

- The A66(T) to the South and East of the main urban area serves as one of the key transport links between the Tees Valley to the east, North Yorkshire and Cumbria to the west. (Orange lines on the Plan)

Darlington Borough Council Local Plan & The Strategic Road Network

Purpose

This Statement of Common Ground (SCG) sets out the assessment process and findings of the impact of the proposed local plan allocations on the Strategic Road Network in the Borough of Darlington.

It provides the common position that both Highways England and Darlington Borough Council have reached regarding the evidence base supporting the Local Plan.

Development of the Statement of Common Ground

Highways England and the Council have long established relationships working in partnership to develop and bring forward sustainable development. This is also mirrored in relationships with the Tees Valley Combined Authority [TVCA] who take the lead on strategic transport planning for the Tees Valley.

Highways England and the Council have been working closely in the preparation of the new Local Plan since the initial Strategic Issues and Scoping Consultation in May 2016.

In August 2018, Highways England provided a response to the Draft Local Plan Consultation advising that the plan needed further evidence in order to make it sound.

The response at that point in time was associated with the evidence base supporting the Local Plan being in development and the fact it had not been completed at the time of the consultation.

Whilst no specific concerns were raised regarding the impact of proposed development on the SRN or the principle of the proposed SRN improvements detailed in the Local Plan (Policy IN1: Delivering a Sustainable Transport Network) Highways England identified specific locations that needed further assessment. These were classed as 'Of Concern', 'Of Possible Concern' or 'No Concern'.

Assessment Methodology

The Highways England's response to the consultation informed the ongoing assessment work and collaboration continued. The assessment methodology that was agreed jointly was designed to demonstrate that the traffic associated with the Local Plan did not create substantial harm to the operation of the SRN or that traffic levels generated could be mitigated.

The Council commissioned Transport Consultants (Systra) to develop the assessment methodology and work in partnership with Highways England and their Transport consultants.

The initial phase of the assessment involved a Borough wide traffic model which identified where more detailed assessment maybe required. This identified the following three corridors:

- A66 Corridor from Little Burdon Roundabout to A1(M) junction 57
- A1(M) junction 59 to A66 Little Burdon (A167 and A1150 corridor)
- A68 - A1(M) Junction 58 to Woodlands Road Corridor

Further detailed modelling was then undertaken on each of these corridors to understand the traffic levels, mitigation requirements and potential interventions required along the corridor and other locations within the Borough. These corridors all have interfaces with the Strategic Road Network and as such this detailed modelling work has been developed and tested in partnership with Highways England and their spatial planning consultants Jacobs.

Position Statement

In summary, The Council and Highways England have agreed:

- the approach to developing a transport evidence base.
- the assumptions on the levels of additional trips generated by development proposed within the local plan is reasonable.
- that the overall development proposed would not cause a significant impact on the strategic road network up to 2030 with the outline mitigations identified in **Appendix 1**.
- Agree that further collaboration and review is required to identify possible further mitigations beyond 2030 and that this will be built into the required five year Local Plan review process (as set out later in this statement).

The proposed schemes are promoted through the Local Plan in Policy IN1: Delivering a Sustainable Transport Network, and the supporting Infrastructure Strategy and Infrastructure Schedule and these form the basis of the requirements necessary to conclude the evidence base was robust and that the SRN would be capable of supporting the Plan's development and growth aspirations.

There are other mitigation measures proposed across the Borough as set out in the Council's Infrastructure Delivery Plan but these do not directly impact on the Strategic Road Network.

Outstanding Issues/Further Mitigation

Tees Valley Combined Authority and other partners continue to develop proposals for the Darlington Northern Link Road (DNLR) which is a strategic link between the A1 at Junction 59 and the A66 at Little Burdon. The Local Plan does not rely on this road being developed but it could offer mitigation benefits if it comes forward. Therefore, the status of this proposal will be kept under review and considered in the five year review process.

The five year review process will also review the mitigations identified in **Appendix 1** and identify any further requirements that are considered necessary to ensure that the traffic associated with the Local Plan does not create substantial harm to the operation of the SRN or that traffic levels generated could be mitigated.

Governance Arrangements

The Council and Highways England have existing governance arrangements in place to manage development coming forward that impacts on the Strategic Road Network. This partnership and governance will be continued and developed to manage the infrastructure requirements as development proposals are brought forward.

This Statement of Common Ground will also be reviewed at the time of each local plan review and updated as necessary.

Timetable for review and ongoing cooperation

Proposals are reviewed in detail as they come forward for consideration through the planning process. The Council and Highways England work collaboratively reviewing the impact and identifying the necessary mitigation. This is undertaken on a continual basis.

As required by National Policy (NPPF, Feb 19 Para 33) Policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Reviews should be completed no later than five years from the adoption date of a plan, and should take into account changing circumstances affecting the area, or any relevant changes in national policy.

Assuming adoption in 2021 the Council will therefore be looking to conclude the first review of the Local Plan by 2026 at the latest.

Appendix 1

The Infrastructure Strategy and Infrastructure Schedule contains specific provisions in relation to the SRN. These form the basis of the requirements necessary to conclude the evidence base was robust and that the SRN would be capable of supporting the Plan's development and growth aspirations.

Developer contributions are expected to enable delivery of these schemes in accordance with Policy IN1 C vi. Other funding will be sought from national and local infrastructure programmes. Darlington Borough Council will be responsible for collecting developer contributions. Darlington Borough Council will work in partnership with Highways England to ensure that the level of developer contributions are sufficient to deliver the infrastructure schemes listed below.

The lead organisation is the Highway Authority responsible for the section of highway to be improved. They will be responsible for approving the design and enabling the implementation of these infrastructure schemes.

Ref	Project	Description	Indicative Cost	Potential Funding	Lead Organisation	Indicative Phasing	Status
E6	A66 Morton Palms Roundabout Improvements	Widening of A67 and B6280 approaches to A66 Morton Palms Interchange (SRN)	above 500k -1m	Highways England	Highways England	2020	Complete
E8	Little Burdon left turn filter Lane	Formation of a third lane on the A66 northern approach to Little Burdon roundabout to create a left turn filter lane to A1150.	above 500k -1m	Highways England	Highways England	2020	Complete
E11	A66/Little Burdon Circulatory Upgrade	Increase to three circulatory lanes with one dedicated to A1150 traffic.	TBC (1m -5m)	Developer, Funding Bids -DFT, TVCA, HE	Highways England	2025	Outline Design
E12	A66 Tornado Way Junction Improvements	Widening of A66 exits from roundabout to accommodate two lanes.	TBC (1m -5m)	Developer Funding Bids -DFT, TVCA, HE	Highways England	2025	Outline Design
E14	Neasham Road Improvements Phase 1	Lengthen flare on the Neasham Road approach to the A66 roundabout	TBC (1m -5m)	Developer Funding Bids -DFT, TVCA, HE	Highways England	2025	Outline Design
E15	Blands Corner Improvements Phase 1	Widening of flare on Carmel Road South approach and reconfiguration of existing carriageway to provide a two lane exit on A66 (eastbound)	TBC (500k -1m)	Developer	Highways England	2025	Detailed design
E16	A66 Morton Palms to Little Burdon Dualling	Dualling of A66 between A67 Morton Palms roundabout and A1150 Stockton Road roundabout incorporating new large roundabouts at A667 and A1150	above 5m - 50m	Highways England	Highways England	2030	Outline Design
E18	Neasham Road Improvements Phase 2	Widening of A66 exits from roundabout to accommodate two lanes.	TBC Above 1m – 5m	Developer Funding Bids -DFT, TVCA, HE	Highways England	2030	Feasibility
E19	Blands Corner Improvements Phase 2	Widening the A66 Bridge Road approach to three lanes and associated changes to circulatory carriageway.	TBC Above 1m – 5m	Developer Funding Bids -DFT, TVCA, HE	Highways England	2030	Feasibility
E21	A66 Morton Palms Larger Roundabout	Increased ICD of roundabout. Creation of third lane on A66 southbound approach and two exit lanes on northbound and southbound exits.	TBC Above 1m – 5m	Developer Funding Bids -DFT, TVCA, HE	Highways England	2030	Outline design

Traffic modelling indicated that additional improvements may be required at Junctions 58 and 59 of A1(M). There is a potential issue related to the southbound off slip roads queuing back onto the main carriageway of the A1(M). This will be reviewed though potential mitigation schemes involving signalling the junctions has been discussed. This will be considered through the Transport Assessment process when detailed planning applications are submitted. It is not clear at this time that full signalisation of the junctions will be required.

Other proposed mitigations within the vicinity of the SRN are presented in Table 2 below largely delivered through developer contributions or directly as part of development.

Ref	Project	Description	Indicative Cost	Potential Funding	Lead Organisation	Indicative Phasing	Status
E1	Houghton Road Through-about Improvements (B6279)	Carriageway widening on the approaches and conversion to roundabout with off-set signalised pedestrian/ cycle crossings.	above 1m - 5m	DfT National Productivity Investment Fund (NPIF)	DBC	2020	Complete
E2	McMullen Road DETC (B6279) Junction Improvements	Changes to pedestrian phases and crossing points to remove need for a separate pedestrian phase.	below 500k	DfT National Productivity Investment Fund (NPIF)	DBC	2020	Detailed design
E3	Lingfield Way to DETC (B6279) Link Road	New link road between Morton Way and Tornado Way	above 1m - 5m	Developer	DBC	2020	Complete
E4	McMullen Road / Yarm Road (B6280) Roundabout	Roundabout improvement scheme to provide two lane approaches of four arms and circulatory lane	above 1m - 5m	DfT National Productivity Investment Fund (NPIF)	DBC	2020	Complete
E5	Lingfield Way Traffic Signal Control Junction (B6280)	Traffic Signal controlled junction with two lane approach developed on minor arm and 640m footway/cycleway	above 500k -1m	DfT National Productivity Investment Fund (NPIF)	DBC	2020	Complete
E7	Ingenium Parc Phase 1	Development of a 370m section of industrial access road to serve potential development sites.	above 1m - 5m	TVCA Single Pot	DBC	2020	Complete
E9	Redhall Hall/ Burdon Hill Link Road Access	New link road connecting Redhall with proposed new housing site	above 500k -1m	Developer/ TVCA/DBC	DBC	2025	Outline Design
E10	Burdon Hill Northern Access	New junction onto A1150	above 1m -5m	Developer	DBC	2025	Outline Design
E13	Ingenium Parc Phase 2	Phase 2 access road	below 500k	DBC	DBC	2025	Outline Design
E17	Ingenium Parc Phase 3	Phase 3 connector with Morton Palms Business Park	Above 500k – 1m	DBC	DBC	2030	Feasibility
E20	Burdon Hill Link	Link between A1150 and B6279 Burdon Hill junctions	Above 500k- 1m	Developer	DBC	2030	Feasibility

Highway Mitigation Schemes tested in Local Plan Modelling

