

Chapter 2 Introduction and methodology

2.1 Purpose of this report

- 2.1.1 This document is the draft Environmental Report for the Strategic Environmental Assessment (SEA) for the third Derbyshire Local Transport Plan, generally known as LTP3. The draft Derbyshire LTP3 strategy and delivery plan are being consulted upon alongside this Environmental Report. This Environmental Report also incorporates the requirements for a Health Impact Assessment. Reference is also made to the LTP3 Habitats Regulations Assessment, which is a separate process that is being undertaken alongside the SEA. The main purpose for an SEA is to provide for a high level of protection of the environment and contribute to the integration of environmental considerations into the preparation and adoption of plans with a view to promoting sustainable development (Article 1 of the Directive).

European Directive 2001/42/EC

The European Directive 2001/42/EC, commonly known as the SEA Directive, requires an assessment of the effects of certain plans and programmes on the environment. It was brought into force in 2004 in the UK under SI 2004/1633. LTPs have been clearly identified as being subject to requiring an SEA in the publication of a screening document 'SEA Practical Guide and Indicative List, LTP Guidance and the Department for Transport's TAG Guidance, including the 2009 update.

- 2.1.2 This is the second document produced for the SEA of the Derbyshire LTP3. The first document was the Derbyshire LTP3 SEA Scoping Report that was subject to consultation in the Summer 2010. The results of the findings of the Scoping Stage and feedback during consultation are summarised in Chapter 3.

2.2 Methodology

- 2.2.1 The SEA process is now well-established in plan preparation and there are a number of guidance documents available to help ensure that the SEA Directive is met. We have embraced the SEA process in developing the Plan by undertaking the environmental assessment processes from the very beginning of our LTP3 development to ensure that the environmental implications of any of our decisions can be fully understood. In undertaking this SEA we are well aware of the benefits that the SEA process can bring, with this being the second SEA we have undertaken for a Local Transport Plan, the first being for LTP2 published in March 2006.
- 2.2.2 This Environmental Report has been produced by Derbyshire County Council's Local Transport Plan team using the SEA Directive 2001/42/EC, the Department for Transport, Transport Analysis Guidance, known as WEBTAG, '2.11 Strategic Environmental Assessment for Transport Plans and Programmes' as updated in draft in 2009. We have also considered the recommendations contained within the Communities and Local Government (CLG) report on SEA, "Towards a more efficient and effective use of Strategic Environmental Assessment and Sustainability Appraisal in Spatial Planning (March 2010).
- 2.2.3 The process for the development and selection of the preferred Derbyshire LTP3 strategy is described within this Environmental Report. The selection of the preferred option for the Derbyshire LTP3 draft strategy and for it to be used as the basis for consultation, received formal approval by the County Council's Cabinet, at its meeting of 14th September 2010. The same meeting agreed in principle the SEA objectives. The SEA process has also been overseen by the LTP3 Officer Steering Group which is chaired by the Environmental Services Department, Deputy Director.
- 2.2.4 The methodology we are using for this SEA, are the five stages (A to E) that are set out in the WEBTAG guidance. These stages are reproduced in Table 2.1 and described below.

Table 2.1 Key Stages for Strategic Environmental Assessment of the Derbyshire LTP

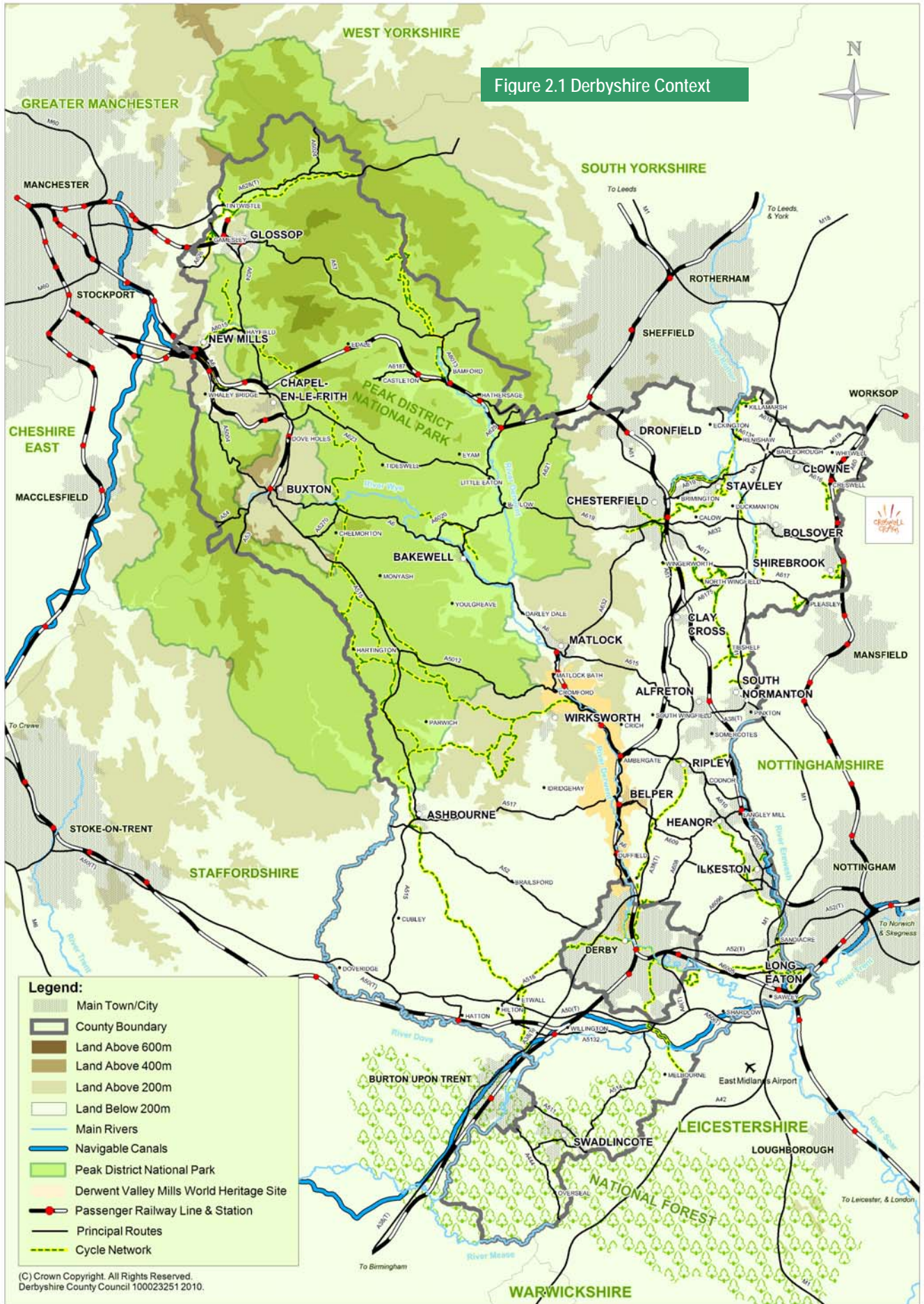
Stage A	Setting the context and objectives, establishing the baseline and deciding on the scope
A1	Identifying other relevant plans, programmes and Environmental protection objectives
A2	Collecting baseline information
A3	Identifying environmental problems
A4	Developing SEA objectives
A5	Consulting on the scope of the SEA
Stage B	Developing and refining alternatives and assessing effects
B1	Testing the plan objectives against SEA objectives
B2	Developing strategic alternatives
B3	Predicting the effects of the draft plan, including alternatives
B4	Evaluating the effects of the draft plan, including alternatives
B5	Considering ways of mitigating adverse effects
B6	Proposing measures to monitor the environmental effects of Plan implementation
Stage C	Preparing the Environmental Report
C1	Prepare the Environment Report with information as required in Article 5 and Annex 1 of the SEA Directive
Stage D	Consulting on the draft plan and Environment Report
D1	Consult on the draft Plan and Environmental Report
D2	Assess significant changes
D3	Make decisions and provide information
Stage E	Monitoring the significant effects of implementing the Plan on the environment
E1	Developing aims and methods for monitoring
E2	Responding to adverse effects

Source: Department for Transport WEBTAG 2.11 Strategic Environmental Assessment for Transport Plans and Programmes 2009

Stage A: Scoping

- 2.2.5 As already mentioned, Stage A, the scoping stage, was the first formal part of the SEA for the Derbyshire LTP3. We commenced preparatory work on this stage at the beginning of the Plan making process during the summer of 2009. The findings of this Scoping stage were published in June 2010. Scoping focussed on the following stages:-
- Identification of other relevant plans, programmes and environmental protection objectives. As the first stages of plan development took a number of months, this list of policies required continual review to keep it up-to-date
 - Collection of baseline information relating to environmental topics and using this to identify potential environmental issues, challenges and opportunities
 - Compilation of a list of 23 draft objectives that could be taken forward into the next stages of plan development.
- 2.2.6 The Scoping Report was consulted upon during early summer 2010 with the relevant environmental bodies i.e. Natural England, English Heritage and Environment Agency and a number of other organisations as detailed in Chapter 1 of the SEA Scoping Report. Chapter 3 sets out a summary of comments received about Scoping and changes made that are incorporated into this Environmental Report.
- 2.2.7 At this stage of the document it is worth setting out again the spatial, temporal, and technical scope of the Derbyshire LTP3 and this SEA to provide the context for this Environmental Report.

Figure 2.1 Derbyshire Context



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Derbyshire County Council 100023251 2010.

Spatial Scope

- 2.2.8 The area covered by the Derbyshire LTP3 and this SEA comprises the administrative county of Derbyshire as shown in Figure 2.1. This is marginally different to LTP2 where some of the County administrative area surrounding Derby City was included within a joint LTP with Derby City Council. Derby City Council is producing a separate LTP3 and SEA covering the City Council area. Information about Derby City Council's LTP can be found using the following link:
<http://www.derby.gov.uk/TransportStreets/TransportPlanning/LTP3.htm>
- 2.2.9 Although the LTP and SEA focus on the administrative county of Derbyshire, we are aware that patterns of transport or environmental issues are not restricted by County/ administrative boundaries. Therefore, where necessary the LTP and SEA will give consideration to the effects of the LTP on surrounding counties and cities and beyond, as well as more national and international issues e.g. we have been involved in workshops with Nottingham City Council in undertaking the SEA for Nottingham City LTP3 which has considered the wider urban hinterland which includes parts of Erewash in Derbyshire.

Temporal Scope

- 2.2.10 LTP3 covers a much longer timescale than that of LTPs 1 and 2, which covered 5-year periods. Derbyshire LTP3 comprises two elements of different timescale planning. It will contain a longer-term strategy covering the 15-year period 2011 to 2026. The implementation of the Plan will be through a framework of a shorter-term delivery plan of 5 years.

Technical Scope

- 2.2.11 Whilst this SEA is required to consider all relevant stages and topics under the SEA Directive, there are also four additional processes which encompass broader assessments of environmental topic areas. Two of these have been incorporated into this SEA:-
1. 'New Approach to Appraisal' (NATA)
 2. Health Impact Assessment (HIA).
- 2.2.12 The other two processes have been undertaken as separate exercises - a Habitats Regulations Assessment and an Equalities Impact Assessment. Findings of each of these have been included within this Environmental Report where appropriate. A separate report regarding the Habitats Regulations Assessment is being consulted upon alongside this Environmental Report and the draft Derbyshire LTP3.

Stage B: Developing and refining alternatives and assessing effects

- 2.2.13 To get to this stage in producing the Environmental Report, we have undertaken a further six stages of Plan development as part of the SEA process. We provide a brief summary of the methodology undertaken below, but expand on this in more detail in each of the chapters relating to the six stages.

Stage B1 Testing the plan goals against the SEA objectives

- 2.2.14 This stage examines the goals of the Derbyshire LTP3 against the SEA objectives. This is similar to the appraisal stage of the option testing. Most important at this stage, is the testing of SEA objectives against themselves and the Plan goals to highlight potential synergies or inconsistencies. The methodology used has been a simple matrix recording positive, negative, neutral and uncertain effects. The worksheets have been included in Annex 1.

Stage B2 Development of strategic alternatives

- 2.2.15 The first stage of the development of alternatives was to examine what we would do in a scenario 'without a plan'. We established this by looking at what statutory duties we would have to do to meet our legal requirements. We also looked at what policy context we would need to deliver transport improvements e.g. we would have to introduce interventions in line with current Government Policies. Once this was established, we could appraise what impact this would have on the environmental baseline.

2.2.16 We need to develop options that are reasonable. To this we examined the context that we would need to develop them within. At this stage we considered our legal responsibilities, the level of resources available and the need for social and political acceptance. Once we established this we would then examine different ways to deliver transport. Although there was not too much room for manoeuvre, we eventually settled upon using consultation results and the transport goals as the basis for different options. Three options based around the goals were subject to public consultation, alongside the acknowledgment of a need to consider a 'without the plan' option and also offered views as to whether other options should be considered. These options were used as the basis for the next stage of SEA.

Stage B3 Predicting environmental effects

2.2.17 The without the plan scenario and the three alternatives for the plan were appraised initially on a qualitative basis through two workshop sessions. The results of this were then quantified where possible using the evidence gained at the Scoping stage. The first workshop held, which consisted of environmental and policy officers from Derbyshire County Council, appraised the 'without the plan' scenario. The second workshop included officers with specialist experience from Derbyshire County Council and external organisations of NHS Derbyshire County PCT, Natural England, Friends of the Peak District and the Peak District National Park.

Stage B4 Evaluating environmental effects

2.2.18 The results of stage B3 enabled us to distinguish which parts of each option offered the most positive benefits. It was clear that elements of all three, when combined would most likely be the best option available to take the Plan development forward. This stage examined the emerging LTP3 strategy in more detail to determine the impact it was likely to have using the information we collated through the Scoping Stage, the results of stage B3 appraisals and professional judgement. The three options were examined under each of the SEA objectives and we also undertook a separate appraisal stage to examine the options using the New Approach to Appraisal (NATA) framework.

Stage B5 Mitigating adverse effects

2.2.19 Stage B5 identified that there was unlikely to be any significant adverse effects from the LTP3 strategy based upon the preferred option. However, it was clear that because the LTP3 strategy is at a strategic level, the implementation of the strategy could bring uncertainties. Therefore to ensure that the Plan's delivery followed the direction as evaluated, a number of environmental risk management priorities were required to be developed to act as mitigation against any deviation from the assumed method of plan delivery.

Stage B6 Monitoring the environmental effects of the Plan's implementation

2.2.20 Stages B4 and B5 identified the risks to the environment from the Plan's delivery. A number of these risks were prioritised and identified as requiring monitoring to help identify at an early stage any unforeseen adverse effects and to be able to take any appropriate remedial action. The evaluation of the preferred strategy identified three objectives that would potentially receive a significant positive effect from the development of the Plan, and that these should be monitored to establish the impact on these objectives over the Plan period. In developing monitoring arrangements, we want to ensure that this does not bring an onerous burden and therefore where possible we have used existing performance indicators or data that is currently being collected for other purposes. Timescales for reporting have also been considered.

Stage C: Preparation of the Environmental Report

2.2.21 The results of stages B1 to B6 have been recorded within this Environmental Report along with a commentary to the work that has been undertaken to get to Stage C. Some of the key background papers have been annexed to this report for clarity, but this report should also be read alongside the draft Derbyshire LTP3 and its associated annexes for the full picture. This Environmental Report, in accordance with the SEA Directive, is now being subject to a public consultation alongside the draft Derbyshire LTP strategy.

2.3 Derbyshire Local Transport Plan

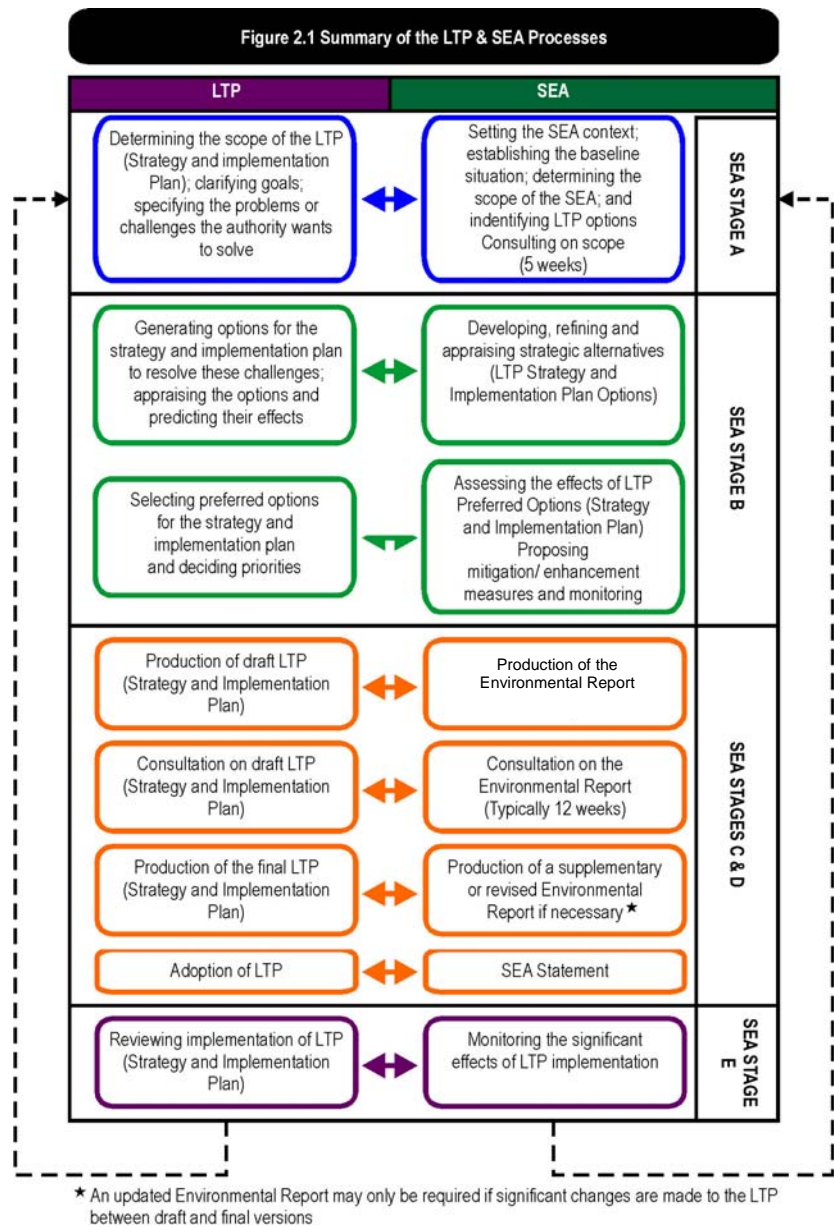
2.3.1 The implementation of the second Derbyshire LTP completes on 31 March 2011. Therefore, as specified by the Local Transport Act 2008 a new Plan, commencing April 2011 is required to be developed.

Local Transport Act 2008
 By March 2011, we have a statutory duty to produce our third Derbyshire LTP, as required under the Transport Act 2000, as amended by the Local Transport Act 2008.

2.3.2 LTP's cover the maintenance of our local roads (excluding motorways and trunk roads), pavements, public rights of way and greenways, traffic management, public transport services (bus and community rail), community transport, helping people to access services, road safety, and environmental protection. It is therefore not only about tarmac, road signs and new road infrastructure, but covers transport services, information provision, 'hearts and minds' educational work, and linkages with land use planning and local people/ communities.

2.3.3 Partnership and cross-boundary working arrangements continue to be a key feature of transport planning, resourcing, reviewing and delivery. Our local implementation plans will consider and include cross-boundary projects with our many partner authorities.

2.3.4 As already mentioned the development of the Derbyshire LTP3 has been undertaken closely alongside the SEA. Figure 2.2¹ shows a summary of the LTP and SEA processes and to how they are closely linked.



¹ Extract from Department for Transport's Guidance on SEAs for Transport Plans and Programmes Webtag 2.11

Derbyshire LTP3 Key principles and Transport Vision

2.3.4 Our existing long term transport strategy (2006-2021) is rolled forward, based on two key principles and a transport vision as follows:

Key principles

- To adopt sustainable development² as the common purpose for our transport strategy
- To take a holistic approach in all we do, integrating economic, social and environmental needs

Transport Vision

At the heart of our vision is a transport system that is both fair and efficient

Healthier lifestyles, safer communities and better access to jobs and services will be the result.

To get there, we will improve the choice and accessibility of transport whilst integrating the economic, social and environmental needs of everyone.

Transport Goals

2.3.5 The Derbyshire LTP3s goals are as follows:

- Supporting a resilient **local economy**
- Tackling **climate change**
- Contributing to better **safety, security and health**
- Promoting **equality of opportunity**
- Improving **quality of life** and promoting a **healthy natural environment**.

Challenges

2.3.6 The following challenges for Derbyshire have been identified for each of the transport goals from a wide review of policy, local consultation, and analysis of local data:

Summary of Derbyshire's transport challenges for supporting a resilient local economy

- A reliable local transport infrastructure linked to policies and plans to promote sustainable economic growth, and to sources of local housing and labour
- Rural transport – to support local business, and access to services and employment for residents and visitors
- Business and commuting journeys – improve reliability and connectivity on key local routes (journeys to be made within a reasonable time and a reasonable cost)
- Tackling congestion
- Supporting sustainable tourism and leisure
- Supporting the delivery of housing, including affordable housing
- Enhance resilience – adverse weather, collisions and the impacts of climate change
- Considering the influence of neighbouring regions' plans on travel patterns in Derbyshire.

² Development that meets the needs of the present without compromising the ability of future generations to meet their own needs, Brundland Report 1987.

Summary of Derbyshire's transport challenges for tackling climate change:

- Reducing greenhouse gas emissions through new technologies and cleaner fuels, energy efficiency measures, and encouraging 'smarter choices' of car sharing, using public transport, cycling and walking
- Predicting and coping with the potential disruption of extreme weather events to the transport network
- Continuing to raise awareness of the issue of climate change and promote what Derbyshire people, organisations and businesses can do to help
- Achieving lower carbon commuting for all
- Assessing flood risk in Derbyshire and ensuring future transport infrastructure interventions do not increase flood risk
- Maintenance of vegetation which has a longer growing season
- Event management to reduce private car use.

Summary of Derbyshire's transport challenges for equality of opportunity:

- Provision of transport and services will need to consider the impact of a growing number of elderly people, particularly in the more rural areas of Derbyshire
- Provision of transport and services will need to consider disadvantaged groups, such as the unemployed and disabled people
- Provide a network of transport services including public transport, subsidised services and alternative transport arrangements (see next bullet point)
- Support valuable non-public transport initiatives such as volunteer car schemes, community transport, wheels to work
- Support local community based transport initiatives
- Provide information on all transport options
- Encourage the availability and use of local services
- Making travel available at reasonable cost according to individual circumstances
- Increase people's local travel horizons where this is limiting access to services
- Provide fully accessible public transport
- Provide highway infrastructure to assist vulnerable users
- Support schemes to improve fully accessible local links to provide better off-road connections e.g. access for all Greenway network.

Summary of Derbyshire's transport safety, security and health challenges:

Safety

- Increasingly challenging casualty reduction targets
- Reducing the risk of death or injury - danger reduction approach so that it's safer to walk, cycle and horse ride
- Achieving value for money in road engineering and safety-related maintenance schemes
- To further reduce the numbers of road casualties, particularly motorcyclists, young car drivers and problem routes, including rural roads and collisions that happen within the hours of darkness
- Effective targeting for road safety initiatives (locations, user groups)
- Effective monitoring and evaluation of road safety initiatives
- Proactive prevention e.g. to deal with changes in behaviour and climate.

Security

- Reduce crime, fear of crime and anti-social behaviour on transport networks
- Street lighting improvements.

Health

- Work with partners to improve personal health and reduce obesity through encouraging active travel and increased physical activity
- Behavioural change – encouraging more walking/cycling, use of public transport, car sharing etc., usually referred to as 'Smarter Choices'
- Revenue funding is required to champion, implement and monitor smarter choices initiatives
- Sustainable transport solutions are lagging behind highway infrastructure-led approaches
- Reduce the social, economic and air quality costs of transport to public health
- Enforcement and monitoring of travel plans
- Mainstreaming Smarter Choices through interdisciplinary solutions e.g. land use planners/engineers/travel planners/urban designers working together
- Better promotion of options that are available – particularly for walking and cycling.

Summary of Derbyshire's transport Quality of Life and Healthy Natural Environment challenges:

General

- Maintain the transport asset for local travel, to protect sense of place and the natural and historic environment
- Reducing air pollution
- Encourage more people to enjoy the natural environment without damaging the natural environment that they are travelling to visit
- Minimise the impact of transport on tranquillity
- Minimise the impacts of transport on the natural environment, heritage and landscape
- Improve people's experience of travel
- Improve streetscapes and the urban environment

- Create opportunities for social contact and access to leisure and the countryside
- Reduce sign clutter and visual impact of other transport infrastructure
- Increase opportunities to access sustainable traffic-free routes
- Increase walking and cycling
- Continue to undertake our environmental work which is largely protecting the environment from transport interventions
- Strive towards a low carbon economy where we undertake transport interventions to enhance the economy
- Help reduce any damage of the landscape or disturbance of habitats or species caused by an increased use of the rights of way network
- Off-road motorised vehicles in the countryside (biodiversity, landscape, local communities and other users of the network).

Biodiversity

- Enhancement of green infrastructure e.g. management of road verge reserves, better connected traffic-free routes
- Minimise light pollution from transport infrastructure on the landscape
- Site management and scheme design – include environmental specialists
- Opportunities for proactive improvement e.g. bat boxes/bridges
- Protect habitats and species from disturbance due to an increased level of walking, horse riding and cycling
- Work to prevent rare or protected species being killed on Derbyshire's roads.

Population and human health

- Work with local planning authorities to help minimise adverse impacts from new housing
- Continue to provide public transport facilities to cater for an increasingly elderly population.

Landscape

- Continue to support 'greening' of and sustainable access within the National Forest
- Minimise the visual impact of transport infrastructure on the landscape e.g. indiscriminate parking in rural areas
- All new highway development and management should reflect and respond to the landscape character and local distinctiveness.

Cultural heritage

- Minimise the impact of transport infrastructure on the historic environment
- Good design and material usage (including specialist advisors).