

# Annex 1

## SEA stage A1 key messages of policy context analysis

**Please note that following the change of government, all reference to national policy context is subject to review**



## A1.1 Summary of key messages of policy context analysis

### General

1. The five goals of **Delivering a Sustainable Transport System** form the strategic policy framework for LTP3, relating to tackling climate change, supporting economic growth, promoting equality of opportunity, contributing to better safety, security and health, improving quality of life and promoting a healthy natural environment.
2. The East Midlands Integrated Regional Strategy is the **regional sustainable development framework**. Relevant spatial objectives are to ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel, and to improve accessibility to jobs and services by increasing the use of public transport, cycling and walking, and reducing traffic growth and congestion.
3. The Regional Transport Strategy puts emphasis on better use of existing networks, whilst **improving public transport, and significantly improving opportunities for walking and cycling**.
4. LTP policies and programmes will need to **extract key information from Derbyshire's and the Districts' Sustainable Community Plans** which are relevant to transport planning.
5. **Inter-regional and Trans-Pennine issues** are very relevant to the LTP.
6. The LTP needs to have regard to the housing, transport and environment policies and allocations in the **Peak District National Park Management Plan**, and specifically address the conservation and enhancement of the National Park.
7. LTP policies and programmes need to **address rural issues**.
8. The process is to be informed by the **previous SEA** of the Derbyshire Local Transport Plan 2006-2011.

### Biodiversity, flora, fauna and soil

1. Every public authority must, in exercising its functions, have regard to the purpose **of conserving biodiversity** (Natural Environment and Rural Communities Act 2006)
2. **Improved public transport** links to leisure and tourist destinations.
3. Take into account all local **Biodiversity Action Plans** of relevance to the area.

4. Carry out a **Habitats Regulation Assessment** (e.g. Special Protection Areas, Special Areas of Conservation) to identify if the plan will have a significant impact and, if so, what mitigating actions will be taken.

### Population and human health, including noise

1. Importance of **locating new developments in existing built up areas with good links to the road and public transport network**, rather than locate in low density areas which will require new infrastructure.
2. Have regard to the influence of housing, transport and environment policies and allocations in the various **local development documents**, both within the county and beyond.
3. Ensure adequate consideration is given to the **public health value of schemes to increase walking and cycling**.
4. Ensure that tackling the barriers to **behavioural change** are addressed.
5. Continue to address the **barriers to work and training**.
6. Be mindful of the importance of allowing opportunities for social interaction within communities, **reducing community severance** where possible.
7. Incorporate the **latest thinking on achieving challenging road safety targets beyond 2010**, in line with 'A Safer Way' consultation (2009) and Advice about Local Road Safety Strategies (2009).
8. LTP policies and programmes need to include measures to **reduce the impact of traffic noise** and safeguard tranquil areas.
9. Consider potential for **links between Greenways and urban facilities** to reduce car use for local journeys.

### Water

1. LTP policies and programme needs to ensure **water purity** is protected and enhanced.
2. Various **flood risk management strategies** and **River Basin Management Plans** are relevant to the area (see A.4 below for examples).

### Local air quality

1. The development of an **Air Quality Action Plan for Chesterfield** may be relevant to LTP3, if Chesterfield declares of an Air Quality Management Area.

## Climatic Factors, including greenhouse gases

1. Importance of all agencies cutting down carbon emissions through **reviewing vehicle fleets and managing commuter and business travel**.
2. LTP3 development should consider strengthening policy objectives around **adaptation and resilience of the transport network to extreme weather events**.

## Material assets

1. The bulk minerals and waste transport aspects of **Derby and Derbyshire Minerals and Waste Local Plans** are relevant to the Local Transport Plan. The process of reviewing these has commenced in 2009, with adoption of the waste documents expected in 2012, and mineral documents in 2013. These processes will therefore be interlinked.
2. Asset management will enable a strategic approach to better manage assets to meet customer expectations and ensure the long term sustainability of the transport infrastructure. **Lifecycle planning and costing** will consider a long term period of 15-20 years, to achieve timely maintenance and value for money.

## Cultural heritage, including architectural and archaeological heritage

1. LTP policies and programmes needs to ensure that the **Derwent Valley Mills World Heritage Site** is protected.
2. Ensure the **protection of natural historic buildings and environments** against the effects of traffic pollution and other transport related damages.
3. LTP3 will need to reconcile reducing budgets with **increasing demands for higher quality treatment of the streetscape**. Use the expertise of **specialist advisors** as regards Historic Environment Records in devising transport implementation plans, including dealing with issues such as Conservation Areas at risk.

## Landscape

1. Recognise the **value of landscape** (an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors) following the European Landscape Convention in developing and implementing the plan.

2. Commitment **to work with PDNPA to develop action plans by 2014**, identify appropriate design standards for PDNP, and continue with the road verge reserve project.
3. Integration of public transport with tourism and recreation facilities in the **National Forest**.

### **Compatibility between objectives, and how best to 'trade off' incompatibility**

1. On the whole, all the policy documents reviewed contain compatible objectives relating to the principles of sustainable development.
2. A compatibility matrix analysis (see A.1.10) has examined potential tensions. This includes the transport goals and Policy 17 of the East Midlands Regional Plan which relates to the most significant plan for the growth of infrastructure over the Plan period, with associated implications for transport infrastructure.
3. The most significant potential tensions lie between tackling climate change/promoting a healthy natural environment, and supporting economic growth, including the transport implications for the assignment of housing allocations to Housing Market Areas. There may also be tension in allocating resources between those for employment generating activities and those associated with quality of life for elderly people
4. Trading off potential incompatibilities will be actioned as follows:
  - i. Guarding against unsuitable developments which may adversely affect (in transport terms) the Peak District National Park or other important environmental designations e.g. Derwent Valley Mills World Heritage Site
  - ii. Giving emphasis to sustainable accessibility issues in the selection of locations for housing development, and developing plans for the mitigation of potential adverse effects.
  - iii. Any impetus to improve the economy through tourism measures will need to have due regard to the duty of biodiversity.
  - iv. Both aspects of access to jobs and training and transport services for elderly people will feature in the development of the plan.

## A1.2 Detailed assessment of key policies, plans and programmes of relevance to the Derbyshire LTP3 SEA

A1.2.1 There are many policies, plans and programmes of relevance to the SEA from the highest to the lowest spatial level – i.e. International, European, National, Inter-regional/ regional and sub-regional, and local level.

A1.2.2 This summary is presented as a general list, and then by SEA topic, giving emphasis to the most local spatial level available, on the basis that all plans comply with those plans at a higher spatial level. The exception to this is where there is something more recent at the higher spatial level. Where objectives/requirements and implications for LTP3 are recorded, preference has been given to specific action plans if these exist, rather than stated objectives, as these are more directly transferable to LTP actions.

**Table A1.1 General relevant policies, plans and programmes**

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
1	<p>Delivering a Sustainable Transport System DfT Nov 2008</p> <p>Delivering a sustainable transport system (DaSTS) Stage 1 – June 2009 (EMRA)</p> <p>Delivering a sustainable transport system – the logistics perspective December 2008 (Looks at issues concerning the movement of freight within the UK, looking at all modes of freight transport and the nature and composition of freight flows on major corridors)</p>	<p>Transport goals:</p> <p>To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of <b>tackling climate change</b></p> <p>To <b>support</b> national <b>economic</b> competitiveness and <b>growth</b>, by delivering reliable and efficient transport networks</p> <p>To <b>promote</b> greater <b>equality of opportunity</b> for all citizens, with the desired outcome of achieving a fairer society;</p> <p>To <b>contribute to better safety security and health</b> and longer life-expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health</p> <p>To <b>improve quality of life</b> for transport users and non-transport users, and to promote a <b>healthy natural environment</b></p>	<p>These five goals are expected to replace the 'shared transport priorities' of LTP3 guidance, so in effect these form the strategic policy framework for LTP3.</p> <p>The relative importance of these goals at local level need to be determined, and actions devised to ensure that they are appropriately addressed.</p>
2	<p>East Midlands Green Infrastructure - Phase 1 Scoping Study - Final Report, East Midlands Regional Assembly, (September 2006)</p>	<p>Outlines the East Midlands area plan to develop and deliver Green Infrastructure (GI). The idea behind this is that planning, management and delivery and these projects always have a focus on the environment and therefore contribute to improving health through air quality amelioration, sustainable economic development and stabilising and increasing biodiversity.</p>	<p>Emphasises the link between Local Transport Planning and the importance of green infrastructure.</p>
3	<p>East Midlands Development Agency, A Flourishing Region: regional economic strategy 2006 – 2020, East Midlands Regional Assembly (2006)</p>	<p>Reference to how the effect of transport can impact economic activity. The strategy aims to improve connectivity with other regions by improving infrastructure, increasing investment, improving accessibility, reduce congestion, minimise environmental impacts, realise the economic benefits of airports (EMA and RHDS) and managing the travel demand of individuals through travel planning initiatives.</p>	<p>Emphasises the role of travel planning to manage travel demand</p>

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
4	East Midlands Regional Freight Strategy East Midlands Regional Assembly 2005	To develop more efficient and sustainable use of distribution by 2021. The action plan envisages that the review of the strategy will inform LTP3.	Review of the strategy will inform LTP3.
5	Sustainable Community Strategies in Derbyshire Districts/Boroughs	Plans to achieve sustainable development of the various districts and boroughs in Derbyshire	LTP policies and programmes will need to extract key information from District's Community Plans which are relevant to transport planning.
6	PPS4 Planning for Sustainable Economic Growth 2009	Plans for the delivery of sustainable transport and other infrastructure are needed to support planned economic development, including the setting of maximum parking standards.	LTP3 must recognise the role of spatial planning in supporting sustainable economic growth.
7	PPG13: Transport 1999	Objective is to integrate planning and transport by; <ul style="list-style-type: none"> <li>• Promoting sustainable transport choices for people and goods,</li> <li>• Promoting accessibility to jobs, shopping leisure and services by non-car modes,</li> <li>• Reducing the need to travel, especially by private car.</li> </ul>	RTS. A key determinant of LTP policies and programmes but now to be read in conjunction with 2004 White Paper, (see below).
8	DfT The Future of Transport (White Paper July 2004) and the related documents, e.g. Future of Rail.	Examines the factors that will shape travel over the next 30 years. Sets out how the Government intends to respond to those pressures and seeks to safeguard the social, economic and environmental well being of the country.	Vital. Directly relates to transport planning.
9	DEFRA Rural White Paper and Rural Services Review 2006	Strategy addressing a broad range of rural issues, including; <ul style="list-style-type: none"> <li>• Support for vital village services,</li> <li>• Local transport solutions,</li> <li>• Rejuvenation of market towns and creation of a thriving rural economy,</li> <li>• Preservation of rural England's "special" features,</li> <li>• Ensuring everyone can enjoy an accessible countryside.</li> </ul>	LTP policies and programmes need to address rural issues. Rural accessibility issues could have non-transport solutions (e.g. design and delivery of services)
10	Integrated Regional Strategy (IRS) 2008	Regional sustainable development framework, integrating economic, environmental, social and spatial objectives and plans.  Relevant spatial objectives: <ul style="list-style-type: none"> <li>• To ensure that the location of development makes efficient use of existing physical infrastructure and helps to reduce the need to travel</li> <li>• To improve accessibility to jobs and services by</li> </ul>	Relevant development plans, LTP policies and programmes which integrate environmental issues with social and economic issues. LTP needs to be "in conformity" with regional strategies and plans.



No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
		increasing the use of public transport, cycling and walking, and reducing traffic growth and congestion	
11	EM Regional Transport Strategy (RTS) 2009 Part of East Midlands Regional Plan	Sets out regional transport policy and objectives. Designed to encourage modal shift away from the car to more sustainable forms of transport. Key elements are: <ul style="list-style-type: none"> <li>• Reducing the need to travel, especially by car, and managing traffic growth and congestion</li> <li>• Significantly improving opportunities for walking and cycling</li> <li>• Promoting a step change improvement to the reliability, capacity, quality, accessibility and coverage of the public transport network</li> <li>• Making better use of existing transport networks through better management</li> <li>• Only developing additional highway capacity when all other measures have been considered.</li> </ul>	LTP policies and programmes need to be developed within the framework set by EM RTS. Emphasis on better use of existing networks, whilst improving public transport, and significantly improving opportunities for walking and cycling.
12	NW, WM, Y&H Regional Transport strategies	As EM RTS for these three regions, all three influence Derbyshire transport, especially cross boundary issues with the North west and Yorkshire.	Relevant Development Plans, LTP policies and programmes need to be framed with this in mind. The inter-regional and Trans-Pennine issues are very relevant to the LTP
13	North European Trade Axis (NETA)	Strategy for international trade between Ireland, across UK to mainland Europe (Holland, Germany, Poland). Includes potential rail and road upgrades across the Pennines	RTS, Relevant Development Plans, LTP policies and programmes need to be framed with this in mind. The Trans-Pennine issues are very relevant.
14	Sustainable Community Strategy 2009-2014 Derbyshire Partnership Forum 2009	Priority to provide well connected communities by: <ul style="list-style-type: none"> <li>• managing, maintaining and improving the transport network,</li> <li>• improving local accessibility and promoting healthy and sustainable travel choices,</li> <li>• reducing congestion and the environmental impacts of travel.</li> </ul>	All important priorities for feeding through to LTP3
15	Derbyshire: The Council Plan 2010-2014	Outcomes relevant to transport include: <ul style="list-style-type: none"> <li>• achieving more in partnership</li> <li>• working with local communities to help them to flourish</li> <li>• giving children the best start in life</li> <li>• helping local people achieve their full potential</li> <li>• choice and flexibility to lead independent lives</li> </ul>	LTP3 must be aligned with the priorities and outcomes of the Council Plan

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
		<ul style="list-style-type: none"> <li>• safeguarding and providing excellent support for those who need it most</li> <li>• confident and safe communities</li> <li>• making places easier to reach</li> <li>• a resilient economy</li> <li>• rich, diverse and protected environments</li> <li>• a county of cultural opportunity</li> </ul>	
16	<p>National Park Management Plan 2006-2011</p> <p>NB also, the Sustainable Transport Action Plan for the Peak District National Park, under development 2010</p>	<p>The management framework for the National Park. The LTP is expected to “have regard to” the statutory purposes for which the Park was designated (Sec 62 of Environment Act)</p>	<p>LTP needs to have regard to the housing, industry transport and environment policies and allocations in the NPMP, and specifically address the conservation and enhancement of the National Park.</p>
17	<p>Tourism strategies - various</p>	<p>East Midlands Tourism Strategy 2003-2010 Peak District Sustainable Tourism Strategy 1999 and Derbyshire Tourism Management Strategy 2002-7 set out policies for tourism development in the county and beyond. Require the development of sustainable transport methods</p>	<p>A key issue given the importance of tourism to the local economy and the amount of traffic it generates.</p>
18	<p>Derbyshire Local Transport Plan 2006-2011</p>	<p>26 service delivery objectives relating to efficient maintenance and management, improving local accessibility and healthier travel choices, safer roads and communities, reduced congestion and strong local economy, and better air quality and environment. SEA was incorporated in and influenced the development of LTP2.</p>	<p>Creates a good foundation for SEA of LTP3</p>
19	<p>Economic Strategy for Chesterfield and NE Derbyshire 2005-2015</p>	<p>Strategy and associated action plan to increase job opportunities for local people, making the area more attractive to business, investment in town centres, redevelopment of derelict industrial sites and increasing tourism.</p>	<p>LTP needs to have regard to the strategies and actions which will have an impact on traffic movements in the local area.</p>

**Table A1.2 Biodiversity, flora, fauna and soil relevant policies, plans and programmes**

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
20	Putting Wildlife Back on the Map - A Biodiversity Strategy for the East Midlands East Midlands Regional Assembly May 2006	To ensure that increased tourism and leisure use of high quality natural environments does not increase environmental impacts upon these areas or the region.	Promote development of integrated transport policy and provision, including improved public transport links to leisure and tourist destinations
21	Conserving Biodiversity: The UK Approach, Department for Environment Food and Rural Affairs, (Oct 2007)	The plan sets out a strategic framework to deliver targets and objectives set to reduce the harm and protect the environment. The strategy focuses on the idea of delegating management to the lowest possible level to achieve the best results. It looks into the relationship between human behaviour and the affect on the ecosystems.	Highlights the importance of local Biodiversity Action Plans
22	Natural Environment and Rural Communities Act 2006	Every public authority must, in exercising its functions, have regard, so far as is consistent with the proper exercise of those functions, to the purpose of conserving biodiversity. Section 72 of the act gives National Park authorities the power to make traffic regulation orders on rights of way and carriageways with unsealed surfaces within National Park boundaries. Sections 66 and 67 restricted motor vehicle use of byways by preventing claims for motor vehicle access on the basis of historical use by horse-drawn vehicles from January 2005	Requirement to have regard to the purpose of conserving biodiversity.
23	Habitats directive 1992/43/EC	Introduces concept of Special Areas of Conservation (SAC's) designed to maintain and restore natural habitats and species to sustainable levels.	LTP strategy and implementation plans need to ensure any such sites are protected – will be covered by the Habitats Regulation Assessment (HRA)
24	Wild birds directive 1979/409/EC	Introduces concept of Special Protection Areas (SPA's), designed to sustain habitats in order to maintain important bird populations at “ecologically and scientifically sound levels.”	LTP strategy and implementation plans need to ensure any such sites are protected – will be covered by HRA as above.
25	PPS9: Biodiversity and Geological Conservation	Sets out policies on nature conservation. Identifies obligations under EU and other environmental designations	RPG8, Relevant Development Plans, Regional Environment Strategy, LTP policies and programme need to ensure any such sites are protected.

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
26	PPG7: Countryside PPS7: Sustainable development in rural areas (Aug 2004)	Objective to balance agricultural, conservation and economic factors when considering development in the countryside.  Planning policies for rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of the larger urban areas	RPG8, Relevant Development Plans, Regional Environment Strategy, LTP policies and programmes need to address rural issues, (see Rural White paper above). <b>Rural accessibility remains a key issue for Derbyshire.</b>
27	Peak District Biodiversity Action Plan	Sets objectives and proposals for selected habitats and species in upland Derbyshire. Aim is to conserve and enhance existing wildlife and to redress past losses through habitat restoration and targeted action for key species.	Relevant development plans, Highly relevant. LTP policies and programmes must balance environmental issues with social and economic issues.
28	Lowland Derbyshire Biodiversity Action Plan 2001	Sets objectives and proposals for selected habitats and species in lowland Derbyshire. Aim is to conserve and enhance existing wildlife and to redress past losses through habitat restoration and targeted action for key species.	Relevant development plans, Highly relevant. LTP policies and programmes must balance environmental issues with social and economic issues.
29	National Forest Biodiversity Action Plan 2004	Outlines the work required to achieve the necessary protection and conservation of habitats and species across the National Forest area.	LTP policies and programmes must have due regard for the actions contained with this plan.
30	Greenprints – Chesterfield 2003 and Bolsover 2006  Others in preparation (Erewash and NE Derbyshire)	The purpose of ‘Greenprints for Biodiversity’ is to identify the habitats and species which are present in the district or borough but which are declining or at risk on a national or county-wide basis. They also contain recommendations for action and encourage individuals, groups, landowners, farmers and business to become involved in biodiversity conservation within their local area. Identified action to control and reduce invasive species on county highways.	Actions identified need to be included in the local transport planning process.
31	Safeguarding our Soils: A Strategy for England DEFRA 2009  Construction Code of Practice for the Sustainable Use of Soils on Construction Sites DEFRA 2009	Soils are an important store of carbon. Objectives to improve our understanding of the potential to increase levels of soil carbon and protecting our current stores, and to encourage better management of soils through all stages of the construction process. Code of Practice aims to protect soil resources during construction activity.	Need to check the significance of soil erosion and ensure that soil management is considered as part of construction work.

See Table A1.9 for Landscape

**Table A1.3 Population and Human Health, including Noise relevant policies, plans and programmes**

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
32	PPS3: Housing / PPS6 Town centre and retail development revised, (March 2007)	Highlights the benefits of developing next to existing public transport routes and near existing services, reducing the need to travel. Advises to locate new developments in existing built up areas with good links to the road and public transport network, rather than locate in low density areas which will require new infrastructure.	LTP strategy and implementation plans need to be framed with this in mind.
33	East Midlands Regional Plan March 2009	Includes reference to Housing Market Areas as follows: Peak, Dales and Park – includes High Peak, Derbyshire Dales and Peak District National Park Northern – includes Chesterfield, NE Derbyshire and Bolsover Derby – includes South Derbyshire and Amber Valley Nottingham core – includes Erewash Policy 13A indicates total housing provision figures expected over the plan period to 2026 Policy 17 indicates Regional Priorities for Managing the Release of Land for Housing: <i>Local Authorities, developers and relevant public bodies should work across administrative boundaries in all of the Region's Housing Market Areas to ensure that the release of sites is managed to achieve a sustainable pattern of development.</i>	Plans for Housing Market Areas are highly significant to local transport planning, and working with Districts/Boroughs and adjoining planning authority areas will be necessary to ensure that land use and transport planning are integrated in order to achieve sustainable patterns of development.
34	District Council Local Development Documents; Amber Valley, Bolsover, Chesterfield, Derbyshire Dales, Erewash, High Peak, North East Derbyshire, South Derbyshire.	At various stages, some under review some adopted. All contain implications for transport planning.	LTP needs to have regard to the housing, industry transport and environment policies and allocations in the various local plans.
35	Adjoining Authorities' Local Plans/Core Strategies	Unitary Development Plans adjoining Derbyshire (Rotherham, Sheffield, Stockport and Tameside) are being replaced by core strategies. (Kirklees and Oldham also adjoin but their LP boundary is the PDNP boundary not that of the MBC) There are ten Local Plans adjoining Derbyshire; Ashfield, Bassetlaw, Broxtowe, East Staffordshire, Lichfield, North East Cheshire, Mansfield, North Warwickshire, North West Leicestershire and Rushcliffe. (Staffordshire Moorlands also adjoins, but their LP boundary is the PDNP boundary, not that of the district council).	The Derbyshire LTP needs to have regard to the housing, industry transport and environment policies and allocations in the various Local Plans as these may have cross boundary transport implications.

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
36	Derby City Local Plan	Covers the City only. Contains transport policies and aspirations which transcend the political boundaries and affect Derbyshire. Also contains land use policies and proposals which will affect traffic outside the city.	The effects of the various land use and transport policies and proposals need to be addressed in the Derbyshire LTP process.
37	Peak District National Park Adopted Local Plan	Part of the planning framework for the National Park. The LTP is expected to "have regard to" the statutory purposes for which the Park was designated (Sec 62 of Environment Act)	LTP needs to have regard to the housing, industry transport and environment policies and allocations in the local plan, specifically addressing the conservation and enhancement of the National Park.
38	Derby and Derbyshire Economic Partnership Sub-regional investment Plan 2008-2011 refresh	Focus to: maximise impact, improve the overall quality of jobs within the sub-region's rural and urban economies, encourage the development of higher level skills and workforce development, support new business start-up, increase demand and for the implementation of advanced ICT, develop and support our key sectors sub regional sectors of High Value Engineering, Rail & Automotive Industries, Tourism, Food & Drink, and the Creative Industries, and identify and make ready key new and Brownfield sites for investment. On-going commitment to smaller scale and local economic priorities.	Requirement to continue to address the barriers to work and training.
39	Sub National Economic Development and Regeneration Review, HM Treasury 2007	The review outlines the Government's plans to refocus both powers and responsibilities to support its objectives to encourage economic growth and tackle deprivation.	LTP needs to have regard to the implications of the review for regional strategies within covering LTP area.
40	EU directive 2002/49/EC. Assessment & Management of Environmental Noise	Requires the introduction of a prioritised common approach to avoid, prevent or reduce noise. Includes assessing whether exposure to noise is harmful in situations like built up areas, parks etc.	Implemented through PPG24. LTP policies and programme designed to minimise transport-related noise.
41	PPG24: Planning and Noise	Introduces Noise exposure categories. Impacts of noise as a material issue in planning application	RPG8, Relevant Development Plans, LTP policies and programmes need to include measures to reduce the impact of traffic noise.

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
42	DEFRA Ambient Noise strategy	Cites development of noise maps, including transport noise. Also addresses strategies for areas of tranquillity. Defra currently working on a combined national noise strategy covering both environmental and neighbourhood noise.	LTP policies and programmes need to include measures to reduce the impact of traffic noise and safeguard tranquil areas.
43	Commission for Rural Communities Thinking about Rural Transport	A series of documents covering technological change, sustainable rural communities, rural life without carbon, and addressing rural issues in Local Transport Plans. Conclusion that new government funding is required to assist with the development of rural transport initiatives, and accessibility planning should be used to determine where spending on rural transport should be directed.	Rural accessibility issues remain an important part of accessibility planning for LTP3 for Derbyshire.
44	A Safer Way: Consultation on making Britain's roads the safest in the world 2009	Consultation on targets and measures to improve the safety of the roads from 2010 onwards, including the following areas: approach to road safety, the road network, safer vehicles and road user behaviour.	LTP will need to incorporate the latest thinking on achieving challenging road safety targets beyond 2010.
45	Advice about Local Road Safety Strategies DfT July 2009	Specifies a data-led approach to road safety delivery, strong partnership working, and systematic delivery. The key thematic challenges are: <ul style="list-style-type: none"> <li>• Pedestrian and cyclist casualties in town and cities</li> <li>• Protecting children and young people</li> <li>• Protecting motorcyclists</li> <li>• Rural roads</li> <li>• Poor road user behaviour amongst a few</li> <li>• Illegal and inappropriate speed</li> </ul>	Requirement to refresh or develop new road safety strategies in line with the new national road safety strategy as the LTP3 is developed.
46	Guidance on the appraisal of walking and cycling schemes – Unit 3.14.1 Transport Analysis Guidance March 2007	Guidance on the analysis of walking and cycling schemes in order to promote healthier travel choices, enabling people to access services by walking and cycling.	Ensure adequate consideration is given to the public health value of schemes to increase walking and cycling.
47	Manual for streets DfT 2007	Covers ways to maintain and provide street management to link communities together, aiming to improve quality of life through developing people-orientated streets.	LTP should be mindful of the importance of allowing opportunities for social interaction within communities, reducing community severance where possible.
48	Smarter Choices: Changing the Way We Travel DfT (2005)	This report looked at value-for-money 'soft' transport policy measures which aim to change travel behaviour, including: <ul style="list-style-type: none"> <li>• Workplace and School Travel Plans</li> <li>• Personalised travel planning, travel awareness</li> </ul>	This was incorporated in current LTP2 strategy, and the potential role for these type of measures has a more rigorous evidence base

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
		<p>campaigns, and public transport information and marketing</p> <ul style="list-style-type: none"> <li>• Car clubs and car sharing schemes</li> <li>• Teleworking, teleconferencing and home shopping</li> </ul>	following the Sustainable Travel Demonstration Towns initiative. Will remain a significant strand of LTP3.
49	Regional Travel Behaviour Strategy, East Midlands Regional Strategy, (March 2008)	The regional Travel Behaviour Strategy of the East Midlands investigates methods to change people's expectation and impressions of public transport. It also seeks ways to encourage sustainable transport modes through the decreased use of the private car.	LTP needs to ensure that tackling the barriers to behavioural change are addressed.
50	A sustainable future for Cycling, Department for Transport, (January 2008)	Sets out the Government's cycling policy and demonstrates the health and environmental benefits of cycling. This has followed on from the increased investment and joins the Department for Health's campaign to tackle obesity in Britain's population.	LTP to include consideration of the health benefits of cycling.
51	East Midlands Health Strategy: Next Steps for Investment for Health April 2009	<p>Proportionately, more people are obese or overweight in the East Midlands compared with the national average. This is a problem not only among adults but also among children in the region. As few as 1 in 3 men and 1 in 4 women in the region participate in physical activity at a level sufficient to benefit their health.</p> <p>Goal 2: To promote better health as a personal aspiration, corporate objective and a shared responsibility</p> <p>Climate change is identified as probably the greatest threat to the region's health.</p> <p>Increasing levels of physical activity through healthy walking and/or cycling offers a low cost, effective and inclusive intervention.</p>	LTP strategy and implementation plans need to be framed with a view to promoting healthy/active travel choices
52	Joint Strategic Needs Assessment (JSNA) 2008-2013	<p>Analysis of the health and well-being needs of the people of Derbyshire now and in the future. Overall, the health of people of Derbyshire is the same or better than the average for England but there are areas within Derbyshire where it is worse.</p> <p>Premature deaths from heart disease, stroke and cancer have decreased from the 1990's in line with the rest of England.</p> <p>Health inequalities may be increasing and improvements can be made in childrens services. The number of older people in Derbyshire is increasing which is predicted to mean an increase in demand for health and social care in future years.</p>	LTP strategy and implementation plans need to be framed with a view to promoting healthy/active travel choices
53	Active Derbyshire Plan 2009-2013 Active Derbyshire Partnership, Derbyshire Sport	<p>Increase the number of Derbyshire residents who walk on a weekly basis</p> <p>Increase the number of Derbyshire residents who cycle on a</p>	Highlights the important role of 'active travel' for LTP3



No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
		weekly basis	
54	Derbyshire Rights of Way Improvement Plan Derbyshire County Council 2007	<p>Plan to ensure that the public rights of way network meets the needs of local people and visitors now and in the future. Three key themes:</p> <ul style="list-style-type: none"> <li>• Seek to preserve Derbyshire’s heritage, landscape and wildlife</li> <li>• Promote the sustainable use of the present and future network, encouraging healthier and more sustainable travel choices.</li> <li>• Encourage and create routes that support the local economy and boost tourism.</li> </ul>	Rights of Way Improvement was incorporated within the scope of LTP2, and will continue to play an important role in LTP strategy, as recommended in Natural England’s Good practice note on LTP and ROWIP integration (2009)
55	Derbyshire Greenways Strategies South Derbyshire Greenways Strategy 2006 West Derbyshire and High Peak Greenway Strategy 2009	<p>Greenways are largely car free off road routes connecting people to facilities and open spaces in and around towns, cities and to the countryside; for use by people of all abilities on foot, bike or horseback, for car free commuting, play or leisure. Derbyshire’s interpretation also includes:</p> <ul style="list-style-type: none"> <li>• encouraging healthier lifestyles and interaction with nature and landscape</li> <li>• enhancing and protecting the natural environment, landscape and cultural heritage of the area</li> <li>• reducing traffic congestion and associated pollution</li> </ul>	Potential for links between Greenways and urban facilities to reduce car use for local journeys.
56	2020 Vision – A strategy for the restoration and development of the Chesterfield Canal, Chesterfield Canal Trust (2006)	The Chesterfield Canal Partnership is pursuing the restoration of the canal as a tourism, recreation and regeneration asset.	This project helps to support economic growth and supports more sustainable travel habits/leisure activities

**Table A1.4 Water relevant policies, plans and programmes**

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
57	Water framework directive 2000/60/EC	Achievement of "good ecological status" by 2015 (non prescriptive)	RES, Local Environment Agency Plans. LTP policies and programme needs to ensure water purity is protected and enhanced.
58	EM Strategic River Corridors Project 2003	Objective is an all-embracing approach to the river corridors of the EM, covering natural, cultural and historic environmental issues.	Relevant Development Plans, LTP policies and programmes need to address the impact of transport on water quality.
59	Environment Agency Catchment Abstraction Management Strategies e.g. Derbyshire Derwent Jan 2006	Objective is to achieve environmental improvements to water courses and water quality in the various catchment areas covering the county.	Key item for assessing potential impact of traffic on water quality.
60	River Derwent strategy	Flood risk management strategy for the Derwent corridor.	RPG8, Relevant Development Plans, LTP requires policies and programmes that avoid exacerbating flood risk
61	Don Flood Risk Management Strategy	Identifies the Environment Agency's preferred strategic framework of measures to manage flood risk across the whole Don catchment over the next 100 years.	LTP requires policies and programmes that avoid exacerbating flood risk
62	Environment Agency's River Basin Management Plans	e.g. NW River Basin and Humber District 2009	LTP requires policies and programmes that avoid exacerbating flood risk
63	Strategic flood risk assessments Chesterfield, Bolsover and NE Derbyshire Mar 2009 Derbyshire Dales District Council, High Peak Borough Council and Peak District National Park – Peak Sub Region – Sept 2008 South Derbyshire – Nov 2008	Identifies flood risk areas e.g. River Rother, Chesterfield	LTP requires policies and programmes that avoid exacerbating flood risk

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
64	Flood and Water Management Act (April, 2010)	County and Unitary authorities will lead on local flood risk management, responsible for local flood risk assessment, mapping and planning in relation to ordinary watercourses, surface run-off and groundwater. They will lead in producing local surface water management plans, map local flood risk management assets and have new responsibilities on drainage. They will have a leading role in planning for managing any flooding should it occur, including from reservoirs.	LTP requires policies and programmes that consider the role of the road network in influencing the surface water management plans which will be required to be developed by Derbyshire County Council as one of its new roles required through the Act.

**Table A1.5 Local Air Quality relevant policies, plans and programmes**

No	Policy, Plan or Programme	Objectives or requirements for other Policy, Plan or Programme	Implications for LTP3
65	National Air Quality Strategy, Department for Environment Food and Rural Affairs, (July 2007)	The strategy aims to reduce carbon emissions/pollutants to protect the environment and health. Many targets are set with various achievement dates. The strategy does comment on all sources of pollution not just transport. It highlights the need for monetary benefits for compliant users in the form of reduced vehicle excise duty. It also states that lorries and buses need to meet Euro Emission standard V by 2009 and early conformity by firms would receive incentives.	LTP policies and programmes will need to be aware of current and emerging air quality issues in Derbyshire and work jointly on action plans to tackle road transport related air pollution.
66	Declaration of Florence on Alternative Traffic in Towns (ALTER)	Seeks to encourage a greater demand for cleaner emission vehicles. Subscribing towns undertake to renew/convert their own transport on a greener basis and introduce and progressively extend areas designated for cleaner emission vehicles only.	Should be an important influence on LTP policies, objectives and programme. DCC is a signatory to this Declaration.
67	Nottingham Declaration on Climate Change	Includes signatories' commitment to significantly reduce greenhouse gas emissions from their travel and transport operations	LTP policies, objectives and programmes should be framed with this in mind. DCC is a signatory to this Declaration.
68	Derby AQMA Action Plan	Related to the City Centre and the Inner Relief Road	Not likely to be of relevance to the Derbyshire LTP as not in our LTP area
69	Bolsover and Erewash AQMA Action Plans	Declarations in both council areas relate to housing alongside the M1 motorway, with the exception of A619/A616 roundabout, Barlborough, which relates to a single property.	These areas will continue to be monitored
70	Chesterfield Air Quality Strategy 2008	<p>Chesterfield BC consulted on a proposed Air Quality Management Area in 2008. Following the declaration of an Air Quality Management Area, DCC will be a partner in drawing up an Air Quality Action Plan</p> <p>The 2008 Air Quality Strategy contains aims about joint working to ensure that local developments and transport measures consider and where possible aim to mitigate their impact on local air quality in Chesterfield, to investigate various transport initiatives that aim to understand and mitigate the impact of road traffic on local air quality in Chesterfield, to encourage increased uptake of public transport in Chesterfield, to encourage the use of sustainable transport options in order to reduce car usage across the Borough, and to raise the profile of air quality amongst the residents and businesses of Chesterfield.</p>	Directly relevant to LTP as this relates to DCC's largest town – 100,000 population

**Table A1.6 Climatic factors, including greenhouse gases relevant policies, plans and programmes**

	<b>Policy, Plan or Programme</b>	<b>Objectives or requirements for other Policy, Plan or Programme</b>	<b>Implications for LTP3</b>
71	The Stern Review Report on the Economics of Climate Change, HM Treasury, (March 2006)	Stern's conclusion about the cost of averting catastrophic climate change depends critically on reducing greenhouse gas emissions in an economically efficient manner.	Need to ensure that, wherever practicable, there are low-carbon transport options for people to choose, and also solutions, such as better planning, which may reduce their need to travel.
72	Eddington Transport Study Report, Department for Transport, (December 2006)	The Eddington Transport Study concluded that the environmental impacts of transport must be fully reflected in decision-making. A 'sophisticated policy mix' is required to meet both economic and environmental goals which includes making better use of what we've got, pricing, and infrastructure investment by the public/private sector working together, recognising also the value of small scale schemes such as walking and cycling schemes and tackling bottlenecks.	LTP3 must seek to attain the 'sophisticated policy mix' described by Eddington.
73	King Review of Low Carbon Cars, HM Treasury, (October 2007/March 2008)	The King Review outlines the importance of reducing the carbon output of the transport sector. It explores the importance of new fuel technologies and engine efficiency and also through more effective travel planning.	Travel planning to include consideration of lower carbon technologies and solutions.
74	How to reduce costs and carbon emissions from business related transport (Department for Transport July 2008)	This focuses on the concept of persuading companies to cut down their carbon emissions through reviewing their vehicle fleet and managing commuter and business travel.	This applies not only to DCC, but other partners within the Local Area Agreement who have vehicle fleets, and to private companies, implying the importance of the role of Business Travel Plans.
75	PPG25: Development and flood risks	Seeks to use the land-use planning system to manage and reduce flood risk.	RPG8, Relevant Development Plans, LTP requires policies and programmes that avoid exacerbating flood risk
76	UK programme for climate change	Objective is to cut emissions by 12½% by 2012 (from 1990 base).	Although it is unlikely that the Derbyshire LTP will be significant in this context, LTP policies and programmes need to be designed to minimise transport related emissions.
77	Climate Change Act 2008	The Act sets up a framework for the UK to achieve its long-term goals of reducing greenhouse gas emissions and to ensure steps are taken towards adapting to the impact of climate change.	LTP policies and programmes to have due regard for the implication of the Act on local transport related emissions.

	<b>Policy, Plan or Programme</b>	<b>Objectives or requirements for other Policy, Plan or Programme</b>	<b>Implications for LTP3</b>
78	Carbon pathways: Informing development of a carbon reduction strategy for the transport sector (DfT) July 2008  And Low Carbon Transport – A Greener Future' (DfT) July 2009	Assessment which considers potential cost-effective emissions reduction pathways for different types of journey and different transport modes. The assessment provides the evidence base to support the low carbon strategy, details possible actions that can be implemented within each sector to tackle emissions from transport.	The LTP policies and programmes should have regard for the actions contained within the strategy, implementing the policies appropriate to the sector and area.
79	Commission for Rural Communities Thinking about Rural Transport: Rural Life without Carbon	A 'think-piece.' Technology will not override the need for change. Long-term planning is needed if sustainability objectives are to be achieved in all dimensions: economic, social and environmental. Most policy focus on rural travel is on enabling more transport for social and economic reasons, rather than reducing the need to travel by injecting services or considering the carbon costs of transport. Government, local authorities and communities are encourage themselves to think in these terms and lengthen their planning horizons.	A relevant report for the carbon reduction strategy of LTP3
80	Towards a programme of action on climate change for the East Midlands, East Midlands Regional Assembly (2007)	The region is expected to experience some of the most substantial climate changes in England in terms of temperature and precipitation, leading to increased risk of flooding from rivers and surface water drainage systems, with warmer temperatures possibly encouraging more cycling and walking. There are opportunities for transport to strengthen policy objectives around adaptation and resilience of the transport network to extreme weather events, and to strengthen public transport links.	LTP3 development to consider strengthening policy objectives around adaptation and resilience of the transport network to extreme weather events.
81	East Midlands Climate Change Regional Programme of Action 2009-2011	The regional programme summarises the key climate change issues for the region. It describes the key regional risks and opportunities associated with a changing climate and describes actions to be taken by regional bodies and partners to tackle the challenges of reducing emissions and responding to existing vulnerabilities and longer term climate related risks.	LTP3 programmes and policies should emulate the regional actions listed in the programme in order to implement the actions at a local level.
82	Derbyshire Partnership Forum Climate Change Strategy	Derbyshire Partnership Forum consists of 40 public sector organizations in the county and is the primary public sector partnership in Derbyshire . The strategy assesses Derbyshire's contribution to climate change and looks at some of the expected climate impacts on the county.	LTP3 policies and programmes should complement those actions listed in the strategy to reduce emissions from the transport sector within Derbyshire
83	Peak District National Park Climate Change Strategy 2008-2011	The Strategy maps the existing actions taking place within the National Park that will help to mitigate the causes of or adapt to the consequences of climate change in the National Park and	LTP3 programmes and policies to have due regard for the Peak National Park strategy, supporting

		which need continued support. It identifies where new actions are required or existing work needs to be intensified and expanded to address National Park-specific climate change issues.	the climate change actions that can be delivered through the local transport plan.
84	South Derbyshire District Council Climate Change Strategy Nov 2008	The Strategy endorses the Derbyshire Partnership Forum Climate Change strategy and plans the delivery of South Derbyshire District Councils contribution to the collective effort which must take place across the County, the nation and internationally.	LTP3 programmes and policies should have due regard to any transport related actions listed in the Strategy.

**Table A1.7 Material assets relevant policies, plans and programmes**

	<b>Policy, Plan or Programme</b>	<b>Objectives or requirements for other Policy, Plan or Programme</b>	<b>Implications for LTP3</b>
85	Derby and Derbyshire Mineral Local Plan 2002	Planning framework for extraction of minerals in the county. Sets land use planning policy for mineral extraction and its aftermath. Transport related elements include; Protection of local communities, natural resources, landscape features, wildlife and heritage from unacceptable damage or disturbance arising from mineral working and transportation.	Relevant Development Plans, LTP policies and programmes need to be framed with this in mind, particularly effects of bulk minerals transport
86	Derby and Derbyshire Waste Local Plan 2005	Planning framework for management and disposal of waste in the county. Sets environmental objectives for waste management and disposal. Transport issues include; <ul style="list-style-type: none"> <li>• Proximity principle</li> <li>• Making good use of existing infrastructure</li> <li>• Restoring rail and waterway routes, contributing to highway safety,</li> <li>• Permit development in locations that reduce the need for travel and enable movement by rail or water.</li> </ul>	Relevant Development Plans, LTP policies and programmes need to be framed with this in mind, particularly the effects of bulk waste transport.
87	Derbyshire Transport Asset Management Plan 2008	Asset management is a process which helps to identify the best allocation of resources to meet the needs of current and future customers. The transport network in Derbyshire includes over 5000km of highways, as well as supporting public transport routes, cycling networks, public rights of way (almost 5,000km), 22km canals, bus stations and shelters, on-street parking, school buses and the vehicle fleet. The transport asset is fundamental to the delivery of the Council Plan's priorities of regeneration, social inclusion, education, employment, recreation and health. The highway network includes the assets of the carriageways, footways, bridges, street lighting, traffic signs and the wider highway assets such as roadside verges.	Asset management will enable a strategic approach to better manage assets to meet customer expectations and ensure the long term sustainability of the transport infrastructure. Lifecycle planning and costing will consider a long term period of 15-20 years, to achieve timely maintenance and value for money.



**Table A1.8 Cultural heritage, inc. architectural and archaeological heritage relevant policies, plans and programmes**

	<b>Policy, Plan or Programme</b>	<b>Objectives or requirements for other Policy, Plan or Programme</b>	<b>Implications for LTP3</b>
88	UNESCO World Heritage Sites	Derwent Valley Mills is so designated. No specific additional planning or statutory controls or requirements run with the designation, but there are Structure Plan and Local Plan policies relating to the site. The DVMWHS Management Plan is the key guidance document for this area and there are also Structure Plan policies relating to the site.	Relevant Development Plans. <b>LTP policies and programme needs to ensure WH site is protected.</b>
89	Conservation Areas at Risk English Heritage June 2009	Risks from the national survey include poorly maintained roads and pavements (60%), street clutter (45%), and the effects of traffic calming/traffic management (36%). Councils to pay more attention to the public spaces of conservation areas, applying the principles set out in English Heritage's Save our Streets/Streets for All guidance.	LTP needs to consider how the Derbyshire Conservation Areas listed 'at risk' can be improved.
90	World Class Places Communities and Local Government 2009	Emphasises the quality of place, and the need to make places more welcoming and inclusive. Objective to encourage local government to prioritise quality of place. This approach is also promoted through the Commission for Architecture and the Built Environment and English Heritage (Streets for All), highlighting the importance of local identity and the avoidance of standardised solutions.	LTP3 will need to reconcile reducing budgets with increasing demands for higher quality treatment of the streetscape, and use of specialist advisors in scheme development.
91	Traffic Management and Streetscape DfT March 2008	To enhance streetscape appearance by encouraging design teams to minimise the various traffic signs, road markings and street furniture associated with traffic management schemes	Importance of streetscape awareness and the need to reduce 'street clutter'
92	PPS5: Planning for the Historic Environment 2010	The historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations. England's heritage assets should be conserved in a manner appropriate to their significance.	Heritage assets are a non-renewable resource. As such, LTP policies and programmes need to ensure any such significant sites are protected.
93	PPG16: Archaeology and planning	Complements PPG15. Specific advice on archaeological conservation in the land-use planning process.	RPG8, Relevant Development Plans, LTP policies and programmes need to ensure any such sites are protected.
94	Historic Environment Records	Derbyshire Partnership Forum priority to improve and protect the local environment. (Sustainable Community Strategy)  DCC is custodian for about 300 listed buildings, unlisted historic buildings in conservation areas, scheduled ancient monuments and other structures of archaeological importance, and 29	There are specialist advisors in the fields of archaeology, historic buildings, urban design, landscape design and ecology responsible for the protection and enhancement of the built and natural environment.

	<b>Policy, Plan or Programme</b>	<b>Objectives or requirements for other Policy, Plan or Programme</b>	<b>Implications for LTP3</b>
		historic parks and gardens.	Their expertise needs to be used in devising transport implementation plans.

**Table A1.9 Landscape relevant policies, plans and programmes**

	<b>Policy, Plan or Programme</b>	<b>Objectives or requirements for other Policy, Plan or Programme</b>	<b>Implications for LTP3</b>
95	European Landscape Convention 2000 Signed by UK Government 2006, binding March 2007 European Landscape Convention – a framework for implementation in England 2009 Natural England DEFRA English Heritage Plan for Implementation English Heritage 2009-2013	Promotes the protection, management and planning of European landscapes and organises European co-operation on landscape issues.  Landscape is defined as an area, as perceived by people, whose character is the result of the action and interaction of natural and/or human factors.  The framework for England seeks to further strengthen the protection, management and planning of landscape in England by providing a structure for Action Plans of partners and stakeholders.	Highlights the value of the landscape – UK government assessed that the framework was being complied with in the UK, but all are encouraged to consider landscape value in the preparation of plans.
96	Landscape Character of Derbyshire 2003	Describes the landscape features of Derbyshire that define its character and local distinctiveness, defining 39 landscape character types within 10 national landscape areas	Provides landscape management guidelines for settlements/buildings, land management and field boundaries, including management of roadside vegetation for each landscape character type. This assessment is the first phase of a much larger project which will culminate in the production of a landscape strategy for Derbyshire.
97	Peak District National Park Landscape Strategy and Action Plan 2009 – 2019 July 2009	Actions to: <ul style="list-style-type: none"> <li>• protect Peak District landscapes from major infrastructure developments</li> <li>• identify priorities for mitigating landscape detractors and for enhancement</li> <li>• protection of priority cultural heritage features</li> <li>• reduce the landscape impacts of transport infrastructure and improve road safety</li> <li>• Enhance the management of road verges to enhance their diversity and attractiveness</li> </ul>	Commitment to work with PDNPA to develop action plans by 2015, to establish road signage agreements identify appropriate design standards for PDNPA, and continue with the road verge reserve project. Reduce the landscape impacts of transport infrastructure, including road furniture and improve road safety. Manage road verges, tracks and footpaths to protect the cultural features and enhance biodiversity and attractiveness.
98	The National Forest Strategy 2004-2014	Key objective 3: to achieve tangible improvements to access and sustainable tourism in the Forest and to broaden the range of	Integration of public transport with tourism and recreation facilities in

	The National Forest Delivery Plan 2009 - 2014	<p>people using the Forest.</p> <p>Strategic principles for transport in The National Forest will be developed. Integrating public transport with tourism and recreation facilities will be a key objective. New recreational routes will enable movement across the Forest, helping to link and add value to the developing infrastructure.</p>	the National Forest.
99	Chesterfield Borough Council Green Infrastructure Study May 2009	<p>Provides an evidence base for the Council Local Development Framework regarding the green infrastructure within Chesterfield with five main aims:</p> <p>Define green infrastructure and provide background information on its benefits and principles.</p> <ul style="list-style-type: none"> <li>• To research relevant green infrastructure policies at the national, regional and local level.</li> <li>• To provide a framework for mapping and identifying key green infrastructure protection and enhancement within Chesterfield Borough.</li> <li>• To identify areas of opportunities where the borough's green infrastructure network might be enhanced or extended.</li> <li>• To provide an evidence base for Chesterfield Borough Council's Local Development Framework.</li> </ul>	The LTP3 should support the aims of this Study, in particular for liaison to continue between DCC Countryside Service and CBC regarding the delivery of the multi-user trails in Chesterfield, as these are deemed as crucial green infrastructure in this study.
100	PPS7 Sustainable development in rural areas 2004	Sets out the Government's planning policies for rural areas, including country towns and villages and the wider, largely undeveloped countryside up to the fringes of larger urban areas.	LTP policies and programmes need to ensure that landscape conservation objectives are met.

## A1.3 Compatibility matrix

A1.3.1 On the whole, all the policy documents reviewed contain compatible objectives relating to the principles of sustainable development. However, there may be potential for there to be tensions between objectives, and these need to be considered at this stage.

A1.3.2 A compatibility matrix analysis of the transport goals and Policy 17 of the East Midlands Regional Plan which relates to the most significant plan for the growth of infrastructure over the Plan period has been examined (see Table A1.10).

A1.3.3 The most significant potential tensions lie between tackling climate change/promoting a healthy natural environment, and supporting economic growth, including the assignment of housing allocations to Housing Market Areas.

A1.3.4 Trading off potential incompatibilities will be actioned as follows:

- Guarding against unsuitable developments which may adversely affect (in transport terms) the Peak District National Park or other important environmental designations e.g. Derwent Valley World Heritage Site
- Giving emphasis to sustainable accessibility issues in the selection of locations for housing development, and developing plans for the mitigation of potential adverse effects. It is our current expectation that a Memorandum of Understanding for joint working will be drawn up where appropriate with a view to developing effective working arrangements across administrative boundaries.
- Any impetus to improve the economy through tourism measures will need to have due regard to the duty of biodiversity.
- Both aspects of access to jobs and training and transport services for elderly people will feature in the development of the plan.

2. To <b>support</b> national <b>economic</b> competitiveness and <b>growth</b>	x <sup>1</sup>				
3. To <b>promote</b> greater <b>equality of opportunity</b> for all citizens	✓	✓			
4. To <b>contribute to better safety security and health</b> and longer life	✓	✓	✓		
5. To <b>improve quality of life</b> for transport users and non-transport users, and to promote a <b>healthy natural environment</b>	✓	✓ x <sup>2</sup>	✓	✓	
6. Local Authorities, developers and relevant public bodies should work across administrative boundaries in the Region's Housing Market Areas to ensure that the release of sites is managed to achieve a sustainable pattern of development.	✓	✓	✓	✓	✓ x <sup>3</sup>
	1. To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of <b>tackling climate change</b>	2. To support <b>national economic competitiveness and growth</b>	3. To <b>promote greater equality of opportunity</b> for all citizens	4. To <b>contribute to better safety security and health</b> and longer life-	5 To <b>improve quality of life</b> for transport users and non-transport users, and to promote a <b>healthy natural environment</b>

**Table A1.10: Policy context compatibility matrix**

<sup>1</sup> As expressed in DfT's 'Delivering a Sustainable Transport System,' "Transport infrastructure, by its very nature, is likely to involve some difficult choices for transport planners, for example between creating unwelcome local environmental impacts or being unable to maximise economic benefits. However, the Government's commitment to addressing climate change has brought sharply into focus the pressing need to reduce greenhouse gas emissions and the scale of the reduction that is required" (Para 1.23). "It is clear that sustaining economic growth while at the same time drastically reducing greenhouse gas emissions remains our biggest challenge." (Para 1.26). A careful balance must therefore be struck in transport terms between tackling climate change, and supporting economic growth.

<sup>2</sup> As above, economic growth may threaten a healthy natural environment. There are potential tensions between biodiversity and tourism, and may be tensions in allocating resources between those for employment generating activities and those associated with quality of life for elderly people.

<sup>3</sup> The plans to achieve housing allocations in the Housing Market Areas may threaten a healthy natural environment unless this is carried out along the lines of sustainable patterns of development.