

# Annex 4

## SEA stage B3 and B4 Predicting and evaluating effects of Derbyshire LTP3 and alternatives

## A4.1 Introduction

The information to be provided under Article 5(1), subject to Article 5(2) and (3) is the following:-

Annex I...

(f) the likely significant effects<sup>(1)</sup> on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;

A4.1.1 This stage of SEA and LTP3 development was used to (a) meet the SEA Directive in assessing each of our three LTP3 alternatives, but also (b) as an integral part of the development of our preferred LTP3 strategy. This appraisal was undertaken against an assessment of the likely evolution of the environmental baseline under a without the plan scenario, as reported in Annex 3. The environmental baseline had been comprehensively examined and where possible trends projected forward to 2026 using the environmental topic areas listed in the SEA Directive Annex I (f) through the scoping stage. This resulted in the development of 13 objectives that could be used to appraise the options against and to be focussed on the environmental issues where significant effects were likely. We also used the New Approach to Appraisal methodology as a second process to ensure that we examined the options from two separate directions to ensure that we did not miss any potential environmental effects. Using the appraisal results we were able to conclude that all the three options would provide positive outcomes against most of the environmental objectives, albeit some mitigation would be required for two of these. The results of the appraisal stage is that the best performing strategy from an environmental point of view would be to use the Derbyshire option 1 with the measures for climate change and social improvements from option 2 and 3. This was selected as the preferred Derbyshire LTP3 strategy.

## A4.2 Options to be appraised

### Three Options for appraising

A4.2.1 Within Annex 3, we described the process to develop our alternatives for testing. In summary, these are:-

#### Option 1

This alternative would seek a combination of measures which place an emphasis on the following goals, based on Derbyshire consultations carried out last year:

- **supporting economic growth**
- **better safety, security and health**
- **quality of life and healthy natural environment.**

By 2026, this option would show that we had worked on creating more opportunities for social contact and access to the natural environment to improve community well-being, an improved journey experience, enhancing the street scene in towns and villages, and a protected and enhanced natural and historic environment.

It would show that a clear link between transport planning and local sustainable economic development has helped the economy of Derbyshire in towns and villages.

It would result in safer roads, links with community safety planning for different areas of the county, and more active travel habits, particularly cycling and walking, leading to improved health.

#### Option 2

This option would seek a combination of measures which put an emphasis on the following goals:

- **tackling climate change**
- **supporting economic growth.**

This combination was described as the biggest challenge in the Department for Transport's 'Delivering a Sustainable Transport System.'

By 2026, this option would result in 'smarter' travel choices, with an emphasis on using public transport, cycling and walking, reduced use of the private car, and 'greener' vehicles, with an overall reduced carbon footprint for travel in Derbyshire.

It would show that a clear link between transport planning and local sustainable economic development has helped the economy of Derbyshire in towns and villages.

<sup>1</sup> These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects

### Option 3

This option would seek a combination of measures which put an emphasis on the following goal:

- **promoting equality of opportunity**

Although this goal was not a popular choice in the consultations, it is one which is particularly relevant to Derbyshire. This goal helps disadvantaged people to access services, and is relevant to Derbyshire in terms of rural accessibility, and also in the more deprived urban areas of the county. By 2026, this option would ensure that investment relates to the varying nature of problems in both urban and rural areas, with the aim of reducing inequalities relating to transport.

## Measures we would undertake under each option

A4.2.2 The options we have developed are at a strategic level, in line with the level of planning we are considering for the Derbyshire LTP3. To provide some more certainty of the measures we will and wont be doing, we took the list of measures we identified during the stage to develop the 'without the plan scenario' and examined which of these we would and would not do under each of our options. The master list of measures is reproduced below:-

<b>Maintenance and design</b> <ul style="list-style-type: none"> <li>• Routine maintenance of roads</li> <li>• Routine maintenance of pavements</li> <li>• Routine maintenance of rights of way and greenways</li> <li>• Flooding management</li> <li>• Maintenance of vegetation</li> <li>• Management of the transport asset to support local journeys</li> <li>• Improving the local streetscape through high quality design, use of local materials and multi-disciplinary approach</li> <li>• Removing unnecessary infrastructure</li> <li>• Managing special road verges (biodiversity)</li> <li>• Habitat protection for plants and wildlife</li> <li>• Reducing light pollution</li> <li>• Reducing street lighting carbon emissions</li> <li>• Minimising damage to the environment</li> <li>• Improving public satisfaction with maintenance</li> </ul>	<b>Accessibility</b> <ul style="list-style-type: none"> <li>• Joined up public transport information and branding</li> <li>• Volunteer car schemes</li> <li>• Community Transport Services</li> <li>• More demand responsive transport services e.g. dial-a-bus</li> <li>• Wheels to Work</li> <li>• Getting people to jobs and training</li> <li>• Bringing services to the people</li> <li>• Community rail</li> <li>• Home to School Transport</li> <li>• School Crossing Patrol Service</li> <li>• Making public transport physically accessible</li> <li>• Independent travel training</li> <li>• Improving access to public and green spaces</li> <li>• Equality Impact Assessments</li> </ul>
<b>Vehicle fleets</b> <ul style="list-style-type: none"> <li>• Environmental specification in contracted services</li> <li>• Use of alternative fuels e.g. plug in points for electric vehicles</li> <li>• Low Emission Zones</li> <li>• Sustainable freight distribution networks</li> </ul>	<b>Spatial planning</b> <ul style="list-style-type: none"> <li>• Influencing spatial planning to reduce car use and enable more walking, cycling, public transport</li> <li>• Influencing spatial planning to minimise the impacts of road freight</li> </ul>
<b>Behavioural change</b> <ul style="list-style-type: none"> <li>• Travel Plans for businesses and new developments, including monitoring</li> <li>• School Travel Plans, inc. monitoring</li> <li>• DCC to tackle commuting mileage</li> <li>• Road user charging</li> <li>• Personalised travel planning</li> <li>• Better promotion of existing opportunities for cycling and walking</li> </ul>	<b>Public transport</b> <ul style="list-style-type: none"> <li>• 'Smart ticketing' improved technology for paying</li> <li>• More flexible ways of paying e.g. multi-operator ticketing scheme</li> <li>• Review of supported public transport network</li> <li>• Concessionary fare scheme</li> <li>• Discounted travel scheme – buses and trains</li> <li>• Improvements to public transport services</li> </ul>
<b>New infrastructure</b> <ul style="list-style-type: none"> <li>• Cycling facilities</li> <li>• Walking networks</li> <li>• Green infrastructure – linking up habitats</li> <li>• Infrastructure linked with new housing</li> <li>• Major schemes – congestion and safety:</li> <li>• Major schemes – environmental:</li> </ul>	<b>Accounting/decision-making</b> <ul style="list-style-type: none"> <li>• Best use of resource to reduce carbon footprint</li> <li>• Buy carbon credits to offset unavoidable carbon emissions</li> </ul>
	<b>Economy</b> <ul style="list-style-type: none"> <li>• Encourage the use of local facilities and local businesses</li> <li>• Support tourism growth for specific road users and locations</li> <li>• Support moving freight from road to rail</li> </ul>
<b>Network management</b> <ul style="list-style-type: none"> <li>• Managing events to reduce car use</li> <li>• Dealing with disruption on the roads</li> <li>• Co-ordination of street works</li> <li>• Parking controls</li> <li>• Keeping roads clear in bad weather</li> <li>• Keeping pavements clear in bad weather</li> <li>• Keeping lorries out of villages</li> <li>• Tackling bad parking in rural areas</li> <li>• Better direction and tourist signing</li> <li>• Providing travel information</li> <li>• Improved social contact e.g. reduced traffic levels/ speeds</li> </ul>	<b>Road and community safety</b> <ul style="list-style-type: none"> <li>• Road safety education</li> <li>• Road safety training e.g. cycling and walking</li> <li>• Road safety publicity</li> <li>• Road safety engineering to reduce danger on the roads</li> <li>• Road surfaces that help reduce skidding</li> <li>• Road safety enforcement</li> <li>• Speed reduction schemes</li> <li>• Improved street lighting e.g. waiting areas and crossings</li> <li>• Monitoring and evaluation of road safety measures</li> </ul>

A4.2.3 To assess what measures we would do more or less of against each option, compared to the without the plan scenario, we held a meeting consisting of officers, where each option was considered. The results of this process are given in the table below:-

Measures to address identified challenges	Without the Plan (baseline)	Option 1	Option 2	Option 3
	+1 More -1 Less = Same x Not at all	Supporting economic growth Better safety, security and health Improve quality of life and healthy natural environment	Tackling climate change Supporting economic growth	Promoting equality of opportunity
<b>Maintenance and design</b>				
Routine maintenance of roads	+1	+1	=	-1
Routine maintenance of pavements	-1	+1	+1	=
Routine maintenance of rights of way and greenways	-1	+1	+1	+1
Flooding management	+1	=	=	=
Maintenance of vegetation	=	=	=	=
Management of the transport asset to support local journeys	x	+1	+1	+2
Improving the local streetscape through high quality design, use of local materials and multi-disciplinary approach	-1	+2	+1	=
Removing unnecessary infrastructure	-1	+2	=	=
Managing special road verges (biodiversity)	-1	+1	=	=
Habitat protection for plants and wildlife	-1	+1	=	=
Reducing light pollution	+1	=	-1	-1
Reducing street lighting carbon emissions	+1	=	+2	=
Minimising damage to the environment	-1	+2	=	=
Improving public satisfaction with maintenance	=	+1	=	=
<b>Behavioural change</b>				
Travel Plans for businesses and new developments, inc monitoring	-1	+1	+1	+1
School Travel Plans, inc. monitoring	-1	+1	+1	=
DCC to tackle commuting mileage	-1	+1	+1	=
Road user charging	x	=	=	=
Personalised travel planning	-1	+2	+3	+1
Better promotion of existing opps. for cycling and walking	-1	+1	+1	+1
<b>Vehicle fleets</b>				
Environmental specification in contracted services	-1	=	+1	=
Use of alternative fuels e.g. plug in points for electric vehicles	=	+2	+3	=
Low Emission Zones	=	=	=	=
Sustainable freight distribution networks	-1	+1	+1	=
<b>Spatial planning</b>				
Influencing spatial planning to reduce car use and enable more walking, cycling, public transport	-1	+1	+1	+1
Influencing spatial planning to minimise the impacts of road freight	-1	+1	+1	=

Measures to address identified challenges	Without the Plan (baseline)	Option 1	Option 2	Option 3
	+1 More -1 Less = Same x Not at all	Supporting economic growth Better safety, security and health Improve quality of life and healthy natural environment	Tackling climate change Supporting economic growth	Promoting equality of opportunity
<b>Network management</b>				
Managing events to reduce car use	+1	0	+2	=
Dealing with disruption on the roads	+1	+1	+1	=
Co-ordination of street works	=	=	=	=
Parking controls	+1	+1	+1	=
Keeping roads clear in bad weather	=	=	=	+1
Keeping pavements clear in bad weather	=	=	+1	+1
Keeping lorries out of villages	=	=	=	=
Tackling bad parking in rural areas	=	=	=	=
Better direction and tourist signing	-1	+1	+1	=
Providing travel information	-1	+1	+1	+1
Improved social contact e.g. reduced traffic levels and slower speeds	-1	+2	+1	+2
<b>Accounting/decision-making</b>				
Best use of resource to reduce carbon footprint	-1	+1	+3	=
Buy carbon credits to offset unavoidable carbon emissions	+1	=	-1	=
<b>New infrastructure</b>				
Cycling facilities	-1	+1	+1	+1
Walking networks	-1	+2	+1	+1
Green infrastructure – linking up habitats	-1	+1	=	=
Infrastructure linked with new housing	+1	=	=	=
Major schemes – congestion and safety Ashbourne Bypass Ripley-Codnor	=	+2	+1	=
Major schemes – environmental Ilkeston Station	-1	+1	+1	+1
<b>Public transport</b>				
'Smart ticketing' improved technology for paying	+1	=	+1	+1
More flexible ways of paying e.g. multi-operator ticketing scheme	-1	+1	+2	+3
Review of supported public transport network	=	=	=	+1
Concessionary fare scheme	-1	+1	=	+1
Discounted travel scheme – buses and trains	-1	=	+1	+1
Improvements to public transport services	-1	+1	+1	+1
<b>Economy</b>				
Encourage the use of local facilities and local businesses	=	+1	+1	=
Support tourism growth for specific road users and locations	-1	+1	+1	=
Support moving freight from road to rail	-1	+1	+1	=

Measures to address identified challenges	Without the Plan (baseline)	Option 1	Option 2	Option 3
	+1 More -1 Less = Same x Not at all	Supporting economic growth Better safety, security and health Improve quality of life and healthy natural environment	Tackling climate change Supporting economic growth	Promoting equality of opportunity
<b>Accessibility</b>				
Joined up public transport information and branding	-1	+1	+1	+1
Volunteer car schemes	-1	+1	=	+1
Community Transport Services	-1	+1	=	+1
More demand responsive transport services e.g. dial-a-bus	=	+1	+1	+1
Wheels to Work	-1	+1	=	+1
Getting people to jobs and training	=1	+1	+1	+1
Bringing services to the people	-1	+1	+1	+1
Community rail	-1	+1	+1	+1
Home to School Transport	-1	=	+1	+1
School Crossing Patrol Service	=	+1	=	=
Making public transport physically accessible	=	=	=	=
Independent travel training	-1	+1	=	+3
Improving access to public and green spaces	-1	+1	=	+1
Equality Impact Assessments	=	=	=	+2
<b>Road and community safety</b>				
Road safety education	-1	+1	+1	+1
Road safety training e.g. cycling and walking	-1	+2	+1	+1
Road safety publicity	-1	+1	=	=
Road safety engineering to reduce danger on the roads	=	+1	=	+1
Road surfaces that help reduce skidding	=	+1	=	=
Road safety enforcement	=	+1	=	+1
Speed reduction schemes	+1	=	=	+1
Improved street lighting e.g. waiting areas and crossings	-1	+1	+1	+1
CCTV	=	=	=	=
Monitoring and evaluation of road safety measures, for effective targeting	-1	+2	=	=

Also considered - secondary, cumulative and synergistic effects<sup>2</sup>.

**A4.2.4** The conclusions from this exercise enabled us to identify which measures we would give more emphasis to under each of the options. The following tables were produced to summarise this:-

<sup>2</sup> secondary – effects which are not a direct result of the plan, but occur as a result of a pathway of effects.

cumulative – effects from changes caused by a project, plan, programme or policy in association with other past, present, or reasonably foreseeable future and actions. They also include where several individual effects of the plan have a combined effect.

Synergistic – Where two or more impacts combine to produce an effect which is greater than the sum of the individual effects – considered important where habitats, resources or human communities get close to a threshold or capacity limit.

## Summary of emphasis of measures for Option 1: Supporting economic growth, better safety, security and health, improve quality of life and healthy natural environment

<p><b>Maintenance and design</b></p> <ul style="list-style-type: none"> <li>** Improving the local streetscape through high quality design, use of local materials and multi-disciplinary approach</li> <li>** Removing unnecessary infrastructure</li> <li>** Minimising damage to the environment</li> <li>* Routine maintenance of roads</li> <li>* Routine maintenance of pavements</li> <li>* Routine maintenance of rights of way and greenways</li> <li>* Management of the transport asset to support local journeys</li> <li>* Managing special road verges (biodiversity)</li> <li>* Habitat protection for wildlife</li> <li>* Improving public satisfaction with maintenance</li> </ul>	<p><b>Accessibility</b></p> <ul style="list-style-type: none"> <li>* Joined up public transport information and branding</li> <li>* Volunteer car schemes</li> <li>* Community Transport Services</li> <li>* More demand responsive transport services e.g. dial-a-bus</li> <li>* Wheels to Work</li> <li>* Getting people to jobs and training</li> <li>* Bringing services to the people</li> <li>* Community rail</li> <li>* School Crossing Patrol service</li> <li>* Independent travel training</li> <li>* Improve access to public and green spaces</li> </ul>
<p><b>Network management</b></p> <ul style="list-style-type: none"> <li>** Improved social contact e.g. reduced traffic levels and slower speeds</li> <li>* Dealing with disruption on the roads</li> <li>* Parking controls</li> <li>* Better direction and tourist signing</li> <li>* Providing travel information</li> </ul>	<p><b>Behavioural change</b></p> <ul style="list-style-type: none"> <li>** Personalised travel planning</li> <li>* Travel Plans for businesses and new developments, including monitoring</li> <li>* School Travel Plans, including monitoring</li> <li>* DCC to tackle commuting mileage</li> <li>* Better promotion of existing opportunities for cycling and walking</li> </ul>
<p><b>New infrastructure</b></p> <ul style="list-style-type: none"> <li>** Walking networks</li> <li>** Major schemes, congestion and safety – Ashbourne Bypass, Ripley-Codnor</li> <li>* Cycling facilities</li> <li>* Green infrastructure – linking up habitats</li> <li>* Major schemes – Ilkeston Station</li> </ul>	<p><b>Spatial planning</b></p> <ul style="list-style-type: none"> <li>* Influencing spatial planning to reduce car use and enable more walking, cycling, public transport</li> <li>* Influencing spatial planning to minimise the impacts of road freight</li> </ul> <p><b>Accounting/decision-making</b></p> <ul style="list-style-type: none"> <li>* Best use of resource to reduce carbon footprint</li> </ul>
<p><b>Road and community safety</b></p> <ul style="list-style-type: none"> <li>** Road safety training e.g. cycling and walking</li> <li>** Monitoring and evaluation of road safety measures, for effective targeting</li> <li>* Road safety education</li> <li>* Road safety publicity</li> <li>* Road safety engineering to reduce danger on the roads</li> <li>* Road surfaces that help reduce skidding</li> <li>* Road safety enforcement</li> <li>* Improved street lighting e.g. waiting areas and crossings</li> </ul>	<p><b>Vehicle fleets</b></p> <ul style="list-style-type: none"> <li>** Use of alternative fuels e.g. plug in points for electric vehicles</li> <li>* Sustainable freight distribution networks</li> </ul>
<p><b>Public transport</b></p> <ul style="list-style-type: none"> <li>* More flexible ways of paying e.g. multi-operator ticketing scheme</li> <li>* Concessionary fare scheme</li> <li>* Improvements to public transport services</li> </ul>	<p><b>Economy</b></p> <ul style="list-style-type: none"> <li>* Encourage the use of local facilities and local businesses</li> <li>* Support tourism growth for specific road users and locations</li> <li>* Support moving freight from road to rail</li> </ul>

KEY      \*      more than baseline (without the Plan scenario)      \*\*      much more than baseline

## Summary of emphasis of measures for **OPTION 2: Tackling climate change, supporting economic growth**

<p><b>Maintenance and design</b></p> <p><b>** Reducing street lighting carbon emissions</b></p> <ul style="list-style-type: none"> <li>* Routine maintenance of pavements</li> <li>* Routine maintenance of rights of way and greenways</li> <li>* Management of the transport asset to support local journeys</li> <li>* Improving the local streetscape through high quality design, use of local materials and multi-disciplinary approach</li> </ul> <p>&lt; Reducing light pollution</p>	<p><b>Accessibility</b></p> <ul style="list-style-type: none"> <li>* Joined up public transport information and branding</li> <li>* More demand responsive transport services e.g. dial-a-bus</li> <li>* Getting people to jobs and training</li> <li>* Bringing services to the people</li> <li>* Community rail</li> <li>* Home to school transport</li> </ul>
<p><b>Network management</b></p> <p><b>** Managing events to reduce car use</b></p> <ul style="list-style-type: none"> <li>* Dealing with disruption on the roads</li> <li>* Parking controls</li> <li>* Keeping pavements clear in bad weather</li> <li>* Better direction and tourist signing</li> <li>* Providing travel information</li> <li>* Improved social contact e.g. reduced traffic levels and slower speeds</li> </ul>	<p><b>Vehicle fleets</b></p> <p><b>*** Use of alternative fuels e.g. plug in points for electric vehicles</b></p> <ul style="list-style-type: none"> <li>* Environmental specification in contracted services</li> <li>* Sustainable freight distribution networks</li> </ul>
<p><b>Road and community safety</b></p> <ul style="list-style-type: none"> <li>* Road safety education</li> <li>* Road safety training e.g. cycling and walking</li> <li>* Improved street lighting e.g. waiting areas and crossings</li> </ul>	<p><b>Behavioural change</b></p> <p><b>*** Personalised travel planning</b></p> <ul style="list-style-type: none"> <li>* Travel Plans for businesses and new developments, including monitoring</li> <li>* School Travel Plans, including monitoring</li> <li>* DCC to tackle commuting mileage</li> <li>* Better promotion of existing opportunities for cycling and walking</li> </ul>
<p><b>New infrastructure</b></p> <ul style="list-style-type: none"> <li>* Cycling facilities</li> <li>* Walking networks</li> <li>* Major schemes – Ashbourne Bypass, Ripley-Codnor</li> <li>* Major schemes – Ilkeston station</li> </ul>	<p><b>Economy</b></p> <ul style="list-style-type: none"> <li>* Encourage the use of local facilities and local businesses</li> <li>* Support tourism growth for specific road users and locations</li> <li>* Support moving freight from road to rail</li> </ul>
<p><b>Public transport</b></p> <p><b>** More flexible ways of paying e.g. multi-operator ticketing scheme</b></p> <ul style="list-style-type: none"> <li>* 'Smart ticketing' improved technology for paying</li> <li>* Discounted travel scheme – buses and trains</li> <li>* Improvements to public transport services</li> </ul>	<p><b>Spatial planning</b></p> <ul style="list-style-type: none"> <li>* Influencing spatial planning to reduce car use and enable more walking, cycling, public transport</li> <li>* Influencing spatial planning to minimise the impacts of road freight</li> </ul> <p><b>Accounting/decision-making</b></p> <p><b>*** Best use of resource to reduce carbon footprint</b></p> <p>&lt; Buy carbon credits to offset unavoidable carbon emissions</p>

KEY	*	more than baseline (without the Plan scenario)
	**	much more than baseline
	***	key measure for this option
	<	less than baseline



## Summary of emphasis of measures for OPTION 3: Promoting equality of opportunity

<p><b>Maintenance and design</b></p> <p>** Management of transport asset to support local journeys</p> <p>* Routine maintenance of rights of way and greenways</p> <p>&lt; Routine maintenance of roads</p> <p>&lt; Reducing light pollution</p>	<p><b>Accessibility</b></p> <p>*** Independent travel training</p> <p>** Equality Impact Assessments</p> <p>* Joined up public transport information and branding</p> <p>* Volunteer car schemes</p> <p>* Community Transport Services</p> <p>* More demand responsive transport services e.g. dial-a-bus</p> <p>* Wheels to Work</p> <p>* Getting people to jobs and training</p> <p>* Bringing services to the people</p> <p>* Community rail</p> <p>* Home to school transport</p> <p>* Improve access to public and green spaces</p>
<p><b>Network management</b></p> <p>** Improved social contact e.g. reduced traffic levels and slower speeds</p> <p>* Keeping local roads clear in bad weather</p> <p>* Keeping pavements clear in bad weather</p> <p>* Providing travel information</p>	<p><b>Vehicle fleets</b></p>
<p><b>Road and community safety</b></p> <p>* Road safety education</p> <p>* Road safety training e.g. cycling and walking</p> <p>* Road safety engineering to reduce danger on the roads</p> <p>* Road safety enforcement</p> <p>* Speed reduction schemes</p> <p>* Improved street lighting e.g. waiting areas and crossings</p>	<p><b>Behavioural change</b></p> <p>* Travel Plans for businesses and new developments, including monitoring</p> <p>* Personalised travel Planning</p> <p>* Better promotion of existing opportunities for cycling and walking</p>
<p><b>New infrastructure</b></p> <p>* Cycling facilities</p> <p>* Walking networks</p> <p>* Major schemes – Ilkeston Station</p>	<p><b>Spatial planning</b></p> <p>* Influencing spatial planning to reduce car use and enable more walking, cycling, public transport</p>
<p><b>Public transport</b></p> <p>*** More flexible ways of paying e.g. multi-operator ticketing scheme</p> <p>* 'Smart ticketing' improved technology for paying</p> <p>* Review of supported public transport network</p> <p>* Concessionary fare scheme</p> <p>* Discounted travel scheme – buses and trains</p> <p>* Improvements to public transport services</p>	<p><b>Economy</b></p> <p><b>Accounting/decision-making</b></p>

KEY	*	more than baseline (without the Plan scenario)
	**	much more than baseline
	***	key measure for this option
	<	less than baseline

### A4.3 Appraisal methodology

A4.3.1 The examination of the environmental baseline through the Scoping Stage was a very important stage for the development of the Derbyshire LTP3. This comprehensive assessment, highlighted the key environmental issues that could be impacted upon both negatively and positively through the implementation of the plan. It also examined projected trends forward to 2026 where this information was available. It was clear that this could be from two strands; (1) a direct impact from the plans implementation; and (2) a secondary impact through the county councils role in influencing others and acting as a role model.

A4.3.2 It was also clear that because the Derbyshire LTP3 has a horizon of 15 years (2026), is flexible and strategic, uncertain on resources available and uncertain on the number and scale of different measures that would be introduced; that in the main, it would not be possible to express predictions quantitatively and that predictions would have to be based upon professional judgement against the baseline as assessed during the Scoping stage i.e. a qualitative assessment. This therefore brings uncertainty into the predictions, but as mentioned in paragraph A4.2.1, our thorough examination of

issues at the scoping stage would minimise this uncertainty and that we could use monitoring to measure whether our predictions were correct and where they are not, we could by monitoring take early action to mitigate against any unforeseen negative effects.

### Option Appraisal Workshop

A4.3.3 Because our appraisals were to be mainly based upon professional judgement, we recognised that for the judgements to be transparent, we required both the input of environmental professionals during the appraisals and also representation from external organisations to provide additional professional input, but also to ensure that the appraisal views were balanced and moderated. 15 delegates attended the workshop, held in August 2010, following completion of the scoping stage and consultation on the options to be considered. Representatives at the meeting were:-

- Urban Design and Conservation Officer, Derbyshire County Council
- Project Engineer Local Transport Plans, Derbyshire County Council
- Consultant in Public Health, NHS Derbyshire County
- Transport Campaigner, Friends of the Peak District
- Senior Transport Officer, Transportation Projects, Derbyshire County Council
- Senior Project Officer, Local Transport Plans, Derbyshire County Council
- Policy and Monitoring Team Leader, Derbyshire County Council
- Head of Integrated Transport Group, Derbyshire County Council
- Specialist Registrar in Public Health, NHS Derbyshire County
- Transportation Strategy Manager, Derbyshire County Council
- Environmental Policy Officer, Derbyshire County Council
- Technical Policies and Standards Manager, Derbyshire County Council
- Planning and Conservation Officer, Natural England
- Senior Project Officer, Accessibility, Derbyshire County Council
- Transport Policy, Peak District National Park Authority

A4.3.3 All organisations within the group had been involved in the Scoping stage. At the workshop the group were provided with the relevant information, which included a description and list of measures for each of the different options to be tested, a list of the 13 SEA objectives against which the options would be tested and some notes of key guidance that should be considered in determining significance, as listed below:-

#### **Determining Significance:-**

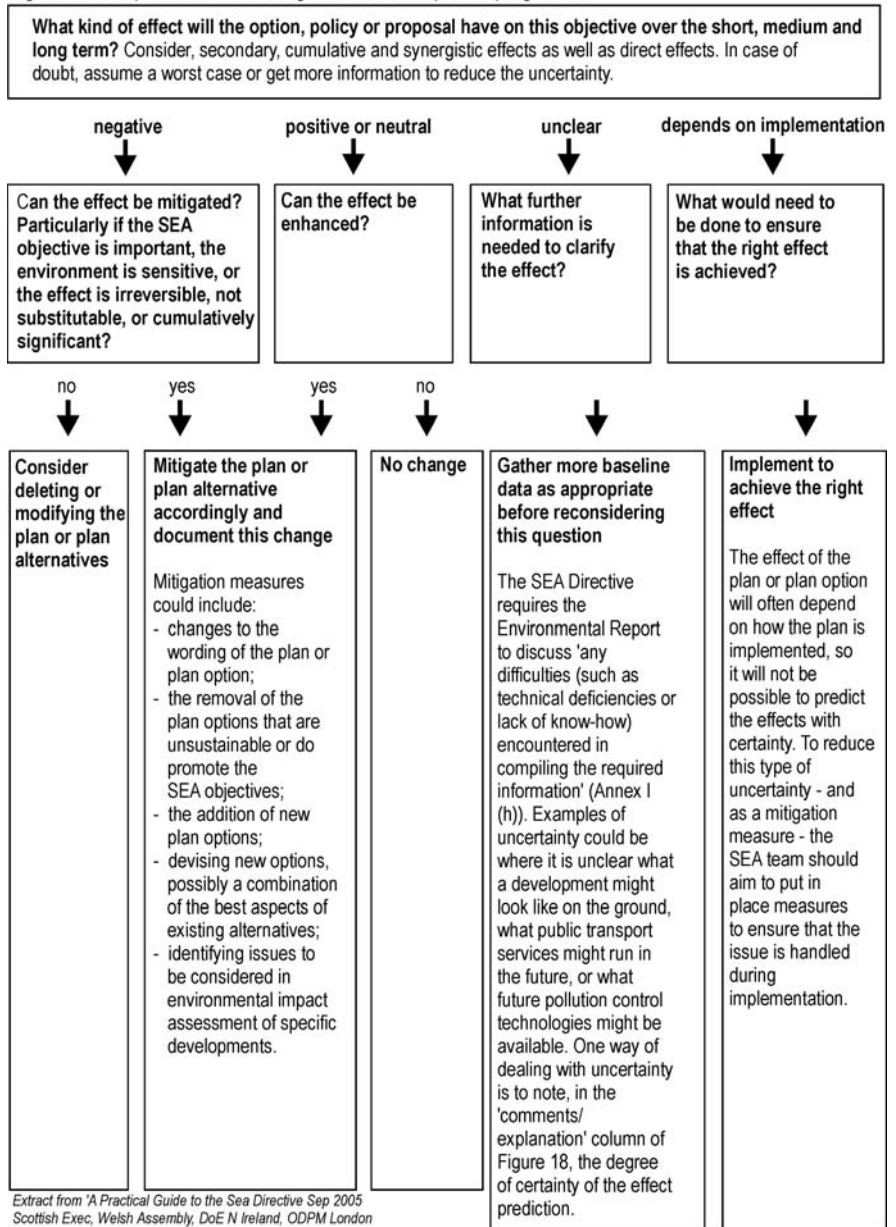
- probability, duration , frequency and reversibility of effects
- cumulative nature of the effects
- cross-boundary nature of the effects
- risks to human health or the environment
- magnitude and spatial extent of the effects (geographical and population)
- value and vulnerability of the area affected (special natural or cultural heritage characteristics/ exceeded environmental quality standards or limit values/ intensive land use)
- effect on areas or landscapes which have a recognised national, community or international protection status

A4.3.4 This impact was recorded as significance based upon the following:-

- ++ Major positive
- + Minor positive
- 0 Overall neutral
- Minor negative
- Major negative

A4.3.5 Figure 20 from the guidance document 'A Practical Guide to the SEA Directive September 2005', reproduced opposite, was used at the meeting to consider the effects.

Figure 20 - The process of assessing the effects of a plan or programme



Extract from 'A Practical Guide to the Sea Directive Sep 2005 Scottish Exec, Welsh Assembly, DoE N Ireland, ODPM London

A4.3.6 The key points of reasoning made at the workshop are summarised in Table 1 below. This showed that the options provided different alternatives to the way we can deliver transport as the outcomes were quite distinct between the three; and in terms of environmental impact, all three could be beneficial although options 2 and 3 would require amendment or mitigation measures to reduce the impact on landscape, townscape and heritage assets.

A4.3.7 The discussion of short, medium and long term proved worthwhile, particularly highlighting the need to be realistic in what can be achieved, but also what the scale of likely negative impacts would be.

A4.3.8 Impacts on landscape, townscape and heritage assets were highlighted as the key negative impacts, mainly due to a conflict with the introduction of road safety engineering initiatives. This was generally an issue for each option showing that this will need careful consideration.

**Table 1 Record of Options Appraisal Workshop**

	OPTION 1 Supporting economic growth, better safety, security and health, improve quality of life and healthy natural environment		OPTION 2 Tackling climate change, supporting economic growth		OPTION 3 Promoting equality of opportunity	
<p><b>PROTECTION OF ALL LANDSCAPES (INCLUDING TOWNSCAPE AND CULTURAL HERITAGE)</b>  <b>SEA 1 Protect and enhance the landscape character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to designated areas of high environmental value.</b></p> <ul style="list-style-type: none"> <li>Maintain the transport asset for local travel, to protect landscape character, sense of place and the natural and historic environment.</li> <li>Reduce light pollution and help to preserve dark sky areas.</li> <li>Avoid damage to the World Heritage Site and all heritage assets, including their setting.</li> <li>Help preserve remoteness and tranquillity within the Peak District National Park and other areas of tranquil countryside.</li> <li>Prevent damage to the landscape and biodiversity assets within it due to increases in recreational walking and cycling, motorcycling etc.</li> <li>Reduce the visual impact of transport infrastructure.</li> </ul>	-	Conflict between safety and environment	+	Road safety is focussed on behavioural change and training requiring less engineered solutions and therefore less impact on the landscape/ townscape	-	No public realm improvements would lead to deterioration of townscapes. This would not be beneficial to equality as good public places allow people to interact better – social equity
	0	Slower speeds requires more signs = visual impact Although reduced speeds may over a longer period change people habits requiring less signs in future	-	There would be little focus on improving the environment e.g. through removing infrastructure or enhancing landscapes e.g. no new greenspace	-	Would be more infrastructure particularly through road safety engineering measures which would damage landscape and townscape
	+	Removal of infrastructure would improve the landscape/ townscape		<b>Summary</b>	-	No measures to particularly enhance the landscape and townscape
	+	Encouragement of walking and cycling and provision of infrastructure would provide green infrastructure		ST/ MT/ LT Without a removal programme there would be gradual further deterioration of the landscape/ townscape	+	Supporting local journeys would include improving areas so there may be some local environmental improvements
	-	Increased walking may damage landscapes		<b>Actions</b>	+	No major schemes would have a benefit
	-	Any major scheme would have an impact on landscape/ townscape, but likely to be localised. [LT]		Negative impacts could be mitigated by bringing into it the environmental enhancements to improve the landscape and to make steetscapes more attractive i.e. recognise landscape contribution to the economy [the long-term view]		Summary
	2 <sup>nd</sup>	Increasing access to green spaces and walking and cycling will help reduce health inequalities particularly if this is done in areas with little greenspace provision e.g. southern Bolsover.			-	ST/ MT/ LT Without a removal programme there would be gradual further deterioration of the landscape/ townscape, particularly with an enhanced programme of road safety
	+	Loss of regional tier may see some of focus lost, but evidence should still be used			-	<b>Actions</b>
	-/+	Economic drive for development in some areas can lead to low-quality development at expense of environment				This option could be enhanced by bringing into it the environmental enhancements to improve the landscape and townscapes to mitigate for the road safety improvements
	+	Linear routes such as along transport corridors can provide good quality greenspace				
	+	Landscapes and townscapes contribute to the local economy e.g. streets and tourism				
	-	<b>Summary</b> ST improvements would not begin to register significantly to make a change and probably be outweighed by road safety improvements				
	0	MT this trend would begin to turn around and some areas showing improvement				
	+	LT the fruits of the drive to improve the landscape would begin to make an impact				
		<b>Actions</b> It is clear that road safety is in conflict with this objective and economy too to some degree. A policy statement would probably be needed to ensure road safety improvements considered the environment much more. Influencing spatial planning will be key to creating green spaces, which can be linked by green corridors. Spatial planning key to developments relating to the economy and landscape/ townscape.				

	OPTION 1 Supporting economic growth, better safety, security and health, improve quality of life and healthy natural environment	OPTION 2 Tackling climate change, supporting economic growth	OPTION 3 Promoting equality of opportunity
<p><b>BIODIVERSITY FLORA AND FAUNA</b>  <b>SEA 2 Protect and enhance nature (biodiversity, geodiversity, wildlife flora and fauna) and take measures to reduce habitat fragmentation and enhance connectivity.</b></p>	<p>+ Quite a lot of activity that would help improve habitats  0 Recognise in terms of targeting biodiversity itself, actions mainly relate to managing existing rather than seeking to enhance/ extend habitats significantly  + Less traffic would contribute to climate change and therefore benefit biodiversity (LT)  0 Major roads are always negative, although this was balanced out by schemes such as bypass at Creswell Crags that significantly improved a SSSI  0/+ Some localised improvements will be made through ongoing initiatives for bats/ otters</p> <p><b>Summary</b>  0/+ ST there would be little change other than localised improvements in the short term.  + MT improvements should start to show  + LT climate change etc could see an improvement in habitats etc</p> <p><b>Action</b>  Would need to ensure that management regimes are followed and that the habitats of the landscape character are reflected alongside linear routes such as roads and cycle routes</p>	<p>- Nothing directly improving biodiversity  + Long term biodiversity would benefit from better prospects from climate change. Influence of the plan will be minimal on climate change as a whole therefore the plan would be making biodiversity less under threat than making it possible.  <b>Summary</b>  - Without positive measures for biodiversity in the short and medium term it is likely that prospects for biodiversity would worsen. Long term climate change would have a benefit, but the plans measures would only contribute to this in a small way.</p>	<p>- Nothing directly improving biodiversity  + However this option does not seem to have any potential to significantly worsen the</p> <p><b>Summary</b>  0 Without positive measures for biodiversity in the short and medium term it is likely that prospects for biodiversity would worsen. Long term climate change would have a benefit, but the plans measures would only contribute to this in a small way.</p>
<p><b>POPULATION AND HUMAN HEALTH INCLUDING NOISE</b>  <b>SEA 3 Support a resilient economy.</b></p>	<p>+ No measures appear to have a negative effect on the economy – e.g. many enhance access to jobs  + Potential for alternative fuel cars to be built in Derbyshire – Toyota Prius  + The more we reduce reliance on fossil fuels, the more resilient the economy will become  + Improved townscape and landscapes will be good for Derbyshire's economy  + Keeping traffic moving, promoting local trips and less disruption  0 Bypasses could take traffic out of towns, although depending on location, less traffic may help town prosper  0/+ Was a long discussion to the influence the Plan and transport can have on the economy. Thought that other influences will have greater impact but over time transport improvements will help improve the economy, whereas others thought that the transport network was crucial to supporting the economy.  + Wheels to work</p> <p><b>Summary</b>  0 ST other factors will affect the economy more  + MT/LT transport and landscape/ townscape improvements can help grow the economy</p>	<p>- No measures to improve the landscape or townscape to help drive the tourism economy  + Sustainable transport modes and accessibility measures help people get into towns.</p> <p>Discussion about other measures not on list which are not traditional transport measures e.g. providing broadband to provide services reducing need to travel. There was a divided view to the influence this would have, but agreed that other initiatives should continue to be considered.</p> <p><b>Summary</b>  0 ST other factors will affect the economy more  + Transport improvements would help grow the economy in the longer term</p> <p>In giving these ratings there was a comment that the landscape and townscape would need to be enhanced to help drive the tourism economy, otherwise the + for MT and LT would be of less magnitude.</p>	<p>+ Supporting local journeys  + Supports access to local services  + Wheels to work  + Public transport enhancements  ? May be some uncertainty to how much these measures contribute to improving the economy</p> <p><b>Summary</b>  ? Although there were a number of supporting measures for the economy, there was some uncertainty to how these would actually contribute to the economy.</p>



	OPTION 1 Supporting economic growth, better safety, security and health, improve quality of life and healthy natural environment	OPTION 2 Tackling climate change, supporting economic growth	OPTION 3 Promoting equality of opportunity
<p><b>POPULATION AND HUMAN HEALTH INCLUDING NOISE</b> SEA 6 Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas.</p>	<p>+ Cannot see that any of the measures would be particularly negative</p> <p>- Affordability may be an issue should concessionary fares scheme etc be cut</p> <p>+ Older people contribute a lot to society, therefore longer term measures will become more positive</p> <p>+ Encouraging healthier modes of transport for all people should mean that more people enjoy good health into older years, reducing the needs of elderly people</p> <p>+ <b>Summary</b> Generally most measures will improve transport for older people. Because older people contribute more to society, more elderly people should see transport provision improve e.g. through greater usage.</p> <p>+ <b>Action</b> Although generally positive, any actions for this objective would need to ensure that they are targeted or focus would be lost. EQIAs would need to be undertaken Public health equity – it is about putting <u>more</u> services to areas of <u>more</u> need. This is important.</p>	<p>0 Less measures to assist elderly people – no focus on concessionary fares, community transport although these initiatives would still be available</p> <p>- Wouldn't do much on planning for travel of the elderly</p> <p><b>Summary</b> There would be no targeted improvements for the provision of transport for the elderly. Situation would most likely remain static.</p>	<p>+ EQIAs will understand the needs of the elderly and set actions to make improvements</p> <p>+ Independent travel training would target those who cannot currently get about without special transport provision</p> <p>+ Many of the measures would make improvements for travel for the elderly</p> <p><b>Summary</b> Many of the measures provide improvements that would benefit older people. Particular measures such as independent travel training and EQIAs would significantly improve provision of services for the elderly but these would take a little longer to get off the ground.</p>
<p><b>POPULATION AND HUMAN HEALTH INCLUDING NOISE</b> SEA 7 Improve road safety through targeted interventions, and make travel feel safer particularly by non car modes.</p>	<p>+ Many of the measures are targeted at improving road safety</p> <p>0 It is getting more difficult to tackle casualties as most problem sites have been improved and now much is down to behaviour.</p> <p>?/- Encouraging walking and cycling could increase casualties but there are issues over the way statistics for these casualty groups are recorded i.e. not recorded as transport injuries</p> <p>+ <b>Summary</b> As the option is seeking a reduction in road casualties it is likely that there would be an improvement. This would not be significant because of overall influence of the Plan on road safety factors</p>	<p>0 Not particularly focussing on road safety or routine maintenance but we could still see some road safety improvements with works that would still be undertaken</p> <p>+ Focus is on training which must have a role in reducing casualties, but this will take a lot longer for benefits to be seen.</p> <p>? Again there is an uncertainty to whether the encouragement of walking and cycling would increase or reduce casualties</p> <p><b>Summary</b> In the short term there are likely to be small improvements through measures although this could be neutral overall. However as time goes on uncertainty creeps in – will the network deteriorate and lead to more casualties, will modal shift happen and reduce or increase walking and cycling casualties</p> <p><b>Action</b> There is probably no other solution to the uncertainty other than monitoring much more to make sense of what is happening.</p>	<p>+ Many measures would contribute to improving road safety</p> <p>+ Independent travel training would help people to undertake journeys safely</p> <p>+ Walking cycling and public transport improvements would be made</p> <p><b>Summary</b> This option has many benefits that are targeted at getting people to get around more and to do this safely</p>

	OPTION 1 Supporting economic growth, better safety, security and health, improve quality of life and healthy natural environment	OPTION 2 Tackling climate change, supporting economic growth	OPTION 3 Promoting equality of opportunity
<p><b>POPULATION AND HUMAN HEALTH INCLUDING NOISE</b> SEA 8 Improve community safety, reduce crime and the fear of crime.</p>	<p>+ Modal shift would bring about more social interaction. Even in small villages this can be an issue where a road divides the village</p> <p>+ Better streetscapes would help make these feel safer</p> <p>+ Speeds would be reduced, although speeding not seen as a criminal activity</p> <p>+ Stations would be improved</p> <p>+ Street lighting improvements would be made</p> <p><b>Summary</b> All measures would produce a positive outcome</p> <p><b>Action</b> Crime hotspots are mapped so would need to ensure that measures are targeted to these areas</p>	<p>0 Unlikely that a reduction in street lighting would be in areas of community safety needs, but this may need specifying</p> <p>+ Would still be able to improve street lighting</p> <p>?0 Modal shift would bring about more social contact – but this would take time and results would be uncertain.</p> <p><b>Summary</b> Generally there would be a neutral effect of the measures as many areas considered safe, although this may become more uncertain as time moves on if future community safety issues are not targeted.</p>	<p>+ Street lighting improvements</p> <p>+ Independent travel training would help more people to get about and reduce their fears of undertaking journeys</p> <p>- No improvements to public realm</p> <p>+ Many measures to increase social contact e.g. speed reduction</p> <p><b>Summary</b> Overall this option would have a benefit to community safety. Although scored the same as option 1 it was mentioned that this option would probably not perform as well because there were not the streetscape enhancements</p>
<p><b>POPULATION AND HUMAN HEALTH INCLUDING NOISE</b> SEA 9 Enhance well-being and sense of community by reducing traffic impacts, creating more opportunities for social contact and better access to leisure activities and the natural environment.</p>	<p>+ More greenways would help reduce traffic impacts</p> <p>+ Better community safety would enhance wellbeing</p> <p><b>Summary</b> This objective was seen as similar to SEA8. A few measures would be localised quick wins e.g. a pedestrian crossing, but overall change would take a lot longer</p>	<p>- Have lost environmental improvements which would enhance the townscapes</p> <p>+ Personalised travel planning</p> <p>+ Reduced traffic impacts through walking and cycling</p> <p><b>Summary</b> Generally positive</p>	<p>+ Reduced speeds</p> <p>+ Community rail brings together people</p> <p>+ Community transport enables people to get about</p> <p>+ Concessionary fares helps get people out and about in communities</p> <p>+ Most measures make for social contact which will make more community feel</p> <p><b>Summary</b> Generally all measures and this option are targeted at making for more social contact which would in the long term make a significant + against this objective.</p>
<p><b>CLIMATIC</b> SEA 10 Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.</p>	<p>+ Overall the measures will help reduce CO2, but the rate of achievement may not be high</p> <p>+0 Other factors could play a role in this alongside LTP e.g. fuel prices</p> <p>+ Raising awareness could help people purchase more carbon friendly vehicles – DCC has a behavioural change role</p> <p>+ Parking controls would be important under this option – would depend on implementation. More than one factor will be influential.</p> <p><b>Summary</b> ST there would be a neutral effect as initiatives would take time to make a difference</p> <p>+ MT Measures will start to make some difference and start to outweigh car usage with measures such as behavioural changes. In relative terms there would be a positive against without the Plan although on the baseline progress may be neutral</p> <p>+ Long term the balance should begin to be made as low carbon vehicles are purchased, although there could be increases in cars</p>	<p>+ Option focussed strongly on this and therefore many measures support this objective</p> <p><b>Summary</b> Much more would be achieved under this option. Again it would take time for the measures to start making an effect, but the end result could be a significant positive.</p>	<p>+ Behavioural change</p> <p>+ Encouraging walking and cycling</p> <p>+ Travel plans and personal travel planning</p> <p><b>Summary</b> Although many of the measures would lead to a reduction in CO2, without the focus it is likely that less of an impact would be made. Similar to option 1, but not seen as positive as that option although given same scores.</p>



	OPTION 1 Supporting economic growth, better safety, security and health, improve quality of life and healthy natural environment	OPTION 2 Tackling climate change, supporting economic growth	OPTION 3 Promoting equality of opportunity
<p><b>CLIMATIC</b> SEA 11 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic.</p>	<p>+ Targeting measures at reducing emissions would have some impact but unlikely in the short term</p> <p>+ Air quality is likely to improve through outside factors such as vehicle technology so this is considered only a short- medium term issue</p> <p>NB dealing with AQMAa relevant to all options</p> <p><b>Summary</b> Overall the impact was deemed to be neutral. In the short term it would be difficult to make any impact as measures would take a long time to notice impact. However by this time air quality is not expected to be an issue due to technological improvements.</p> <p>0 0 0</p>	<p>+ Improvements can work in tandem with CO2 reduction</p> <p>+ Measures for climate change would most likely be targeted in areas of poor air quality</p> <p>+ Traffic reducing measures are included</p> <p>+ Long term would see benefits of fuel and vehicle technology</p> <p><b>Summary</b> Short and medium term it would be difficult to make an impact, but longer term there would be a benefit.</p> <p>0 0 0</p>	<p>0 Few comments made but summarised a neutral effect based upon comparing this with discussions on other two options.</p> <p><b>Summary</b> Neutral effect</p> <p>0 0 0</p>
<p><b>CLIMATIC</b> SEA 12 Enhance the network's resilience to climate change e.g. reduce the risk of flooding.</p>	<p>+ This is now a duty in relation to flooding</p> <p>+ Highway drainage will be key and can be tackled through highway improvements such as routine maintenance. Would still need to do this in the without the plan scenario.</p> <p>Floding is the major factor but heat could be an issue</p> <p>+ Pot holes in bad weather would be tackled under routine maintenance</p> <p>0 Improvements will take a while as data has to be collected and then improvements will take many years</p> <p><b>Summary</b> Short and medium term there would be minimal impact as data is collected and improvements begin to be made. Long term however there should be a positive effect.</p> <p>0 0 +</p>	<p>+/0 First action is to mitigate against climate change i.e. deal with changes and then look to the long term i.e. become more resilient</p> <p>Need to start making changes now to impact in the long term e.g if stopped all carbon production now, changes would still take about 40 years for an impact.</p> <p>Therefore changes will be in much longer term than plan</p> <p><b>Summary</b> Short and medium term there would be minimal impact as data is collected and improvements begin to be made. Long term however there should be a positive effect.</p> <p>0 0 +</p>	<p>+ Keeping local roads open would help, although is a mitigation measure.</p> <p>- However focus on local roads could mean that main roads are not kept open</p> <p>+ A wider choice of modes should be available which would reduce the impact</p> <p>Resilience is about adapting</p> <p><b>Summary</b> Some positive some negative generally cancels each other out resulting in a neutral impact.</p> <p>0 0 0</p>
<p><b>MATERIAL ASSETS</b> SEA 13 Minimise the use of environmental resources.</p> <ul style="list-style-type: none"> <li>Minimise energy usage and reduce dependency on non-renewable resources.</li> <li>Increase the proportion of re-used and recycled materials used in road and Rights of Way construction and maintenance.</li> <li>Use locally sourced materials wherever feasible.</li> </ul>	<p>0 Conflict under this objective because Derbyshire has access to cheaper local materials from local quarries which means there may be less use of recycled materials but would be good for economy</p> <p>+ Maintenance and design would use local materials</p> <p>+ Carbon reduction may make a contribution</p> <p>+ Removing street lights would reduce energy usage</p> <p>+ All waste would be reused</p> <p><b>Summary</b> Generally use of materials will be carefully chosen with benefits to the local economy. There would be reuse of waste materials.</p> <p>+ + +</p>	<p>+ Long term alternative fuels will be developed further</p> <p>+ More electrification in future</p> <p>+ If minimise resource use there may be less use of heavy vehicles</p> <p>+ Will be pressure to reduce use of materials under this option</p> <p>0 Our influence on use of materials outside LTP will be minimal</p> <p>++ Within 15 years DCC may be producing its own electrical energy</p> <p><b>Summary</b> In the short to medium term there would be less use of materials, but in the longer term initiatives such as producing our own electricity could reduce the use of resources significantly.</p> <p>+ + ++</p>	<p>+ Many initiatives under this option are training or travel planning which use minimal resources</p> <p>+ There would be less routine maintenance which would reduce the use of materials</p> <p>- However, there are no measures which would actively seek to reduce resource use which could mean little is actually achieved</p> <p><b>Summary</b> Although there could be less use of resources under this option, there would be less drive to do so and therefore the magnitude of impact is likely to be negligible.</p> <p><b>Action</b> Would need to ensure that reduced use of resources was included</p> <p>0 0 0</p>

## Appraisal of Derbyshire LTP3 Options against SEA Objectives

- A4.3.9 The results of the Option Appraisal Workshop provided the basis for the next stage of appraisal. This stage was identical to what was undertaken at the workshop, which appraised each of the options against each of our SEA objectives. However, we undertook this stage by revisiting the detailed evidence base and projected trends that we had identified during the scoping stage. This process enabled the conclusions made at the Workshop to be moderated against the evidence. In general, there was a correlation with the findings of the workshop and the appraisal using the evidence base.
- A4.3.10 The tables below show the results of the appraisal stage. This concluded that Option 1 would be the most environmental beneficial option available to us. Although Option 2 does not provide the wide range of environmental benefits, it did show that this would provide more significant positive effects for reducing carbon dioxide emissions and minimising the use of resources. Option 3 was focussed on improving the environment for the population and therefore offered significant positive effects for health and well-being, sense of community and consideration of all groups of society, including a growing elderly population. Options 2 and 3 would have negative effects on the landscape, townscape and heritage assets.

**Appraisal Table for Derbyshire LTP3 Options against SEA Objectives**

**Option 1: emphasis of measures supporting economic growth, better safety, security and health, improve quality of life and a healthy natural environment**

Topic	SEA Objective	Short term	Medium term	Long term	Comment
PROTECTION OF ALL LANDSCAPES (INCLUDING TOWNSCAPE AND CULTURAL HERITAGE)	<p>SEA 1 Protect and enhance the landscape character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of multiple environmental sensitivity</p> <ul style="list-style-type: none"> <li>Maintain the transport asset for local travel, to protect landscape character, sense of place and the natural and historic environment.</li> <li>Reduce light pollution and help to preserve dark sky areas. Avoid damage to the World Heritage Site and all heritage assets, including their setting.</li> <li>Help preserve remoteness and tranquillity within the Peak District National Park and other areas of tranquil countryside.</li> <li>Prevent damage to the landscape and biodiversity assets within it due to increases in recreational walking and cycling, motorcycling etc.</li> <li>Reduce the visual impact of transport infrastructure.</li> </ul>	-	0	+	<p>This option contains some conflicts between the landscape and delivery of transport interventions to support the local economy and better safety and security. In the short-term to medium term there would be a minor negative to neutral impact as interventions such as road safety and slowing speeds, and direction signing would add to visual intrusion whilst the maintenance and design measures such as the removal of unnecessary infrastructure and improving the local streetscape through high quality design, use of local materials and multi-disciplinary approach should lead to improvements in setting of landscapes and heritage assets. Protection of habitats and consideration of green infrastructure would contribute to landscape. In terms of landscape character and setting of heritage assets, this option would seek to encourage alternatives to the car, such as personalised travel planning and providing walking networks; and provide some demand management through parking controls and support moving freight from road to rail; there should be positives in the longer term. It is recognised in appraising this objective that despite the proactive measures to improve landscapes and heritage assets and to encourage use of alternative modes of travel that, although there may be localised improvements, it will take a long time before there is a noticeable improvement across the County.</p> <p>It is clear that road safety and the economy could be at conflict with the environmental aims within this option. Should this option be considered there would need to be a policy statement to ensure that this conflict was minimised. Influencing spatial planning will be required to minimise future impacts on the landscape from developments and to ensure that enhancements are secured such as green infrastructure.</p>
BIODIVERSITY FLORA AND FAUNA	SEA 2 Protect and enhance nature (biodiversity, geodiversity, wildlife flora and fauna) and take measures to reduce habitat fragmentation and enhance connectivity.	0/+	+	+	This option would protect habitats for wildlife, manage road verges for biodiversity and seek to provide green infrastructure to help link up habitats. Again there are a number of measures which would seek to encourage alternatives to the car which would have a longer term benefit. However, it clear that these interventions would take time for improvements to be take effect.
POPULATION AND HUMAN HEALTH INCLUDING NOISE	SEA 3 Support a resilient economy.	0	+	+	This option is focussed on supporting a resilient economy seeking to improve the use of local facilities and businesses, supporting tourism growth and moving freight from road to rail. Measures to enhance the townscape and landscape would help support Derbyshire's tourist and market town economies. Many measures seek to improve transport systems to help people access work. Some concern over the inclusion of major schemes, although recognise that removal of traffic could be beneficial where areas are currently congested. It is recognised that other national influences will have a greater impact on economies and therefore transport provides a supporting role. Therefore over time there is likely to be a positive impact, but this is likely to be relative to the resilience of the national economy.

Topic	SEA Objective	Short term	Medium term	Long term	Comment
POPULATION AND HUMAN HEALTH INCLUDING NOISE	<p><b>SEA 4 To reduce motorised traffic growth through a combination of demand management measures, land use planning and encouragement of the use of more sustainable transport modes (also climatic).</b></p> <ul style="list-style-type: none"> <li>▪ <i>Promote behavioural change to encourage healthier and more sustainable travel habits.</i></li> <li>▪ <i>Support sustainable tourism.</i></li> <li>▪ <i>Improve access to key services and facilities using sustainable modes of transport e.g. jobs, training and skills, shops, healthcare and leisure.</i></li> <li>▪ <i>Improve health by encouraging walking and cycling, reducing pollution and reducing health inequalities.</i></li> <li>▪ <i>Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel.</i></li> </ul>	+	+	+	This option provides demand management from parking controls, although there would be limited scope for managing road-space. Many measures seek to reduce car use particularly through improving walking networks, managing traffic and speeds in town centres and personalised travel planning. Many measures are targeted at behavioural change to help encourage healthier travel habits such as the provision of walking and cycling facilities and personal travel planning. Many measures seek to improve access to key facilities including supporting sustainable tourism. Influencing spatial planning for a reduction of car use and enable more walking, cycling and public transport would provide longer term benefits.
POPULATION AND HUMAN HEALTH INCLUDING NOISE	<b>SEA 5 Minimise noise and vibration impacts.</b>	?	+	+	Routine maintenance and measures to reduce speeds would reduce noise levels, although would need to clarify speed reduction measures e.g. no humps. Moving freight from road to rail would have an effect. Encouragement of alternative modes to the car would help minimise noise over the longer term. Promotion of tourism in areas such as the World Heritage Site could worsen noise in these areas, but this could also lead to a reduction of noise in the current honeypot areas if there is wider choice. Construction would lead to noise for short periods, some of which would be during the night. Short term there is uncertainty due to the impact of a recovering economy on traffic levels and associated noise. Longer term as recovery takes place and encouragement of mores sustainable travel can help make a positive contribution.
	<b>SEA 6 Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas.</b>	+	+	+	Most measures are positive, particularly accessibility measures and the concessionary fares scheme. Older people contribute much to the community and therefore long term a larger older population mean many measures will become more positive e.g. supporting bus services. Encouragement of healthier modes of travel should mean that more people enjoy good health into older years, reducing the needs of an older population. To ensure that most impact was made, measures would need to be targeted to areas of most need or focus could be lost – public health equity.
	<b>SEA 7 Improve road safety through targeted interventions, and make travel feel safer particularly by non car modes.</b>	+	+	+	This option is strongly focussed on reducing road casualties. Measures focussed on behavioural change will be important as many collision sites have already received engineering treatments. Concern that increasing the number of vulnerable road users such as walkers and cyclists could lead to an increase in casualties in these groups, particularly as these are potentially being under recorded through existing casualty recording.
	<b>SEA 8 Improve community safety, reduce crime and the fear of crime.</b>	+	+	+	Encouragement of non-car modes would help bring about more social interaction which would help reduce fear of crime. Streetscape enhancements would help make towns and villages feel safer. Speeding would be reduced. Street lighting improvements would continue to be made in areas where crime and fear of crime at night is an issue. Crime hotspots would need to be mapped to ensure measures are targeted to areas of need.
	<b>SEA 9 Enhance well-being and sense of community by reducing traffic impacts, creating more opportunities for social contact and better access to leisure activities and the natural environment.</b>	+	+	+	This option includes a focus on improving social contact. There are many measures that contribute to encouraging more people to walk and cycle in centres. Use of local facilities and local businesses are encouraged. Measures focussing on community safety will help people feel safer. This option would increase access to public spaces and green spaces, particularly through providing more greenways and green infrastructure.

Topic	SEA Objective	Short term	Medium term	Long term	Comment
CLIMATIC	SEA 10 Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.	0	+	+	There are many measures that will contribute to a reduction of carbon emissions, However, under this option there is not a focus on this and therefore the rate of achievement may not be as great. Other factors could play a greater role such as the promotion and development of cleaner fuels or fuel prices. Behavioural change will help raise awareness. Short term there would be neutral effect as measures will take time to start to make a difference. Longer term there would be a relative positive against the without the plan scenario, although progress on the baseline may be neutral.
	SEA 11 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic.	0	0	0	Currently there is only one house affected by an Air Quality Management Area, although Chesterfield town centre is still being considered. Short term any initiatives are likely to be neutral as traffic growth outweighs improvements. Longer term, outside factors such as cleaner fuels etc are likely to contribute to air quality no longer being an issue.
	SEA 12 Enhance the network's resilience to climate change e.g. reduce the risk of flooding.	0	0	+	There is now a Duty in relation to drainage and flooding. Drainage will be improved through routine maintenance. Data collection as part of Duty will mean that significant benefits will take a while to be made so a positive outcome may take into the longer term.
MATERIAL ASSETS	SEA 13 Minimise the use of environmental resources. <ul style="list-style-type: none"> <li>Minimise energy usage and reduce dependency on non-renewable resources.</li> <li>Increase the proportion of re-used and recycled materials used in road and Rights of Way construction and maintenance.</li> <li>Use locally sourced materials wherever feasible.</li> </ul>	+	+	+	Use of environmental resources would be minimised under this option, including the use of local materials. There is some conflict under this objective because Derbyshire has access to cheaper local materials from quarries which means that there may be less use of recycled materials. Carbon reduction would make a contribution to less use of resources. All waste would be reused.

**Appraisal Table for Derbyshire LTP3 Options against SEA Objectives**

**Option 2: emphasis of measures for tackling climate change and supporting economic growth**

Topic	SEA Objective	Short term	Medium term	Long term	Comment
PROTECTION OF ALL LANDSCAPES (INCLUDING TOWNSCAPE AND CULTURAL HERITAGE)	<p><b>SEA 1 Protect and enhance the landscape character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of multiple environmental sensitivity</b></p> <ul style="list-style-type: none"> <li>Maintain the transport asset for local travel, to protect landscape character, sense of place and the natural and historic environment.</li> <li>Reduce light pollution and help to preserve dark sky areas. Avoid damage to the World Heritage Site and all heritage assets, including their setting.</li> <li>Help preserve remoteness and tranquillity within the Peak District National Park and other areas of tranquil countryside.</li> <li>Prevent damage to the landscape and biodiversity assets within it due to increases in recreational walking and cycling, motorcycling etc.</li> <li>Reduce the visual impact of transport infrastructure.</li> </ul>	-	-	-	There is minimal focus on enhancing the landscape under this option and light pollution would not be tackled. Townscapes would be enhanced. Road safety interventions are focussed on behavioural change and therefore likely to be a slower worsening of visual intrusion from engineering measures, but there would be no focus on removing unnecessary infrastructure.
BIODIVERSITY FLORA AND FAUNA	<p><b>SEA 2 Protect and enhance nature (biodiversity, geodiversity, wildlife flora and fauna) and take measures to reduce habitat fragmentation and enhance connectivity.</b></p>	-	-	-/0	No measures directly aim to improve biodiversity. Therefore in the short to medium term conditions for biodiversity could worsen. In the longer term, benefits from tackling climate change could make a positive contribution to biodiversity, but changes are likely to be more longer term than the Plan's horizon. The LTPs contribution to overall climate change is likely to be minimal.
POPULATION AND HUMAN HEALTH INCLUDING NOISE	<p><b>SEA 3 Support a resilient economy.</b></p>	0	+	+	Measures provide a focus for encouraging the use of local facilities and local businesses. Tourism growth is supported for specific road users and locations. However, there are no enhancements for the landscape to help attract more visitors. Encouragement of sustainable transport modes such as public transport, walking and cycling should help provide accessibility.
	<p><b>SEA 4 To reduce motorised traffic growth through a combination of demand management measures, land use planning and encouragement of the use of more sustainable transport modes (also climatic).</b></p> <ul style="list-style-type: none"> <li>Promote behavioural change to encourage healthier and more sustainable travel habits.</li> <li>Support sustainable tourism.</li> <li>Improve access to key services and facilities using sustainable modes of transport e.g. jobs, training and skills, shops, healthcare and leisure.</li> <li>Improve health by encouraging walking and cycling, reducing pollution and reducing health inequalities.</li> <li>Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel.</li> </ul>	+	+	+	There is a strong focus on reducing the carbon footprint and therefore reducing the carbon footprint of road traffic will be important. There is therefore a focus on behavioural change such as personalised travel planning and provision of walking and cycling networks and public transport services to help encourage healthier and more sustainable travel habits. Demand management is focussed on parking controls. Tourism growth is supported. Accessibility is important with a range of initiatives to help people access services. Would require measures to be targeted to areas of need to be most effective. Spatial planning would be targeted to influence development for longer term benefits.

Topic	SEA Objective	Short term	Medium term	Long term	Comment
POPULATION AND HUMAN HEALTH INCLUDING NOISE	SEA 5 Minimise noise and vibration impacts.	?	0	0	Minimal reduction of speeds and routine maintenance is focussed on maintaining status quo, rather than seeking improvements. Various measures such as supporting moving freight from road to rail would contribute. In the short term there is uncertainty over what the impact will be as the economy recovers, longer term it is unlikely that measures will significantly improve noise and vibration.
	SEA 6 Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas.	0	0	0	Although a number of measures would seek to provide transport opportunities for older people it is unlikely that there would be a targeting of interventions towards this. Therefore situation would likely stay static.
	SEA 7 Improve road safety through targeted interventions, and make travel feel safer particularly by non car modes.	0	0	?	Less focus on reducing casualties or improving the road network. Behavioural change and ongoing road safety programmes would remain but it is likely that benefits would take much longer to achieve. Longer term there is uncertainty to whether a lack of planning could increase casualties in various road user groups e.g. walking and cycling and to how the condition of the network might deteriorate.
	SEA 8 Improve community safety, reduce crime and the fear of crime.	0	0	?	There is a focus on reducing light pollution, but it is unlikely that this would be in areas of community safety needs, but this would need ensuring. There is a focus on improving social contact and would still be able to undertake interventions to make locations safer. However, other than tackling particular problem areas there would be a neutral effect and as into the longer term uncertainty to the impact of other measures would have on community safety.
	SEA 9 Enhance well-being and sense of community by reducing traffic impacts, creating more opportunities for social contact and better access to leisure activities and the natural environment.	+	+	+	Improved social contact is a focus. Walking and cycling routes will be provided. Personalised travel planning will help create more opportunities to get around by non car modes.
CLIMATIC	SEA 10 Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.	0	+	++	This option is strongly focussed towards this objective and therefore most measures will be targeted towards reducing transport emissions of carbon dioxide. Change is likely to take time though and although improvements will take a while to get off the ground, over time a significant positive would be expected against this objective.
	SEA 11 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic.	0	0	+	Improvements targeted at carbon reduction could have benefits for air quality e.g. use of sustainable transport modes. However, it is clear that a reduction in carbon does not necessarily mean an improvement in other greenhouse gases that cause poor air quality. Therefore it may take a lot longer for air quality to improve, which will be assisted by influences outside the LTP.
	SEA 12 Enhance the network's resilience to climate change e.g. reduce the risk of flooding.	0	0	+	Management of surface water and flooding is now a duty. It is clear that climate change will take a long time and therefore measures will be required to mitigate against this. With less focus on routine maintenance it is clear that overall improvements will take longer for the benefits to be realised.
MATERIAL ASSETS	SEA 13 Minimise the use of environmental resources. <ul style="list-style-type: none"> <li>Minimise energy usage and reduce dependency on non-renewable resources.</li> <li>Increase the proportion of re-used and recycled materials used in road and Rights of Way construction and maintenance.</li> <li>Use locally sourced materials wherever feasible.</li> </ul>	+	+	++	Targeting a reduction in carbon dioxide emissions will mean many measures are focussed on minimising use of resources and by seeking to use alternative fuels. Focus will be on more sustainable travel and a focus on behavioural change and the County Councils role in promoting change. Over time the County Council may produce own energy and reduced light pollution will be focussed around reducing energy usage. There would be positives from the short term but as momentum was gained significant positives could be achieved.

Appraisal Table for Derbyshire LTP3 Options against SEA Objectives					
Option 3: emphasis of measures for promoting equality of opportunity					
Topic	SEA Objective	Short term	Medium term	Long term	Comment
PROTECTION OF ALL LANDSCAPES (INCLUDING TOWNSCAPE AND CULTURAL HERITAGE)	<p><b>SEA 1 Protect and enhance the landscape character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of multiple environmental sensitivity</b></p> <ul style="list-style-type: none"> <li>Maintain the transport asset for local travel, to protect landscape character, sense of place and the natural and historic environment.</li> <li>Reduce light pollution and help to preserve dark sky areas. Avoid damage to the World Heritage Site and all heritage assets, including their setting.</li> <li>Help preserve remoteness and tranquillity within the Peak District National Park and other areas of tranquil countryside.</li> <li>Prevent damage to the landscape and biodiversity assets within it due to increases in recreational walking and cycling, motorcycling etc.</li> <li>Reduce the visual impact of transport infrastructure.</li> </ul>	-	-	-	No focus on enhancing or protecting the landscape or townscape which would lead to a deterioration over time. Focus on improving road safety would lead to more infrastructure cluttering landscapes and townscapes with minimal regard to their impact.
	<p><b>SEA 2 Protect and enhance nature (biodiversity, geodiversity, wildlife flora and fauna) and take measures to reduce habitat fragmentation and enhance connectivity.</b></p>	0	0	0	No focus on enhancing or protecting nature. Likewise it is unlikely that this option would impact on nature.
POPULATION AND HUMAN HEALTH INCLUDING NOISE	<p><b>SEA 3 Support a resilient economy.</b></p>	?	?	?	No focus on supporting a resilient economy. Many of the measures would be essential for a resilient economy e.g. routine maintenance of roads, supporting local journeys, supporting access to jobs and public transport enhancements. However, without any focus on the economy they are supporting it is unclear to the effect or magnitude these would have.
	<p><b>SEA 4 To reduce motorised traffic growth through a combination of demand management measures, land use planning and encouragement of the use of more sustainable transport modes (also climatic).</b></p> <ul style="list-style-type: none"> <li>Promote behavioural change to encourage healthier and more sustainable travel habits.</li> <li>Support sustainable tourism.</li> <li>Improve access to key services and facilities using sustainable modes of transport e.g. jobs, training and skills, shops, healthcare and leisure.</li> <li>Improve health by encouraging walking and cycling, reducing pollution and reducing health inequalities.</li> <li>Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel.</li> </ul>	0	+	+	There are behavioural change measures which would encourage more healthier and sustainable travel. However, there would be minimal demand management. There is no focus on the economy and therefore sustainable tourism would be a by-product of overall behavioural change. Access to key services and facilities would be enhanced under this option, particularly through independent travel training and equality impact assessments. Spatial planning would be influenced to ensure longer term benefits. Without any demand management, a reliance on behavioural change means that it will be medium to long term before benefits are realised.



Topic	SEA Objective	Short term	Medium term	Long term	Comment
POPULATION AND HUMAN HEALTH INCLUDING NOISE	SEA 5 Minimise noise and vibration impacts.	0	?	?	Within this option there would be a reduced routine maintenance of roads, but the degree to which roads would deteriorate produced some uncertainty to the effect on noise and vibration over time. Some benefits may be observed through a focus on more sustainable travel modes but this option is much focussed on residents so there would be minimal focus on sustainable freight.
	SEA 6 Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas.	+	+	++	Many of the measures would benefit the needs of older people, particularly in rural areas, but this would need to be targeted to gain most benefit. Independent travel training would target those who potentially could not get about without special transport provision. EQIAs would understand the needs of older people and set actions to tackle these. Overall the measures would combine to have a significant positive.
	SEA 7 Improve road safety through targeted interventions, and make travel feel safer particularly by non car modes.	+	+	+	A full range of measures targeted at road safety and casualty reduction are included within this option. Independent travel training would help more vulnerable road users feel safer. Improvements to make walking and cycling safer would be included, although some uncertainty to whether an increased number of walkers and cyclists would increase casualties.
	SEA 8 Improve community safety, reduce crime and the fear of crime.	+	+	+	There would be a focus on improving street lighting for community safety. Independent travel training would help more people to get about without fears of personal security. Many measures would help get more people about and more social contact making places feel safer. Few improvements to the public realm could mean that places do not feel as safe visually which means that full benefits would not be realised.
	SEA 9 Enhance well-being and sense of community by reducing traffic impacts, creating more opportunities for social contact and better access to leisure activities and the natural environment.	+	+	++	Many measures contribute to make stronger communities and more social contact, including access to public and green spaces. In the longer term it is expected that these would combine to have a significant positive benefit.
CLIMATIC	SEA 10 Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.	0	+	+	Behavioural change such as personal travel planning and business travel plans and provision for and encouragement of more sustainable travel modes would help contribute to reduced carbon dioxide emissions. Progress would be slower without a focus on carbon dioxide reduction.
	SEA 11 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic.	0	0	0	Many measures to encourage the use of more sustainable travel modes would contribute to a relative improving of air quality against the without the plan scenario, but without a focus it is likely that this could not be considered a positive and would likely remain neutral over the plan period.
	SEA 12 Enhance the network's resilience to climate change e.g. reduce the risk of flooding.	0	0	0	This option would manage the transport asset to cater for local journeys which would mean that its resilience to climate change would be enhanced in some areas. Use of other sustainable travel modes should help provide more alternative travel options. However, a reduced level of routine maintenance would most likely lead to other parts of the network becoming less resilient making this an overall neutral effect.
MATERIAL ASSETS	SEA 13 Minimise the use of environmental resources. <ul style="list-style-type: none"> <li>Minimise energy usage and reduce dependency on non-renewable resources.</li> <li>Increase the proportion of re-used and recycled materials used in road and Rights of Way construction and maintenance.</li> <li>Use locally sourced materials wherever feasible.</li> </ul>	0	0	0	Many of the measures included within this option rely less on construction and more on training and encouragement which would use less environmental resources. However, there would still be a reasonable level of construction required and without any measures to actively seek a reduction, including a less likelihood of reducing street lighting energy usage means that overall there would be a neutral effect.

## New Approach to Appraisal (NATA)

- A4.3.11 At the scoping stage of this SEA we examined the different topic-based assessments that were available to us and incorporated these within the baseline assessment. This included the New Approach to Appraisal which is an approach to improve the consistency and transparency in which transport decisions are made. Although NATA and its topics have been integrated within our whole SEA process, we are now revisiting it to provide a separate appraisal stage of our options. This is recommended in SEA guidance Webtag Unit 2.11 because of a risk of missing potential environmental effects if the appraisal is undertaken purely against the SEA objectives. Although, we are confident that all the SEA issues are included within the SEA objectives, or the sub-objectives this methodology provided a second chance to appraise each of the options, which in some cases provided an alternative view of their impact. Therefore it was a useful exercise. The appraisals as shown in the tables below, conclude with the same results to the assessment through our objectives and therefore results show a similar result to the assessment against the objectives.
- A4.3.12 The tables below are based upon the Appraisal Summary Tables (AST) that are usually used for NATA. We have amended them slightly so because during the LTP3 development a 'refresh' document was produced that suggested changes from the original NATA to be based around the National Transport Goals (as selected for the Derbyshire transport goals). This new table introduced new challenges to replace the old sub-objectives. To gain a full understanding of the likely impacts we decided to use a combination of the old and new forms to ensure that the appraisals were undertaken from a wider view as possible. The form below shows which challenges and sub objectives were taken from which form. Both forms usually require a quantitative assessment, however as discussed elsewhere, the uncertainty at this stage means that we are currently only able to make a qualitative assessment.

**Combined Appraisal Summary Table using sub-objectives and challenges from the New Approach to Appraisal (NATA) and the refresh that relates to DaSTS**

**Option 1: emphasis of measures supporting economic growth, better safety, security and health, improve quality of life and healthy natural environment**

Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
Tackle climate change	✓	✓	Reduce greenhouse gas emissions	This concluded that relative to the without the plan scenario there were many measures that would contribute to a reduction of carbon emissions and greenhouse gases. This would be complimented by measures to reduce the use of motorised vehicles and encouragement of more sustainable transport modes, including a focus on personalised travel planning. Although positive against the without the plan, progress against the baseline may be neutral. This option is not wholly focussed on this and therefore achievement may not be as great as one that focussed on climate change.	SEA 4 SEA 10	+
Support economic growth	✓	✓	Improve reliability	This option contains a number of measures to improve reliability of the transport network, such as dealing with disruption on the roads as part of our network management and providing better travel information. Measures will seek to reduce vehicle use by encouraging and providing for alternative modes of travel, including behavioural change measures. Spatial planning will be used to influence the use of more sustainable modes of travel and to reduce the impact of road freight to reduce the growth in use of motorised traffic. Support will be given to moving freight from road to rail and use of sustainable freight distribution networks. There are measures to keep the transport network in good condition. Potential major schemes could be considered that would reduce congestion. Recognise that traffic levels are influenced heavily by national issues and therefore a minor positive could potentially be achieved by the LTP.	SEA 3 SEA 4 SEA 12	+
		✓	Improve connectivity	This option includes measures to influence spatial planning to reduce car use and enable more walking, cycling and public transport which would seek better connectivity between housing and employment. A measure is also included to encourage the use of local facilities and local businesses, this would also be enhanced by a measure to improve social contact in towns and village centres.	SEA 3 SEA 4 SEA 9	+
		✓	Enhance resilience	Many measures will contribute to a resilient economy. Supports transport improvements but does not contribute to any particular mode or operator which will enable competitiveness to be maintained. Measures seek to reduce the reliance on fossil fuels in future which will help make the transport network and the economy more resilient. Measures to support local facilities and local businesses, including supporting tourism growth. Town centres would be enhanced by better streetscapes.	SEA 3 SEA 4 SEA 7	+
	✓		Economic efficiency for business users, transport providers and consumers	Measures are included to help both business users, transport providers and consumers. This option includes a number of measures to improve the experience of travel such as improvements to public transport services, new walking and cycling networks and facilities, road, pavement and rights of way maintenance to improve existing networks, dealing with disruption on the roads, improving road safety.	SEA 1 SEA 3 SEA 4 SEA 12	+
		✓	Support the delivery of housing	Measures include influencing spatial planning to reduce car use and enable more walking, cycling and public transport. This options also includes measures for providing infrastructure to support these modes, which although not specifically targeted towards new housing areas would be available to be implemented in such areas.	SEA 3 SEA 4	+
	✓	✓	Wider economic impacts	This option would seek to reduce the use of motorised vehicles which would have wide benefits to the economy across the county e.g. less impact in towns leading to more social contact and more use of local facilities. Better reliability could attract more inward investment and enable more people to enjoy the landscapes of Derbyshire.	SEA 3 SEA 4	+

Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
Promote the equality of opportunity	✓	✓	Improve accessibility Access to the transport system	Many measures are contained within this option to improve accessibility and access to the transport system. These measures include a wide coverage of accessibility issues such as reducing rural isolation through demand responsive or community transport and by bringing services to the people. Other measures help people get to jobs such as through wheels to work and improving access to employment and training sites. Health access is provided by public transport and community transport and where necessary voluntary car schemes.	SEA 4 SEA 6 SEA 9	+
	✓		Interchange	This option includes a number of measures to improve passenger integration such as improvements to public transport services, demand responsive services, community rail etc. Influencing spatial planning will help reduce car use and enable more walking, cycling and public transport. This option also includes measures for encouraging moving freight from road to rail and sustainable freight distribution networks.	SEA 4	+
		✓	Improve affordability	This option includes measures to provide more flexible ways of paying and concessionary fares scheme which would help improve the affordability of public transport services.	SEA 4 SEA 6	+
	✓		Option values	This option includes many measures to help increase the number of different options for travel. This includes maintaining the existing transport asset, but also seeking to provide additional infrastructure, particularly for walking and cycling. Public transport service improvements are included, but this could be affected by the resources available.	SEA 4 SEA 6 SEA 8 SEA 9	+
	✓	✓	Reduce severance	This option includes a focus on improving social contact such as through reduced traffic levels and slower speeds. There are also a number of measures which would contribute to this such as walking and cycling networks and the encouragement of the use of local facilities and local businesses. This option would seek to reduce the use of motorised vehicles through the use of more sustainable travel modes. Severance is therefore likely to be reduced but may be longer term before full benefits are realised.	SEA 4 SEA 6 SEA 7 SEA 8 SEA 9	+
		✓	Enhance regeneration	This option includes measures to influence spatial planning to reduce car use and enable more walking and cycling which should ensure that development is located close to existing infrastructure. Measures are also included to encourage the use of local facilities and local businesses and to support tourism growth, which includes in new areas. Town centres would be enhanced by better streetscapes.	SEA 1 SEA 3 SEA 4	+
		✓	Reduce regional economic imbalance	Many measures contribute to making the economy more resilient. This would contribute to making the regional economy more resilient. Whilst this option is expected to contribute to a minor positive effect, it is likely to be negligible on a national scale and therefore against this challenge considered to be a neutral to a very minor positive.	SEA 3	0
Improve quality of life and promote a healthy natural environment	✓	✓	Reduce exposure to noise	Measures to maintain road surfaces and to reduce speeds would reduce noise levels, although the use of humps would need to be restricted. Moving freight from road to rail would have an effect as would the many measures to reduce the use of motorised vehicles. Promotion of tourism in some areas could lead to increases in areas currently considered tranquil. Short term noise impacts could be experienced during construction.	SEA 5	+
	✓	✓	Minimise impact on biodiversity	This option would protect habitats for wildlife, manage road verges for biodiversity and seek to provide green infrastructure to help link up habitats. Measures to reduce the use of motorised vehicles would have a longer term benefit.	SEA 2 SEA 10	+
	✓	✓	Minimise impact on the water environment	The impact on the water environment was scoped out of the assessment in relation to water quality. As mentioned under biodiversity, there would be measures to protect water habitats where necessary. Overall it is considered that this option would have a neutral effect.	SEA 2	0

Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
Improve quality of life and promote a healthy natural environment (continued)	✓	✓	Minimise impact on heritage	This option contains a strong focus on minimising damage to the environment which includes heritage assets. There is also a strong focus on enhancing the setting of heritage assets through improving streetscapes through high quality design and use of local materials and the removal of unnecessary transport infrastructure. Measures to reduce the use of motorised vehicles should help reduce the visual impact from traffic. There is conflict with engineering measures to reduce road collisions and measures to enhance the economy where this could lead to additional traffic. Therefore a positive effect is predicted, but this may be minimised by conflicting priorities.	SEA 1 SEA 4	+
	✓	✓	Minimise impact on landscape	This option contains a strong focus on minimising damage to the environment which includes landscape character. There is also a strong focus on enhancing the setting of landscapes through the removal of unnecessary transport infrastructure. Measures to reduce the use of motorised vehicles should help reduce the visual impact from traffic. There is conflict with engineering measures to reduce road collisions and measures to enhance the economy where this could lead to additional traffic. Therefore a positive effect is predicted, but this may be minimised by conflicting priorities.	SEA 1 SEA 4	+
	✓	✓	Improve experience of travel or journey ambience	This option includes measures for improving the transport infrastructure but does not include measures for improving the quality of vehicles which is generally outside the influence of the LTP. The measure to improve public transport services could be used to secure particular vehicle specifications for the supported bus network, but this is currently only 15% of services currently available of which resource constraints are likely to minimise this influence further. Therefore likely to be a neutral effect.	SEA 4 SEA 6 SEA 9	0
	✓	✓	Townscape/ improve the urban environment	This option contains a strong focus on minimising damage to the environment which includes townscapes. There is also a strong focus on enhancing townscapes through improving streetscapes through high quality design and use of local materials and the removal of unnecessary transport infrastructure. Measures to reduce the use of motorised vehicles should help reduce the visual impact from traffic. There is conflict with engineering measures to reduce road collisions and measures to enhance the economy where this could lead to additional traffic. Therefore a positive effect is predicted, but this may be minimised by conflicting priorities.	SEA 1 SEA 4	+
		✓	Improve access to leisure	This option includes measures to improve access to leisure such as improving access to public and green spaces, providing green infrastructure, focussing on walking networks and also providing cycle routes, tourism growth would be supported.	SEA 1 SEA 4 SEA 9	+
Better safety, security and health	✓	✓	Reduce the risk of death or injury – road collisions	This option contains a strong focus on improving road safety and reducing road casualties. This would include training, education, publicity, engineering measures and enforcement. A concern that this option could increase casualties in more vulnerable groups by encouraging walking and cycling.	SEA 7	+
	✓	✓	Improve health through physical activity	This option includes measures to encourage more people to walk and cycle to improve their physical fitness. There are also behavioural change measures which could help promote the health benefits of walking and cycling, particularly as there is a strong focus on personalised travel planning. It is clear that measures would have to be targeted towards this for most benefit.	SEA 4 SEA 9	+
	✓	✓	Reduce air quality health costs	Currently one household in Derbyshire is within an Air Quality Management Area relating to local traffic. This option contains a number of measures to reduce the use of motorised vehicles and encourage more sustainable modes of travel. There is a focus on using alternative fuels such as providing electric charging points. Air quality is predicted to improve through external influences such as vehicle and fuel technological improvements leading to a positive effect.	SEA 4 SEA 10 SEA 11 SEA 13	+

Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
Better safety, security and health (continued)		✓	Reduce vulnerability to terrorism	Vulnerability to terrorism has not been considered as a strategic issue through the development of LTP3. The Derbyshire LTP3 has limited influence over major transport interchanges, public transport services and national transport networks. Issues of concern are considered at a localised level.	SEA 8	0
	✓	✓	Reduce crime	This option contains a measure to improve street lighting to improve community safety. Other measures contained within this option seek to improve social contact and to for people to use their local facilities and businesses which should contribute to busier streets and reduce fear of crime. This option also includes a strong focus on improving the local streetscape.	SEA 1 SEA 8 SEA 9	+
Other	✓	✓	Wider public finance impacts/ public accounts	This option includes a measure to manage the transport network to support local journeys. Asset management includes the concept of whole life costing and efficient use of public funds. Includes a measure for the best use of resources to reduce carbon footprint.	SEA 3 SEA 10	+
		✓	Broad transport budget	At this stage of Plan development we do not know the level of transport budgets available. This option contains few opportunities for increasing the transport budget.	N/A	0
	✓		Land use policy Other government policy	This option has been developed to be compatible with international, national, regional and local policy as analysed during the Scoping stage of the SEA.	All SEA Objectives	0

**Combined Appraisal Summary Table using sub-objectives and challenges from the New Approach to Appraisal (NATA) and the refresh that relates to DaSTS**

**Option 2: emphasis of measures for tackling climate change and supporting economic growth**

Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
Tackle climate change	✓	✓	Reduce greenhouse gas emissions	This option is strongly focussed on reducing greenhouse gas emissions which would see resources used to reduce the carbon footprint such as reducing energy usage by street lighting. This would be complimented by measures to reduce the use of motorised vehicles and encouragement of more sustainable transport modes, including a focus on personalised travel planning. There would be a focus on encouraging the use of alternative fuels such as providing plug in points for electrical vehicles. This strong focus would be expected to contribute to a significant positive, although it is recognised that this would be a long term achievement.	SEA 4 SEA 10	++
Support economic growth	✓	✓	Improve reliability	This option contains a number of measures to improve reliability of the transport network, such as dealing with disruption on the roads as part of our network management and providing better travel information. There would be a strong focus on managing events to reduce car use. Measures will seek to reduce vehicle use by encouraging and providing for alternative modes of travel, including behavioural change measures. Spatial planning will be used to influence the use of more sustainable modes of travel and to reduce the impact of road freight to reduce the growth in use of motorised traffic. Support will be given to moving freight from road to rail and use of sustainable freight distribution networks. There are measures to keep the transport network in good condition. Potential major schemes could be considered that would reduce congestion. Recognise that traffic levels are influenced heavily by national issues and therefore a minor positive could potentially be achieved by the LTP.	SEA 3 SEA 4 SEA 12	+
		✓	Improve connectivity	This option includes measures to influence spatial planning to reduce car use and enable more walking, cycling and public transport which would seek better connectivity between housing and employment. A measure is also included to encourage the use of local facilities and local businesses, this would also be enhanced by a measure to improve social contact in towns and village centres.	SEA 3 SEA 4 SEA 9	+
		✓	Enhance resilience	Many measures will contribute to a resilient economy. Supports transport improvements but does not contribute to any particular mode or operator which will enable competitiveness to be maintained. Measures seek to reduce the reliance on fossil fuels in future which will help make the transport network and the economy more resilient. Measures to support local facilities and local businesses, including supporting tourism growth.	SEA 3 SEA 4 SEA 7	+
	✓		Economic efficiency for business users, transport providers and consumers	Measures are included to help both business users, transport providers and consumers. This option includes a number of measures to improve the experience of travel such as improvements to public transport services, new walking and cycling networks and facilities, pavement and rights of way maintenance to improve existing networks, dealing with disruption on the roads, improving road safety. There would not be significant improvements in road condition, although the network would be maintained to a safe standard.	SEA 1 SEA 3 SEA 4 SEA 12	+
		✓	Support the delivery of housing	Measures include influencing spatial planning to reduce car use and enable more walking, cycling and public transport. This option also includes measures for providing infrastructure to support these modes, which although not specifically targeted towards new housing areas would be available to be implemented in such areas.	SEA 3 SEA 4	+
	✓	✓	Wider economic impacts	This option would seek to reduce the use of motorised vehicles which would have wide benefits to the economy across the county e.g. less impact in towns leading to more social contact and more use of local facilities. Better reliability could attract more inward investment.	SEA 3 SEA 4	+

Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
Promote the equality of opportunity	✓	✓	Improve accessibility Access to the transport system	There are a number of measures that contribute to improve accessibility and access to the transport system. These measures are focussed on providing for the majority to improve access from rural areas and for jobs, rather than focussing on those social groups in most need e.g. elderly people and health needs.	SEA 4 SEA 6 SEA 9	+
	✓		Interchange	This option includes a number of measures to improve passenger integration such as improvements to public transport services, demand responsive services, community rail etc. Influencing spatial planning will help reduce car use and enable more walking, cycling and public transport. This option also includes measures for encouraging moving freight from road to rail and sustainable freight distribution networks.	SEA 4	+
		✓	Improve affordability	This option focuses on encouraging better ways to pay such as more flexible ways of paying, smart ticketing and improved technology for paying and travel discounts for bus and rail. There would be less focus on the concessionary fares scheme which could mean certain groups are less likely to be able to afford travel.	SEA 4	+
	✓		Option values	This option includes many measures to help increase the number of different options for travel, particularly for walking and cycling. Public transport service improvements are included, but this could be affected by the resources available. Maintenance of transport networks would be balanced away from roads to more sustainable travel networks, although this could impact upon bus networks.	SEA 4 SEA 6 SEA 8 SEA 9	+
	✓	✓	Reduce severance	This option includes a measure to improving social contact such as through reduced traffic levels and slower speeds. There are also a number of measures which would contribute to this such as walking and cycling networks and the encouragement of the use of local facilities and local businesses. This option would seek to reduce the use of motorised vehicles through the use of more sustainable travel modes. Severance is therefore likely to be reduced but may be longer term before full benefits are realised.	SEA 4 SEA 6 SEA 7 SEA 8 SEA 9	+
		✓	Enhance regeneration	This option includes measures to influence spatial planning to reduce car use and enable more walking and cycling which should ensure that development is located close to existing infrastructure. Measures are also included to encourage the use of local facilities and local businesses and to support tourism growth, which includes in new areas. Town centres would be enhanced by better streetscapes.	SEA 1 SEA 3 SEA 4	+
		✓	Reduce regional economic imbalance	Many measures contribute to making the economy more resilient. This would contribute to making the regional economy more resilient. Whilst this option is expected to contribute to a minor positive effect, it is likely to be negligible on a national scale and therefore against this challenge considered to be a neutral to a very minor positive.	SEA 3	0
Improve quality of life and promote a healthy natural environment	✓	✓	Reduce exposure to noise	There are few measures which would significantly improve road surfaces and to reduce speeds to help reduce noise levels. Moving freight from road to rail would have an effect as would the many measures to reduce the use of motorised vehicles. Promotion of tourism in some areas could lead to increases in areas currently considered tranquil. Short term noise impacts could be experienced during construction. On balance a neutral effect would be likely from this option.	SEA 5	0
	✓	✓	Minimise impact on biodiversity	There are no measures directly aimed at improving biodiversity. In the short-term there would be a risk that conditions could worsen. Over time measures to reduce the use of motorised vehicles and a strong focus on reducing carbon emissions could have an impact on climate change which would have a benefit, but this could be much longer term than the plans horizon.	SEA 2 SEA 10	-/0



Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
Improve quality of life and promote a healthy natural environment (continued)	✓	✓	Minimise impact on the water environment	The impact on the water environment was scoped out of the assessment in relation to water quality. Therefore although there are no specific measures for protecting water quality, it is unlikely that there would be a negative effect due to lack of issues at the baseline assessment.	SEA 2	0
	✓	✓	Minimise impact on heritage	This option contains a measure to improve the local streetscape through high quality design and use of local materials although there is are no measures that would protect heritage assets.. Measures to reduce the use of motorised vehicles should help reduce the visual impact from traffic. Without the protection measures the situation would slowly worsen as engineering measures are introduced.	SEA 1 SEA 4	-
	✓	✓	Minimise impact on landscape	There are no measures that would significantly protect the landscape character or enhance them such as by removing unnecessary infrastructure. Measures to reduce the use of motorised vehicles should help reduce the visual impact from traffic. Without the protection measures the situation would slowly worsen as engineering measures are introduced. Light pollution would be reduced but this would be focused on a carbon emissions reduction rather than to preserve darker skies.	SEA 1 SEA 4	-
	✓	✓	Improve experience of travel or journey ambience	This option includes measures for improving the transport infrastructure but does not include measures for improving the quality of vehicles which is generally outside the influence of the LTP. The measure to improve public transport services could be used to secure particular vehicle specifications for the supported bus network, but this is currently only 15% of services currently available of which resource constraints are likely to minimise this influence further. Better ticketing methods could improve that stage of the journey. On balance there is likely to be a neutral effect.	SEA 4 SEA 6 SEA 9	0
	✓	✓	Townscape/ improve the urban environment	This option contains a measure to improve the local streetscape through high quality design and use of local materials. There are no measures that would significantly protect townscapes or enhance them through removing unnecessary infrastructure. Measures to reduce the use of motorised vehicles should help reduce the visual impact from traffic. Without the protection measures the positive benefits would be balanced out as engineering measures are introduced.	SEA 1 SEA 4	0
			✓	Improve access to leisure	This option includes measures to improve walking and cycling routes and tourism growth would be supported.	SEA 1 SEA 4 SEA 9
Better safety, security and health	✓	✓	Reduce the risk of death or injury – road collisions	This option contains less of a focus on improving road safety and reducing road casualties. The focus is about education and training which will take longer for any benefits to be realised. There would of course still be a limited programme of engineering measures to tackle collision clusters. Longer term there would be some uncertainty when combined with less of a focus on road maintenance to the impact on road safety trends.	SEA 7	0/?
	✓	✓	Improve health through physical activity	This option includes measures to encourage more people to walk and cycle to improve their physical fitness. There are also behavioural change measures which could help promote the health benefits of walking and cycling, particularly as there is a strong focus on personalised travel planning. It is clear that measures would have to be targeted towards this for most benefit.	SEA 4 SEA 9	+
	✓	✓	Reduce air quality health costs	Currently one household in Derbyshire is within an Air Quality Management Area relating to local traffic. This option contains a number of measures to reduce the use of motorised vehicles and encourage more sustainable modes of travel. There is a focus on using alternative fuels such as providing electric charging points. Air quality is predicted to improve through external influences such as vehicle and fuel technological improvements leading to a positive effect.	SEA 4 SEA 10 SEA 11 SEA 13	+

Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
Better safety, security and health (continued)		✓	Reduce vulnerability to terrorism	Vulnerability to terrorism has not been considered as a strategic issue through the development of LTP3. The Derbyshire LTP3 has limited influence over major transport interchanges, public transport services and national transport networks. Issues of concern are considered at a localised level.	SEA 8	0
	✓	✓	Reduce crime	This option contains a measure to improve street lighting to improve community safety. Other measures contained within this option seek to improve social contact and to for people to use their local facilities and businesses which should contribute to busier streets and reduce fear of crime. This option also includes a measure to improve the local streetscape.	SEA 1 SEA 8 SEA 9	+
Other	✓	✓	Wider public finance impacts/ public accounts	This option includes a measure to manage the transport network to support local journeys. Asset management includes the concept of whole life costing and efficient use of public funds. There is also a strong focus on making best use of resources to reduce the carbon footprint which would help to reduce overall costs and expenditure e.g. reducing street lighting energy usage.	SEA 3 SEA 10	++
		✓	Broad transport budget	At this stage of Plan development we do not know the level of transport budgets available. This option contains few opportunities for increasing the transport budget.	N/A	0
	✓		Land use policy Other government policy	This option has been developed to be compatible with international, national, regional and local policy as analysed during the Scoping stage of the SEA.	All SEA Objectives	0

**Combined Appraisal Summary Table using sub-objectives and challenges from the New Approach to Appraisal (NATA) and the refresh that relates to DaSTS**

**Option 3: Emphasis of measures for promoting equality of opportunity**

Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
Tackle climate change	✓	✓	Reduce greenhouse gas emissions	There is no focus particularly on reducing carbon dioxide emissions or other greenhouse gases under this option. There are measures to reduce the use of motorised vehicles and the encouragement of alternative modes, including personalised travel planning which would have secondary benefits of reducing greenhouse gases. There would be less reduction in light pollution which would have helped reduce carbon dioxide emissions. Against the without the plan scenario this option would provide positive effects but without a strong focus progress is likely to be minor.	SEA 4 SEA 10	+
Support economic growth	✓	✓	Improve reliability	This option contains measures to keep the roads and pavements clear in bad weather; and to provide better travel information; but does not include any additional measures to improve reliability of the transport network. Measures will seek to reduce vehicle use by encouraging and providing for alternative modes of travel, including behavioural change measures. Spatial planning will be used to influence the use of more sustainable modes of travel and to reduce the impact of road freight to reduce the growth in use of motorised traffic. There are no measures relating to moving freight from road to rail or the use of sustainable freight distribution networks. Routine maintenance would be targeted towards supporting local journeys which could be at the expense of reliability for longer journeys.	SEA 3 SEA 4 SEA 12	0
		✓	Improve connectivity	This option is strongly focused on the measure to improve social contact and therefore connectivity would be a key feature of this measure. This option includes measures to influence spatial planning to reduce car use and enable more walking, cycling and public transport which would seek better connectivity between housing and employment.	SEA 3 SEA 4 SEA 9	++
		✓	Enhance resilience	This option supports transport improvements which contribute to a wide range of modes and operators which will enable competitiveness to be maintained. There are no measures targeted at the economy and no future planning for reducing the reliance on fossil fuels. Therefore this option is unlikely to worsen the situation, but it is unlikely to offer positive effects and therefore assessed as neutral.	SEA 3 SEA 4 SEA 7	0
	✓		Economic efficiency for business users, transport providers and consumers	Measures are focussed on supporting transport providers and consumers and less towards business users. This option includes a number of measures to improve the experience of travel such as improvements to public transport services, new walking and cycling networks and facilities, pavement and rights of way maintenance to improve existing networks and improving road safety. There would be less improvements in road condition, although the network would be maintained to a safe standard.	SEA 1 SEA 3 SEA 4 SEA 12	0/+
		✓	Support the delivery of housing	Measures include influencing spatial planning to reduce car use and enable more walking, cycling and public transport. This option also includes measures for providing infrastructure to support these modes, which although not specifically targeted towards new housing areas would be available to be implemented in such areas.	SEA 3 SEA 4	+
	✓	✓	Wider economic impacts	This option would seek to reduce the use of motorised vehicles which would have wide benefits to the economy across the county e.g. less impact in towns leading to more social contact and more use of local facilities. Better reliability could attract more inward investment.	SEA 3 SEA 4	+

Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
Promote the equality of opportunity	✓	✓	Improve accessibility Access to the transport system	This option is strongly focussed with many measures to improve accessibility. Measures cover the whole range of accessibility needs within the county including a strong focus on independent travel training and equality impact assessments.	SEA 4 SEA 6 SEA 9	++
	✓		Interchange	This option includes a number of measures to improve passenger integration such as improvements to public transport services, demand responsive services, community rail etc. Influencing spatial planning will help reduce car use and enable more walking, cycling and public transport. There is no focus on moving freight from road to rail.	SEA 4	+
		✓	Improve affordability	This option focuses on encouraging better ways to pay such as more flexible ways of paying, smart ticketing and improved technology for paying and travel discounts for bus and rail. It also includes the concessionary fare scheme which would mean all groups should be able to afford travel.	SEA 4	+
	✓		Option values	This option includes many measures to help increase the number of different options for travel, particularly for walking and cycling. Public transport service improvements are included, but this could be affected by the resources available. Maintenance of transport networks would be balanced away from roads to more sustainable travel networks, although this could impact upon bus networks.	SEA 4 SEA 6 SEA 8 SEA 9	+
	✓	✓	Reduce severance	This option includes a strong focus on improving social contact within towns and villages such as through reduced traffic levels and slower speeds. There are also many measures to help people access local towns and villages. Other measures are targeted at providing infrastructure such as walking and cycling networks and the reduction in the use of motorised vehicles and encouragement of more sustainable transport modes.	SEA 4 SEA 6 SEA 7 SEA 8 SEA 9	++
		✓	Enhance regeneration	This option includes measures to influence spatial planning to reduce car use and enable more walking and cycling which should ensure that development is located close to existing infrastructure. However, there are no measures that would seek enhancements.	SEA 1 SEA 3 SEA 4	0
		✓	Reduce regional economic imbalance	There are no measures that contribute to making the economy more resilient. A strong focus on improving social contact within towns and villages and improving accessibility to local facilities would have secondary benefits of strengthening the local economy. However, it is likely to be negligible on a national scale and therefore against this challenge considered to be a neutral.	SEA 3	0
Improve quality of life and promote a healthy natural environment	✓	✓	Reduce exposure to noise	There are no measures to reduce traffic noise. There are measures to help reduce the use of motorised vehicles which would have secondary positive effects for reducing noise. However, this option has less of a focus on routine maintenance which over time could potentially lead to increased noise from poor road surfaces. There would of course still be routine maintenance so it would be difficult to say whether or not this would happen. There is too much uncertainty against this challenge to make an assessment.	SEA 5	?
	✓	✓	Minimise impact on biodiversity	There are no measures directly aimed at improving biodiversity, however, there are no measures contained within this option that could be considered likely to impact upon biodiversity. Over time measures to reduce the use of motorised vehicles could have an impact on climate change which would have a benefit, but this could be much longer term than the plans horizon.	SEA 2 SEA 10	0
	✓	✓	Minimise impact on the water environment	The impact on the water environment was scoped out of the assessment in relation to water quality. Therefore although there are no specific measures for protecting water quality, it is unlikely that there would be a negative effect due to lack of issues at the baseline assessment.	SEA 2	0

Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
	✓	✓	Minimise impact on heritage	There are no measures that would focus on enhancing or protecting heritage assets. Measures to reduce the use of motorised vehicles should help reduce the visual impact from traffic. Without the protection measures the situation would slowly worsen as engineering measures are introduced, particularly as there is a focus on road safety under this option.	SEA 1 SEA 4	-
	✓	✓	Minimise impact on landscape	There are no measures that would focus on enhancing or protecting landscape character. There is would be less of a focus on reducing light pollution. Measures to reduce the use of motorised vehicles should help reduce the visual impact from traffic. Without the protection measures the situation would slowly worsen as engineering measures are introduced, particularly as there is a focus on road safety under this option.	SEA 1 SEA 4	-
	✓	✓	Improve experience of travel or journey ambience	This option includes measures for improving the transport infrastructure but does not include measures for improving the quality of vehicles which is generally outside the influence of the LTP. The measure to improve public transport services could be used to secure particular vehicle specifications for the supported bus network, but this is currently only 15% of services currently available of which resource constraints are likely to minimise this influence further. Better ticketing methods could improve that stage of the journey. On balance there is likely to be a neutral effect.	SEA 4 SEA 6 SEA 9	0
	✓	✓	Townscape/ improve the urban environment	There are no measures that would focus on enhancing or protecting townscapes. There is would be less of a focus on reducing light pollution. Measures to reduce the use of motorised vehicles should help reduce the visual impact from traffic. Without the protection measures the situation would slowly worsen as engineering measures are introduced, particularly as there is a focus on road safety under this option.	SEA 1 SEA 4	-
		✓	Improve access to leisure	This option includes measures to improve access to green and public spaces. It also includes measures to improve and maintain walking and cycling routes.	SEA 1 SEA 4 SEA 9	+
Better safety, security and health	✓	✓	Reduce the risk of death or injury – road collisions	This option contains a strong focus on improving road safety and reducing road casualties. This would include training, education, publicity, engineering measures and enforcement. A concern that this option could increase casualties in more vulnerable groups by encouraging walking and cycling.	SEA 7	+
	✓	✓	Improve health through physical activity	This option includes measures to encourage more people to walk and cycle to improve their physical fitness. There are also behavioural change measures which could help promote the health benefits of walking and cycling, particularly as there is a strong focus on personalised travel planning and independent travel training. There is a strong focus on equality impact assessments that consider physical exercise and obesity.	SEA 4 SEA 9	+
	✓	✓	Reduce air quality health costs	Currently one household in Derbyshire is within an Air Quality Management Area relating to local traffic. This option contains a number of measures to reduce the use of motorised vehicles and encourage more sustainable modes of travel. Air quality is predicted to improve through external influences such as vehicle and fuel technological improvements leading to a positive effect.	SEA 4 SEA 10 SEA 11 SEA 13	+
		✓	Reduce vulnerability to terrorism	Vulnerability to terrorism has not been considered as a strategic issue through the development of LTP3. The Derbyshire LTP3 has limited influence over major transport interchanges, public transport services and national transport networks. Issues of concern are considered at a localised level.	SEA 8	0

Transport Goal	NATA AST	DaSTS AST	Challenge	Key Points	Relevant Derbyshire LTP3 SEA Objectives	Assessment
Better safety, security and health (continued)	✓	✓	Reduce crime	This option contains a measure to improve street lighting to improve community safety. There is also a strong focus on improving social contact within towns and villages and to get people into them from surrounding areas which would help make places feel safer.	SEA 1 SEA 8 SEA 9	+
Other	✓	✓	Wider public finance impacts/ public accounts	This option includes a measure to manage the transport network to support local journeys. Asset management includes the concept of whole life costing and efficient use of public funds.	SEA 3 SEA 10	+
		✓	Broad transport budget	At this stage of Plan development we do not know the level of transport budgets available. This option contains few opportunities for increasing the transport budget.	N/A	0
	✓		Land use policy Other government policy	This option has been developed to be compatible with international, national, regional and local policy as analysed during the Scoping stage of the SEA.	All SEA Objectives	0

## A4.4 The Preferred Option

A4.4.1 The appraisal of the three options against both the SEA objectives and using the New Approach to Appraisal (NATA) format that all three options were realistic in that each one would be generally acceptable from an environmental and transport delivery point of view, albeit with some amendments to ensure the predicted negative effects of options 2 and 3 were minimised.

A4.4.2 What has been clear throughout the SEA process has been that the preferred Derbyshire LTP3 strategy is likely to have a positive effect on environmental issues. Therefore in selecting a preferred option we have taken the basis for this as aspiring to select the option that would give us the most environmental benefits. In examining the three options we believe that Option 1 provides the best overall option for providing positive effects for the environment. However, there are elements in Options 2 and 3 that would enhance this objective and potentially provide greater long-term benefits. Therefore using this appraisal stage we have developed our preferred strategy as:-

### **Derbyshire LTP3 Preferred Strategy:-**

Gives emphasis to:-

- Supporting economic growth
- Better safety, security and health
- Quality of life and healthy natural environment

But also includes an emphasis on:-

- Reducing carbon dioxide emissions
- Minimising use of resources
- Consideration of transport and services for all groups of society including a growing elderly population
- Enhancing health/ well-being and sense of community

A4.4.3 Returning to the public consultation, in terms of popularity, the preferred option can be considered as a popular option as it is based upon the most popular of the three options considered. It also brings benefits across all five transport goals that was preferred by 88% of people who returned a response. However, because only the best parts of the options have been used in the preferred option it means that the option is more focussed which would not have been the case had we just selected to test an option based upon all five transport goals.

### **What measures are included within the preferred option?**

A4.4.4 All the measures that formed Option 1 are all included within the preferred option. To provide the greater benefits long term from Options 2 and 3 for reducing carbon dioxide emission, minimising use of resources, health and well-being and sense of community and consideration of transport and services for all groups of society including a growing elderly population; we have either given greater importance to measures already included within the list or have introduced new measures from the other options into the list. This is shown in the Table below:-

## Summary of emphasis of measures for Preferred Option for Derbyshire LTP3

<p><b>Maintenance and design</b></p> <ul style="list-style-type: none"> <li>** Improving the local streetscape through high quality design, use of local materials and multi-disciplinary approach</li> <li>** Removing unnecessary infrastructure</li> <li>** Minimising damage to the environment</li> <li>** Reducing street lighting carbon emissions</li> <li>** Management of the transport asset to support local journeys</li> <li>* Routine maintenance of roads</li> <li>* Routine maintenance of pavements</li> <li>* Routine maintenance of rights of way and greenways</li> <li>* Managing special road verges (biodiversity)</li> <li>* Habitat protection for wildlife</li> <li>* Improving public satisfaction with maintenance</li> </ul>	<p><b>Accessibility</b></p> <ul style="list-style-type: none"> <li>*** Independent travel training</li> <li>** Equality impact assessments</li> <li>* Joined up public transport information and branding</li> <li>* Volunteer car schemes</li> <li>* Community Transport Services</li> <li>* More demand responsive transport services e.g. dial-a-bus</li> <li>* Wheels to Work</li> <li>* Getting people to jobs and training</li> <li>* Bringing services to the people</li> <li>* Community rail</li> <li>* School Crossing Patrol service</li> <li>* Improve access to public and green spaces</li> <li>* Home to school transport</li> </ul>
<p><b>Network management</b></p> <ul style="list-style-type: none"> <li>** Improved social contact e.g. reduced traffic levels and slower speeds</li> <li>** Managing events to reduce car use</li> <li>* Dealing with disruption on the roads</li> <li>* Parking controls</li> <li>* Better direction and tourist signing</li> <li>* Providing travel information</li> <li>* Keeping local roads clear in bad weather</li> <li>* Keeping pavements clear in bad weather</li> </ul>	<p><b>Behavioural change</b></p> <ul style="list-style-type: none"> <li>*** Personalised travel planning</li> <li>* Travel Plans for businesses and new developments, including monitoring</li> <li>* School Travel Plans, including monitoring</li> <li>* DCC to tackle commuting mileage</li> <li>* Better promotion of existing opportunities for cycling and walking</li> </ul>
<p><b>New infrastructure</b></p> <ul style="list-style-type: none"> <li>** Walking networks</li> <li>** Major schemes, congestion and safety – Ashbourne Bypass, Ripley-Codnor</li> <li>* Cycling facilities</li> <li>* Green infrastructure – linking up habitats</li> <li>* Major schemes – Ilkeston Station</li> </ul>	<p><b>Spatial planning</b></p> <ul style="list-style-type: none"> <li>* Influencing spatial planning to reduce car use and enable more walking, cycling, public transport</li> <li>* Influencing spatial planning to minimise the impacts of road freight</li> </ul> <p><b>Accounting/decision-making</b></p> <ul style="list-style-type: none"> <li>*** Best use of resource to reduce carbon footprint</li> </ul>
<p><b>Road and community safety</b></p> <ul style="list-style-type: none"> <li>** Road safety training e.g. cycling and walking</li> <li>** Monitoring and evaluation of road safety measures, for effective targeting</li> <li>* Road safety education</li> <li>* Road safety publicity</li> <li>* Road safety engineering to reduce danger on the roads</li> <li>* Road surfaces that help reduce skidding</li> <li>* Road safety enforcement</li> <li>* Improved street lighting e.g. waiting areas and crossings</li> </ul>	<p><b>Vehicle fleets</b></p> <ul style="list-style-type: none"> <li>*** Use of alternative fuels e.g. plug in points for electric vehicles</li> <li>* Sustainable freight distribution networks</li> <li>* Environmental specification in contracted services</li> </ul>
<p><b>Public transport</b></p> <ul style="list-style-type: none"> <li>*** More flexible ways of paying e.g. multi-operator ticketing scheme</li> <li>* Concessionary fare scheme</li> <li>* Improvements to public transport services</li> <li>* 'Smart ticketing' improved technology for paying</li> <li>* Review of supported public transport network</li> <li>* Discounted travel scheme – buses and trains</li> </ul>	<p><b>Economy</b></p> <ul style="list-style-type: none"> <li>* Encourage the use of local facilities and local businesses</li> <li>* Support tourism growth for specific road users and locations</li> <li>* Support moving freight from road to rail</li> </ul>

**KEY**

- \* more than baseline (without the Plan scenario)
- \*\* much more than baseline
- \*\*\* Key measures

**Xxxx** New measures introduced into Preferred Option over Option 1  
**Xxxx** Greater importance given to measures in this Preferred Option than Option 1