Chapter 8 Mitigation and dealing with uncertainty

8.1 Introduction

8.1.1   Where a strategy is likely to have significant adverse effects, measures should be considered to prevent, reduce or offset these effects. The evaluation of the draft LTP3 strategy has identified that no significant adverse environmental effects are expected from the Plan. Therefore, we do not need to develop mitigation measures as such.

8.1.2   We have made it clear that this assessment is made at a strategic level. Of course this brings with it an element of uncertainty of assessment. An element of this uncertainty is due to lack of knowledge about resources and also that the Plan also has to be flexible in its delivery to deal with many pressures for delivering transport services. Therefore, the location and magnitude of measures will change to deal with differing pressures through the 15 year period and of course it would not be a sensible approach to appraise a set plan for 15 years where there would be a high probability of change.

8.1.3   We have previously mentioned that the role of the SEA is to inform the development of the plan making process. This SEA will only serve that purpose if we develop a framework to ensure that delivery of the plan relates to the assessment made within this SEA. This is a common issue for strategic level planning and risk management frameworks have been used for LTP2s and other plans to ensure that their delivery follows a predicted path and where not, measures introduced to mitigate against any unforeseen negative effects. Therefore our mitigation measure for this SEA is to deal with the uncertainty by developing a risk management framework for the delivery of the Derbyshire LTP3 strategy.

8.2 A Framework for achieving environmental positive effects, managing risks and taking environmental opportunities

8.2.1   Therefore, within this chapter we set out a simple framework that identifies where we expect positive effects against one or more SEA objectives or sub objectives for each measure that forms our preferred LTP3 strategy. This framework also identifies where we expect there to be conflicts and where these risks need consideration when undertaking each measure. This risk management framework will help minimise any negative and maximise positive secondary or cumulative effects. This framework, as set out in Table 8.1, is intended to act as a 'live' list that will be considered and updated during the lifetime of the plan. Chapter 9 will deal with monitoring the risk management process.

Key to Risk Management Framework Tables

☑ Measure expected to contribute to a positive effect against SEA objective or sub-objective

✪ Potential risk of negative effect that requires consideration when delivering measure

Grey shading Relates to emphasis of measures in the preferred option. We expect to do more of these measures than we would than if we followed the 'without the plan' scenario

8.2.2   These risk management tables, set out the basic framework for what each measure needs to consider through its implementation. In practice, this will be managed through the development of an 'Investment Protocol' as described within the draft Derbyshire LTP3.

Table 8.1 Risk Management Framework for Measures used for the preferred Derbyshire LTP3 strategy

Measure	SEA 1: Protect and enhance the landscape character including the setting of heritage assets	SEA1a: Maintain the transport asset for local travel	SEA1b: Reduce light pollution and preserve dark sky areas	SEA1c: Avoid damage to the World Heritage Site	SEA1d: Help preserve remoteness and tranquillity	SEA1e: Prevent damage due to increased recreation	SEA1f: Reduce the visual impact of transport infrastructure	SEA 2: Protect and enhance nature and take measures to reduce habitat fragmentation and enhance connectivity	SEA 3: Support a resilient economy	SEA 4: To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of more sustainable transport modes (also climatic)	SEA4a: Promote behavioural change	SEA4b: Support sustainable tourism	SEA4c: Improve access to key services	SEA4d: Improve health and reduce health inequalities	SEA4e: Influence development to reduce need to travel	SEA 5: Minimise noise and vibration impacts	SEA 6: Ensure provision of transport and services considers the needs of elderly people, particularly in rural areas	SEA 7: Improve road safety through targeted interventions and make travel feel safer, particularly by non-car modes	SEA 8: Improve community safety, reduce crime and the fear of crime	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	SEA 10: Reduce transport's emissions of CO_2 and other greenhouse gases, with the desired outcome of tackling climate change	SEA 11: Reduce the emission of air pollutants from transport in declared Air Quality Management Areas	SEA 12: Enhance the networks resilience to climate change e.g. reduce the risk of flooding	SEA 13: Minimise the use of environmental resources	SEA13a: Minimise energy usage and reduce dependency	SEA13b: Increase proportion of re-use and recycled materials	SEA13c: Use locally sourced materials wherever possible
Maintenance and design																											
**Improving the streetscape through high quality design, use of local materials and multi-disciplinary approach	☑	☑		☑			☑			☑				☑			☑		☑	☑				✪		✪	☑
**Removing unnecessary infrastructure	☑		☑	☑			☑									☑								☑	☑	☑	
** Minimising damage to the environment	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
** Reducing street lighting CO_2 emissions	☑		☑		☑			☑													☑			☑	☑		
** Management of the transport asset to support local journeys	✪	☑	✪	✪	✪	✪	✪	✪	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	✪	✪	✪	✪
* Routine maintenance of roads	✪	☑		✪			✪	✪	☑	☑			☑	☑		☑		☑					☑	✪		✪	✪
* Routine maintenance of pavements	✪	☑		✪			✪	✪	☑	☑	☑		☑	☑			☑			☑				✪		✪	✪

SEA Objectives and Sub Objectives

Measure	SEA 1: Protect and enhance the landscape character including the setting of heritage assets	SEA1a: Maintain the transport asset for local travel	SEA1b: Reduce light pollution and preserve dark sky areas	SEA1c: Avoid damage to the World Heritage Site	SEA1d: Help preserve remoteness and tranquillity	SEA1e: Prevent damage due to increased recreation	SEA1f: Reduce the visual impact of transport infrastructure	SEA 2: Protect and enhance nature and take measures to reduce habitat fragmentation and enhance connectivity	SEA 3: Support a resilient economy	SEA 4: To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of more sustainable transport modes (also climatic)	SEA4a: Promote behavioural change	SEA4b: Support sustainable tourism	SEA4c: Improve access to key services	SEA4d: Improve health and reduce health inequalities	SEA4e: Influence development to reduce need to travel	SEA 5: Minimise noise and vibration impacts	SEA 6: Ensure provision of transport and services considers the needs of elderly people, particularly in rural areas	SEA 7: Improve road safety through targeted interventions and make travel feel safer, particularly by non-car modes	SEA 8: Improve community safety, reduce crime and the fear of crime	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	SEA 10: Reduce transport's emissions of CO_2 and other greenhouse gases, with the desired outcome of tackling climate change	SEA 11: Reduce the emission of air pollutants from transport in declared Air Quality Management Areas	SEA 12: Enhance the networks resilience to climate change e.g. reduce the risk of flooding	SEA 13: Minimise the use of environmental resources	SEA13a: Minimise energy usage and reduce dependency	SEA13b: Increase proportion of re-use and recycled materials	SEA13c: Use locally sourced materials wherever possible
* Routine maintenance of rights of way and greenways	☑					☑	☑	☑	☑	☑	☑	☑	☑	☑						☑				★		★	★
* Managing special road verges								☑										★									
* Habitat protection for wildlife	☑					☑		☑																			
* Improving public satisfaction with maintenance														☑			☑	☑	☑	☑							
= Flooding management									☑	☑			☑							☑			☑				
= Maintenance of vegetation								★												☑							
= Reducing light pollution	☑		☑		☑			☑													☑			☑	☑		
Network Management																											
** Improved social contact e.g. reduced traffic levels and slower speeds	☑								☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑		☑					
** Managing events to reduce car use	☑								☑	☑								☑			☑			☑			
* Dealing with disruption on the roads									☑					☑							☑	☑					

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* Parking controls	★						★		☑	☑	☑	☑	☑		☑		☑			☑							
* Better direction and tourist signing	★			★			★		☑			☑	☑							☑							
* Providing travel information									☑	☑	☑	☑	☑	☑				☑		☑							
* Keeping local roads clear in bad weather									☑	☑			☑					☑						★			
* Keeping pavements clear in bad weather									☑	☑	☑		☑	☑				☑		☑				★			
= Coordination of streetworks									☑					☑						☑	☑	☑					
= Keeping lorries out of villages									☑									☑		☑							
= Tackling bad parking in rural areas	☑						☑			☑	☑	☑															
New Infrastructure																											
** Walking networks	★					★		★	☑	☑	☑	☑	☑	☑	☑			☑	☑	☑	☑			★		★	★
** Major schemes congestion and safety	See section 8.3																										
* Cycling facilities	★					★		★	☑	☑	☑	☑	☑	☑	☑			☑	☑	☑	☑			★		★	★

SEA Objectives and Sub Objectives

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* Green infrastructure – linking up habitats	✓			✓		✪	✓	✓	✓	✓	✓	✓	✓	✓	✓					✓	✓						
= Infrastructure linked with new housing	✪	✓	✪				✪	✪	✓	✓	✓		✓	✓	✓		✓			✓	✪			✪			
Road and community safety																											
** Road safety training e.g. cycling and walking										✓	✓		✓	✓				✓									
** Monitoring and evaluation of road safety measures for effective targeting										✓								✓									
* Road safety education										✓								✓									
* Road safety publicity	✪					✪				✓								✓									
* Road safety engineering to reduce danger on the roads	✪	✓	✪	✪	✪		✪			✓	✓			✓		✪		✓		✓				✪	✪	✪	✪
* Road surfaces that help reduce skidding	✪	✓		✪	✪		✪									✪		✓						✪		✪	✪
* Road safety enforcement	✪																	✓						✪	✪		

Measure	SEA 1	SEA1a	SEA1b	SEA1c	SEA1d	SEA1e	SEA1f	SEA 2	SEA 3	SEA 4	SEA4a	SEA4b	SEA4c	SEA4d	SEA4e	SEA 5	SEA 6	SEA 7	SEA 8	SEA 9	SEA 10	SEA 11	SEA 12	SEA 13	SEA13a	SEA13b	SEA13c
* Improved street lighting e.g. waiting areas and crossings	✪	☑	✪	✪			✪			☑	☑		☑	☑				☑	☑	☑	✪			✪	✪		
= Speed reduction schemes	✪	☑		✪	✪		✪									✪		☑		☑							
Public Transport																											
*** More flexible ways of paying e.g. multi-operator ticketing scheme									☑	☑	☑	☑	☑	☑			☑			☑	☑	☑					
* Concessionary fares scheme										☑	☑	☑	☑	☑			☑			☑	☑						
* Improvements to public transport services	☑	☑		☑			✪		☑	☑	☑	☑	☑	☑	☑		☑		☑	☑	☑	☑					
* 'Smart ticketing' improved technology for paying									☑	☑	☑	☑	☑	☑			☑			☑	☑	☑					
*Review of supported public transport network	✪	✪		✪					✪	✪	✪	✪	✪	✪	✪		✪			✪	✪	✪					
* Discounted travel scheme – buses and trains									☑	☑	☑	☑	☑	☑			☑			☑	☑	☑					
= Making public transport physically accessible	✪			✪			✪			☑	☑	☑	☑	☑			☑			☑							

SEA Objectives and Sub Objectives

- SEA 1: Protect and enhance the landscape character including the setting of heritage assets
- SEA1a: Maintain the transport asset for local travel
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- SEA 3: Support a resilient economy
- SEA 4: To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of more sustainable transport modes (also climatic)
- SEA4a: Promote behavioural change
- SEA4b: Support sustainable tourism
- SEA4c: Improve access to key services
- SEA4d: Improve health and reduce health inequalities
- SEA4e: Influence development to reduce need to travel
- SEA 5: Minimise noise and vibration impacts
- SEA 6: Ensure provision of transport and services considers the needs of elderly people, particularly in rural areas
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Measure	SEA 1	SEA1a	SEA1b	SEA1c	SEA1d	SEA1e	SEA1f	SEA 2	SEA 3	SEA 4	SEA4a	SEA4b	SEA4c	SEA4d	SEA4e	SEA 5	SEA 6	SEA 7	SEA 8	SEA 9	SEA 10	SEA 11	SEA 12	SEA 13	SEA13a	SEA13b	SEA13c
Accessibility																											
*** Independent travel training										☑	☑		☑	☑			☑			☑	☑						
** Equality impact assessments										☑	☑		☑	☑	☑		☑			☑							
* Joined up public transport information and branding										☑	☑						☑										
* Volunteer car schemes										☑			☑	☑			☑										
* Community transport services										☑	☑		☑	☑			☑										
* More demand responsive transport services e.g. dial a bus									☑	☑	☑	☑	☑	☑	☑		☑			☑	☑						
* Wheels to work									☑	☑	☑		☑														
* Getting people to jobs and training									☑	☑	☑		☑		☑												
* Bringing services to the people									☑	☑	☑		☑	☑	☑		☑			☑	☑						
* Community rail									☑	☑	☑		☑	☑	☑		☑			☑	☑						
* School crossing patrol service										☑	☑			☑				☑	☑	☑							
* Improve access to public/green space	☑	☑				✪	☑	☑	☑	☑	☑	☑	☑	☑	☑					☑	☑			✪		✪	✪

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* Home to school transport										☑	☑		☑		☑						☑						
Behavioural change																											
*** Personalised travel planning									☑	☑	☑	☑	☑	☑	☑		☑			☑	☑	☑					
* Travel plans for businesses and new developments, including monitoring									☑	☑	☑	☑	☑	☑	☑					☑	☑	☑					
* School travel plans, including monitoring										☑	☑		☑	☑	☑					☑	☑	☑					
* DCC to tackle commuting mileage										☑	☑		☑	☑							☑						
* Better promotion of existing opportunities for walking and cycling	✪					✪		☑	☑	☑	☑	☑		☑			☑			☑	☑	☑					
Spatial Planning																											
* Influencing spatial planning to reduce car use and enable more walking, cycling public transport									☑	☑	☑	☑	☑	☑	☑		☑			☑	☑	☑					

Measure	SEA 1	SEA1a	SEA1b	SEA1c	SEA1d	SEA1e	SEA1f	SEA 2	SEA 3	SEA 4	SEA4a	SEA4b	SEA4c	SEA4d	SEA4e	SEA 5	SEA 6	SEA 7	SEA 8	SEA 9	SEA 10	SEA 11	SEA 12	SEA 13	SEA13a	SEA13b	SEA13c
* Influencing spatial planning to minimise the impacts of road freight	☑								☑	☑	☑				☑	☑				☑	☑	☑					
Accounting/ decision-making																											
*** Best use of resource to reduce carbon footprint									☑	☑	☑	☑	☑		☑						☑	☑		☑	☑		☑
Vehicle fleets																											
*** Use of alternative fuels e.g. plug in points for electric vehicles									☑		☑			☑							☑	☑		☑	☑		
* Sustainable freight distribution networks									☑		☑				☑						☑	☑		☑			☑
* Environmental specification in contracted services											☑		☑								☑	☑		☑			
= Low emission zones											☑		☑						☑		☑	☑		☑			
Economy																											
* Encourage the use of local facilities and local businesses									☑	☑	☑	☑	☑	☑	☑		☑		☑	☑	☑						

SEA Objectives and Sub Objectives:

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* Support tourism growth for specific road users and locations	✪			✪	✪	✪	✪	✪	☑	✪	☑	☑			☑					☑	✪	✪					
*Support moving freight from road to rail	☑								☑	☑	☑					☑				☑	☑	☑					

8.3 Considered approach to new infrastructure: major schemes

8.3.1   At present it is not known whether the Department for Transport (DfT) will make available a funding stream for major new infrastructure which would continue a system that has been in place for a number of years. Without this additional DfT funding it is extremely unlikely that any major new infrastructure would be constructed during the Plan period. Therefore at this stage of Plan development and implementation there are no firm plans included within the draft LTP3 strategy or delivery plans. Based upon the last 15 years when funding levels were likely to be higher we undertook two major schemes. The following text is reproduced from the Derbyshire LTP3 strategy to set out our current position relating to new infrastructure:-

Refinement of Major Projects

8.3.2   We have begun the process of streamlining the list of potential major transport projects. During the autumn of 2010 protected alignments for a Market Street diversion in Clay Cross and for a Heanor Inner Relief Road have been 'rescinded', meaning that the County Council no longer intends to promote them and will not seek the protection of any land against other forms of development. It may be that other schemes from the list below will also be rescinded once priorities have been reconsidered over the next few months.

What we will consider

8.3.3   The major projects currently identified as possibilities are presented in Table 8.2 below:

Table 8.2 Potential Major Projects

Potential Scheme	Status
A515 Ashbourne Bypass	One of 'priority' schemes identified in preparation of second LTP
A61-A617 'Avenue' Link Road	Identified through liaison over North-East Derbyshire Local Development Framework (LDF)
A61 Chesterfield Inner Relief Road Junctions	One of 'priority' schemes identified in preparation of second LTP
Gamesley Rail Station	Under consideration as part of Longdendale Integrated Transport Strategy (led by Tameside MBC)
A617 Glapwell Bypass	One of 'priority' schemes identified in preparation of second LTP
Ilkeston Rail Station	Development work approved by Cabinet February 2010
A610 Ripley-Codnor-Woodlinkin Improvements	One of 'priority' schemes identified in preparation of second LTP
A619 Staveley-Brimington Bypass	Protected scheme 'on hold' pending review of impacts of Markham Vale and subject to consideration as part of Staveley Area Action Plan
A514 Swarkestone Bypass	Identified through liaison over South Derbyshire LDF
A511-A514 Woodville-Swadlincote Regeneration Route	Identified through liaison over South Derbyshire LDF

8.3.4   In finalising the LTP, we will be considering any alterations to this list and also be carrying out an appraisal of each potential scheme.