access and understand local cultural heritage.
8. To provide good access for all local residents to key services and facilities so that local needs can be met locally.
9. To provide a transport network which encourages the use of public transport, cycling and walking and minimises traffic congestion.
10. To optimise the use of empty buildings and derelict sites bearing in mind their potential nature conservation value.
11. To provide a good quality built environment, including green spaces, and ensure high standards of sustainable design and construction, including energy and water conservation, waste recycling facilities and sustainable materials.
12. To provide affordable, decent housing in accessible locations to meet the needs of local people in urban and rural locations.
13. To conserve and enhance all aspects of the natural environment and landscape, in particular designated sites and protected species, and provide opportunities for local residents to access and understand these.
14. To conserve and enhance all aspects of the coastal and marine environment, particularly designated sites and fisheries.
15. To protect water, soil and air quality through reducing pollution.
16. To reduce greenhouse gas emissions to mitigate the rate of climate change and ensure future development prepares for climate change.
17. To ensure prudent and efficient use of natural resources and minimal production of waste.
18. To minimise flood risk as a result of new development.

Recording the Appraisal

Each of the aims and objectives of the SPD are assessed against each of the sustainability objectives in order to gauge the effect that the principles of the SPD is likely to have on the move towards a more sustainable environment. The information is recorded in the following way:-

- ++ Significant beneficial/desirable effect
 - + Marginal beneficial/desirable effect
 - Significant negative/undesirable effect
 - Marginal negative/undesirable effect
 - ? Uncertainty over effect
 - D Depends on Implementation
- An empty cell denotes no effect

The Appraisal

The appraisal of this document is shown in the table below.

Sustainability Appraisal 19 January 2007																		
SA Objectives	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Provide greater variety in mode of transport	++	+	+		+			+	++				+		+	+		
Minimise the need for travel	+	+	+		+			+	+			+	+		+	+		
Provide for the safe, speedy and efficient movement of goods and people	+	+	+					+	++			+			+			
Reduce car usage / dependency								++	++				+		++	+		
Increase public transport, walking and cycling	++	+	+		++			++	++			++	+		++	+		
Minimise negative impacts of transport		+	+		+		+	+	++				+		++	+		
Improve accessibility for all	++	++	++	++	++	+	+	++	++		+	++	++					

Table 4.1 Sustainability Appraisal of Transport Assessment SPD

Appendix 5 Further Contacts and Information

Useful References

Transport Issues and Development - a Guide (2003) North Yorkshire County Council.

Guidance on Transport Assessments – March 2007 DLCDG/DfT <http://www.dft.gov.uk>

Circular 2/07 Planning and Strategic Road Network - <http://www.dft.gov.uk>

Guidance on agreements with the Secretary of State Under 278 of the Highways Act 1980 - <http://www.dft.gov.uk>

Further Information

Should you require further information please contact:

Forward Planning

Town Hall

St Nicholas Street

Scarborough

YO11 2HG

Tel: 01723 384406

Email: forwardplanning@scarborough.gov.uk

Further information is also available on <http://www.scarborough.gov.uk/>

To contact the Highways Authority for the site check the boundary of the Scarborough Borough Council Highway Agency Area shown in Map 1 and contact either:

Traffic and Transportation Section, Scarborough Borough Council, Town Hall, St Nicholas Street, Scarborough

Or

Traffic Section, North Yorkshire County Council, County Hall, Northallerton

For development affecting the trunk road, the Highways Agency should also be contacted:

Highways Agency 9E, City House, New Station Street, Leeds, West Yorkshire, LS1 4UR



Scarborough Borough Council
Planning Services
Town Hall
St Nicholas Street
Scarborough
North Yorkshire
YO11 2HG

tel: 01723 232480

fax: 0870 503826

email: forward.planning@scarborough.gov.uk

website: www.scarborough.gov.uk