Appendix E: Environmental Statements

E1 Strategic Environmental Assessment Environmental Statement

E2 Habitats Regulations Assessment

E1 Strategic Environmental Assessment: Environmental Statement

E1.1 Introduction

The Derbyshire Local Transport Plan (LTP) 2011 to 2026 sets out the long-term strategic priorities for the promotion of safe, integrated, efficient, and economic transport from and within Derbyshire County Council's area. This LTP is the third LTP produced by the County Council and it is commonly referred to as the Derbyshire LTP3.

Throughout the development of the Derbyshire LTP3, Strategic Environmental Assessment (SEA) has been used to ensure a high level of environmental protection and the integration of environmental considerations into its preparation and decision making process.

SEAs are required for certain plans, which include LTPs, under European Directive 2001/42/EC, commonly referred to as the SEA Directive. The SEA Directive was transposed into English law through *The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004 no 1633).* To assist the process, we have used a number of guidance notes, including the Department for Transport's TAG Unit 2.11 'in draft' guidance for transport plans and programmes.

During the SEA process, there have been two key documents prepared to set out the work we have undertaken. The first was the Scoping Report which was published in June 2010 and the Environmental Report, which was published in October 2010 alongside the draft Derbyshire LTP3.

E1.2 Environmental Statement

The SEA Directive, Article 9, requires that a statement should accompany the final plan as adopted, containing:-

- How environmental considerations have been integrated into the plan;
- How the Environmental Report has been taken into account;
- How the opinions expressed and results of consultations have been taken into account;
- The reasons for choosing the plan as adopted in the light of other reasonable alternatives dealt with; and
- The measures that are to be used to monitor any significant environmental effects of the plan

This Appendix E1 constitutes the 'statement' that has been produced for the SEA of the Derbyshire LTP3.

E1.3 How Environmental Considerations Have Been Integrated Into The Derbyshire LTP3

Derbyshire LTP3 and SEA Process

The SEA process and the plan making process are described as two separate processes that are undertaken in parallel. The experience of the development of the Derbyshire LTP3 and in undertaking the SEA process is that in many cases the two were closely interwoven, which enabled environmental considerations to be incorporated into the development of the LTP3. This methodology has ensured that the environmental impact was assessed as a separate workstream, but that it led to the Derbyshire LTP3 strategy being as environmentally positive as possible.

SEA Key Influences

In summary, the key influences the SEA process made to the development of Derbyshire LTP3 are:-

- Commencing the SEA process at the start of plan making to ensure that environmental issues were considered alongside all other transport issues. This commenced in 2009 with a review of the SEA evidence used for LTP2;
- Undertaking the processes of plan making and SEA closely in parallel and by using the findings of each stage to influence the content of the Derbyshire LTP3. This included the establishment of an LTP3 steering group that considered both plan development and SEA process;
- Undertaking a thorough examination of environmental issues at the Scoping Stage and seeking views on this with statutory and local consultees; and using an external Consultant as a critical friend to ensure that all issues had been examined;
- Consulting with the general public and stakeholders to help us develop reasonable alternatives to consider;
- Using environmental experts both within the County Council and also externally to appraise the different alternatives;
- Recording the assessment of the environmental effects of the preferred Derbyshire LTP3 strategy in the Environmental Report and seeking comments on these with statutory consultees and other stakeholders;
- Developing a risk management framework to ensure that the Derbyshire LTP3 minimised any risk of adverse environmental effects either through uncertainty in assessment or the implementation of interventions; and
- Amending the final plan in light of consultation on the Environmental Report, including incorporating the SEA objectives into the plan and including mitigation measures to deal with potential conflicts within the LTP3 Investment Protocols.

A key part of the integration of environmental considerations into the Derbyshire LTP3 was the decision to undertake both the development of LTP3 and the SEA in-house using officers from within the Local Transport Plan team and environmental professionals within the Authority. An officer was designated to oversee the SEA process to ensure that the independent status of the SEA was maintained, whilst also enabling daily discussions on emerging issues to ensure that the two processes were aligned and that emerging issues were considered at the earliest opportunity.

During the SEA process, various documents were produced and consulted on to consider environmental issues. These are set out in the Table E1 below:-

Table E1 Derbyshire LTP3 and SEA documents produced

Report/ Paper	Purpose	Who was consulted?	Date
Local Transport Goals Questionnaire	To ascertain the relative importance of the UK transport goals for Derbyshire, and what Derbyshire people consider to be the most important transport goal	The questionnaire was distributed through the Authority's Citizen Panel, Stakeholder list and younger people website.	July 2009
Habitats Regulations Assessment Pre-screening Report	To make an early assessment of likely environmental issues that may be of relevance to the Habitats Regulations Assessment	The Pre-screening report was sent to Natural England.	August 2009
Strategic Environmental Assessment Evidence Review	To consider evidence used for the SEA for LTP2 and its relevance to LTP3.	Sent to the statutory environmental consultation bodies and a number of local organisations with an environmental interest.	August 2009
LTP3 Futures[1]	To consider the challenges and possible options for the LTP3 strategy.	Made available to the public and stakeholders, including environmental organisations.	April 2010
SEA Scoping Report[1]	Consultation on the proposed scope for each of the environmental topic areas, including spatial, temporal and technical scope.	Made available to the statutory environmental consultation bodies and a number of local organisations with an environmental interest.	June 2010
Habitats Regulations Assessment Screening Report	To screen likely significant issues to determine whether Appropriate Assessment was required.	Sent to Natural England, Peak District National Park Authority, Environment Agency, RSPB, Derbyshire Wildlife Trust, National Forest and Moors for the Future.	June 2010
SEA Environmental Report[2]	To highlight to plan makers and consultees the environmental impact of alternatives tested and the preferred strategy for the Derbyshire LTP3. Sets a framework for assessing environmental risk.	The Environmental Report was made available to statutory consultees, the public and other stakeholders.	October 2010
Habitats Regulations Assessment Statement[2]	Additional Statement following comments on SEA Scoping Report highlighted Nitrogen Deposition as a potential impact. Statement concluded that Appropriate Assessment was not required.	The Habitats Regulations Assessment was made available to statutory consultees, the public and other stakeholders.	October 2010
Draft Derbyshire Local Transport Plan 2011-2026[2]	Sets out the longer term strategy and steps to guide delivery.	The draft Derbyshire LTP3 was made available to statutory consultees, the public and other stakeholders.	October 2010
Habitats Regulations Assessment Supplementary Note on Nitrogen Deposition	Report provided additional evidence to Natural England regarding Nitrogen Deposition to why it was concluded that Appropriate Assessment was not required.	The report was sent to Natural England.	February 2011
Final Derbyshire Local 2011-2026	Sets out the longer term strategy and steps to guide delivery, including an investment protocol.	The final Derbyshire LTP3 is available on Derbyshire County Councils website.	April 2011
SEA Environmental Statement (This document)	Sets out how the SEA process has influenced the development of the Derbyshire LTP3 and sets a framework for monitoring the environmental effects.	The SEA Environmental Statement is available alongside the final Derbyshire LTP3 on Derbyshire County Councils website.	April 2011
Habitats Regulations Assessment Final Statement	Sets out how the Habitats Regulations process has influenced the development of Derbyshire LTP3	The Habitats Statement is available on Derbyshire County Councils website.	April 2011

[1] Document is available to view on Derbyshire County Council's Website http://www.derbyshire.gov.uk/transport_roads/transport_planning/local_transport_plan/default.asp

[2] Document is available to view on Derbyshire County Council's Website http://www.derbyshire.gov.uk/council/have_your_say/consultation_search/Consultation_search_index/draft_local_transport_plan_3_ltp3.asp?VD=LTP3consultation

E1.4 Environmental Considerations contained within the Derbyshire LTP3

LTP3 Key Principles, Transport Vision and Goals

The Derbyshire LTP3 sets out a framework to deliver two key principles, a transport vision and five transport goals, as set out below:-

Key Principles

- To adopt sustainable development[1] as the common purpose of 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, a safeguarded and enhanced natural environment 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 economic, social and environmental needs.

Transport Goals

- **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.**

This framework sets out an approach that is focused on sustainable development as its purpose which takes a holistic approach designed to minimise the potential for conflicts, to deliver positive environmental benefits.

Addressing Environmental Issues

During the Scoping Stage we identified the key environmental issues and potential future trends that were related to transport and its wider influences in Derbyshire using a wide range of evidence. This stage identified the issues for further consideration during the appraisal stage and other opportunities for enhancement that should be taken forward into the plan. The result of this stage was 23 draft SEA objectives covering seven topic areas that related to the SEA Directive, New Approach to Appraisal[2] (NATA), Health Impact Assessment and potential issues for the Habitats Regulations Assessment.

Following consultation on the Scoping Report, the list of SEA objectives was refined to 13, with a number of sub-objectives to ensure that some of the more detailed issues were not lost. The appraisal stage highlighted that potential conflicts existed or that additional or secondary benefits could be achieved when SEA objectives were combined. This resulted in the development of a risk management framework that highlighted which measures needed careful consideration to minimise potential conflicts. Following Environmental Report consultation, this framework has been taken a stage forward and mitigation measures have been included within the Derbyshire LTP3 Investment Protocol. Consultation also required further refinement of SEA2 relating to biodiversity in relation to the Habitats Regulations Assessment. Table 2 below sets out how the issues under the topics were followed through into the plan.

[1] development that meets the needs of the present without compromising the ability of future generations to meet their own needs, Brundtland Report, 1987
[2] An approach for improving the consistency and transparency with which transport decisions are made.

Table E2 How Key Trends and Issues are addressed in the Plan

Environmental Topic Area:	Key Trends:	Key Issues:	Inclusion of SEA Objective in Derbyshire LTP3:	Key Derbyshire LTP3 Protocols to enhance or mitigate environmental issues
Landscape and Townscape	▪ Visual intrusion from infrastructure affecting setting ▪ Light pollution has reduced dark sky areas ▪ Localised issues of erosion by recreation activities ▪ Localised damage from vehicle use in countryside and indiscriminate parking ▪ Loss of tranquillity particularly in eastern more urban areas ▪ Peak District National Park considerations	▪ Sensitivity of landscapes to of additional transport infrastructure including illuminated transport infrastructure ▪ Risk to landscape of additional recreation & visitors ▪ Landscape sensitivity	SEA1 Protect and enhance the natural character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of environmental sensitivity. ▪ Maintain the transport asset for local travel to protect landscape character, sense of place and the natural and historic environment ▪ Reduce light pollution and help to preserve dark skies ▪ Help preserve remoteness and tranquillity within the Peak District National Park and other areas of tranquil countryside. ▪ Prevent damage to the landscape and biodiversity assets within it due to increases in recreational walking, cycling, motorcycling etc ▪ Reduce the visual impact of transport infrastructure. SEA4 To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes ▪ Promote behavioural change to encourage healthier more sustainable travel habits ▪ Support sustainable tourism ▪ Improve access to key services and facilities using sustainable travel modes of transport ▪ Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel SEA5 Minimise noise and vibration impacts	IP 5 Asset replacement/ removal IP6a Dimming/ switching off lights IP6b Removing superfluous lighting IP7c Protection and restoration of habitats and species alongside footpaths IP10b Road verge reserves IP10c Conservation of character IP15 Noise reduction IP31 Enhancing the street scene IP33 Parking management IP37 Protection of listed highway structures IP94 High quality network of green spaces IP96 Transport and spatial planning liaison IP98 Environmental assessment, mitigation and enhancement IP99 Use new assets sparingly
Biodiversity, flora, fauna and soils	▪ Improving condition of designated wildlife sites ▪ Some species vulnerable to disturbance from people ▪ Records of protected species being killed on Derbyshire's roads ▪ Noise levels may increase ▪ Air pollution below thresholds for biodiversity and likely to reduce ▪ Light pollution may impact on species ▪ Number of regionally important geological sites ▪ Improving water quality ▪ Localised issues of soil erosion	▪ Risk to biodiversity of additional recreation and visitors ▪ Risk to biodiversity of additional illuminated transport infrastructure ▪ Sensitivity of habitats and species to traffic and air pollution	SEA2 Protect and enhance European sites, legally protected species and national sites designated for their biodiversity and geological interests, ensuring that these receive the highest level of consideration at all times, and consider other local sites, habitats and species, including measures to reduce habitat fragmentation and enhance connectivity. SEA4 To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes ▪ Promote behavioural change to encourage healthier more sustainable travel habits ▪ Support sustainable tourism ▪ Improve access to key services and facilities using sustainable travel modes of transport ▪ Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel SEA5 Minimise noise and vibration impacts	IP6a Dimming/ switching off lights IP6b Removing superfluous lighting IP7c Protection and restoration of habitats and species alongside footpaths IP10b Road verge reserves IP15 Noise reduction IP47 Schemes to reduce animal deaths IP48 Schemes to minimise water pollution IP94 High quality network of green spaces IP98 Environmental assessment, mitigation and enhancement

Environmental Topic Area:	Key Trends:	Key Issues:	Inclusion of SEA Objective in Derbyshire LTP3:	Key Derbyshire LTP3 Protocols to enhance or mitigate environmental issues
Cultural heritage, including architectural and archaeological heritage	▪ Visual intrusion from traffic and infrastructure affecting setting ▪ Localised damage to historic assets from vehicle use, traffic collisions, air pollution and vibration.	▪ Sensitivity of heritage assets to additional traffic and infrastructure ▪ Choice of materials ▪ Heritage assets at risk to localised damage	SEA1 Protect and enhance the natural character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of environmental sensitivity. ▪ Maintain the transport asset for local travel to protect landscape character, sense of place and the natural and historic environment ▪ Avoid damage to the World Heritage Site and all heritage assets, including their setting ▪ Prevent damage to the landscape and biodiversity assets within it due to increases in recreational walking, cycling, motorcycling etc ▪ Reduce the visual impact of transport infrastructure. SEA4 To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes ▪ Promote behavioural change to encourage healthier more sustainable travel habits ▪ Support sustainable tourism ▪ Improve access to key services and facilities using sustainable travel modes of transport ▪ Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel SEA5 Minimise noise and vibration impacts	IP5 Asset replacement/ removal IP6a Dimming/ switching off lights IP6b Removing superfluous lighting IP10c Conservation of character IP10d Recycling material IP29 Higher quality repairs IP31 Enhancing the street scene IP32 Freight management IP33 Parking management IP37 Protection of listed highway structures IP98 Environmental assessment, mitigation and enhancement IP99 Use new assets sparingly
Climatic factors including greenhouse gases	▪ Changing climate ▪ More frequent extreme weather events ▪ CO_2 emissions are reducing but a quarter are caused by transport	▪ To reduce CO_2 emissions from transport ▪ Resilience of transport network to deal with extreme events	SEA4 To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes ▪ Promote behavioural change to encourage healthier more sustainable travel habits ▪ Support sustainable tourism ▪ Improve access to key services and facilities using sustainable travel modes of transport ▪ Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel SEA10 Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change SEA12 Enhance the networks resilience to climate change e.g. reduce the risk of flooding. SEA13 Minimise the use of environmental resources ▪ Minimise energy usage and reduce dependency on non-renewable resources	IP4 Gully and drain management P6a Dimming/ switching off lights IP6b Removing superfluous lighting IP6c Lower energy lighting IP7 Rights of way IP14 Renewable energy IP16 Porous surfacing IP28 Winter service for roads and footways IP51 Walking IP52 Cycling IP53 Bus IP54 Rail IP56 Travel planning IP57 Car clubs/ car share schemes IP58 Reducing the need to travel IP59 Information and marketing IP60 Environmental/ safety/ health education initiative IP63a Supporting investigations into new technology IP95 Transport infrastructure and new developments IP96 Transport and spatial planning liaison IP98 Environmental assessment, mitigation and enhancement

Environmental Topic Area:	Key Trends:	Key Issues:	Inclusion of SEA Objective in Derbyshire LTP3:	Key Derbyshire LTP3 Protocols to enhance or mitigate environmental issues
Water	▪ Improving water quality, although nutrients still an issue ▪ Flooding	▪ Run off from roads	SEA12 Enhance the networks resilience to climate change e.g. reduce the risk of flooding.	IP4 Gully and drain management IP16 Porous surfacing IP34 Incident management and emergency responses IP48 Schemes to minimise water pollution IP98 Environmental assessment, mitigation and enhancement
Material assets	▪ A large transport asset to maintain which is generally in a moderate condition ▪ Greater use and reuse of materials ▪ High energy and fuel use	▪ Maintain the transport asset for local travel whilst protecting other environmental considerations ▪ Minimise the use of raw materials ▪ Reduce energy usage	SEA13 Minimise the use of environmental resources ▪ Minimise energy usage and reduce dependency on non-renewable resources ▪ Increase the proportion of re-used and recycled materials used in road and rights of way construction and maintenance ▪ Use locally sourced materials wherever feasible	IP1 Carriageway maintenance IP2 Footway maintenance IP3 Bridges, structures, retaining walls and highway boundary structures maintenance IP5 Asset replacement/ removal P6a Dimming/ switching off lights IP6b Removing superfluous lighting IP6c Lower energy lighting IP8 Cost-efficient work scheduling IP10d Recycling material IP98 Environmental assessment, mitigation and enhancement IP99 Use new assets sparingly
Population and human health, including noise	▪ Increasing and ageing population ▪ No change in ethnicity of population ▪ Increasing car ownership ▪ Increasing housing levels ▪ Rural populations have less accessibility to services ▪ Higher levels of long-term illness and reduced life expectancy in deprived areas ▪ Around half of population is inactive ▪ Obesity in adults and children is increasing ▪ Road casualties reducing but not as quick as other areas ▪ Most communities suffer community severance from traffic ▪ Air quality improving ▪ No change in noise levels ▪ Low crime levels	▪ Implications for travel patterns and provision of transport services ▪ Resilience of economy and provision of local services ▪ Role transport and travel has in contributing to health ▪ Reduce casualty levels further ▪ Implications of traffic growth on communities ▪ Localised areas of noise concern	SEA3 Support a resilient economy SEA4 To reduce motorised traffic growth through a combination of demand management measures, land-use planning and encouragement of the use of more sustainable travel modes ▪ Promote behavioural change to encourage healthier more sustainable travel habits ▪ Support sustainable tourism ▪ Improve access to key services and facilities using sustainable travel modes of transport ▪ Improve health by encouraging walking and cycling, reducing pollution and reducing health inequalities ▪ Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel SEA5 Minimise noise and vibration impacts SEA6 Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas. SEA7 Improve road safety through targeted interventions and make travel feel safer particularly by non-car modes SEA8 Improve community safety, reduce crime and the fear of crime SEA9 Enhance well-being and sense of community by reducing traffic impacts, creating more opportunities for social contact and better access to leisure facilities and the natural environment. SEA 11 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic.	IP1 Carriageway maintenance IP2 Footway maintenance IP3 Bridges, structures, retaining walls maintenance IP5 Asset replacement/ removal IP7 Rights of way IP15 Noise reduction IP26 Route management planning IP51 Walking IP52 Cycling IP53 Bus IP54 Rail IP55 Community and voluntary transport IP56 Travel planning IP57 Car clubs/ car share schemes IP61 Travel training IP62 Equality of access IP64 Workwise IP65 Community led initiatives IP74 Evidence based casualty reduction initiatives IP75 Road safety partnership IP76 Audit procedures IP77 Speed reduction to reduce danger IP78 Safe routes to school IP82 Community safety improvement measures IP91 Complete routes for healthy cycle networks IP94 High quality network of access to green spaces IP96 Transport and spatial planning liaison

Key Parts of Derbyshire LTP3 where SEA Environmental Considerations are included

The Derbyshire LTP3 contains many statements that are either fully or in part, the result of the SEA process. There are too many to list here, but in Table E3 we have set out where some of the key statements relating to the outcome of the SEA process can be found in the Derbyshire LTP3.

Table E3 Location of key environmental considerations contained within the Derbyshire LTP3

Where In Derbyshire LTP3?	Environmental Consideration
Foreword	▪ Importance of environmental issues and environmental assessment, including mention of the importance of the Peak District National Park and Derwent Valley World Heritage Site.
Part 1: Taking a long term view – defining what we've got to do	
Introduction and key messages	▪ Sets out the importance of environmental constraints of our transport system. ▪ Sets out that the strategy is partly based upon the use of SEA. ▪ Many key messages are those that have been fed through from the SEA.
Key Principles	▪ Adopts sustainable development as the common purpose and takes a holistic approach that considers the environmental impact.
Transport Vision	▪ Adopts a vision that is complementary to the findings of the SEA.
Transport Goals	▪ Adopts transport goals that are complementary to the findings of SEA.
Challenges	▪ Incorporates all the environmental issues identified through the SEA process as challenges of the Derbyshire LTP3.
The Strategy	▪ Refers to the use of the SEA process to establish the preferred Derbyshire LTP3 strategy. ▪ Incorporates the SEA objectives into the strategy.
Programme Management	▪ Ensures that environmental considerations form part of the delivery. ▪ Includes the SEA in the monitoring and review process for LTP3. ▪ Summarises how the SEA has influenced and benefited the plan.
Part 2: Guiding Delivery – next steps	
6. Well maintained roads and rights of way	▪ Incorporates SEA environmental considerations into the strategy to deliver well maintained roads and rights of way such as flooding management, improving the streetscape, reducing light pollution,CO_2 emissions and habitat protection.
7. Efficient transport network management	▪ Incorporates SEA environmental considerations into the strategy to deliver efficient transport network management such as noise management, freight management, air quality.
8. Improving local accessibility and achieving healthier travel habits	▪ Incorporates SEA environmental considerations into the strategy to deliver improved local accessibility and achieving healthier travel habits such as sustainable travel modes, sustainable tourism, accessibility, elderly people and other social groups, healthy travel.
9. Better safety and security	▪ Incorporates SEA environmental considerations into the strategy to deliver better safety and security such as reduced road casualties, crime and fear of crime.
10. A considered approach to new infrastructure	▪ Incorporates SEA environmental considerations into the strategy to deliver a considered approach to new infrastructure such as further environmental assessment of future major projects and potential for a protection scheme for Swarkestone Bridge and Causeway.
11. Funding our transport priorities	▪ Confirmation that a bid shall be made from the Local Sustainable Transport Fund to support economic growth and reduce carbon emissions as well as cleaner environments and better safety. ▪ Highlights the benefits shown by the SEA process to funding a wide range of different interventions, even when resources are low.
12. Judging success	▪ Includes SEA indicators within the Derbyshire LTP3 indicator set ▪ Refers to how the Derbyshire LTP3 contributes to health outcomes. ▪ That other environmental data shall be collected for local management information.
Appendixes	
Appendix C: Transport Carbon Dioxide Reduction Strategy	▪ Sets out how transport can contribute to the reduction of carbon dioxide emissions.

Appendix E: Environmental Statements	▪ The SEA Environmental Statement (this document). ▪ A statement on the findings of the Habitats Regulations Assessment.
Supplementary document: Investment protocol to 2016	
2. Well maintained roads and rights of way investment protocol	▪ Includes investment protocols (see Table E2) to mitigate the risks of negative effects and to accentuate positive environmental effects through maintenance of roads and rights of way investment. To act as a link between the LTP3 strategy and implementation.
3. Efficient transport network management investment protocol	▪ Includes investment protocols (see Table E2) to mitigate the risks of negative effects and to accentuate positive environmental effects through transport network management investment. To act as a link between the LTP3 strategy and implementation.
4. Improving accessibility and healthy travel investment protocol	▪ Includes investment protocols (see Table E2) to mitigate the risks of negative effects and to accentuate positive environmental effects through improving accessibility and healthy travel investment. To act as a link between the LTP3 strategy and implementation.
5. Better safety and security investment protocol	▪ Includes investment protocols (see Table E2) to mitigate the risks of negative effects and to accentuate positive environmental effects through better safety and security investment. To act as a link between the LTP3 strategy and implementation.
6. A considered approach to new infrastructure investment protocol	▪ Includes investment protocols (see Table E2) to mitigate the risks of negative effects and to accentuate positive environmental effects through a considered approach to new infrastructure investment. To act as a link between the LTP3 strategy and implementation.
7. Overarching environmental mitigation and enhancement	▪ An overarching investment protocol has been developed to ensure that the findings of the SEA are included across all programme areas to mitigate the risks of negative effects and to accentuate positive environmental effects. To act as a link between the LTP3 strategy and implementation.

E1.5 How the Environmental Report and its Consultation has been taken into account

Taking the Environmental Report into account

The Environmental Report contributed to the development of the Derbyshire LTP3 strategy by providing an independent assessment of the likely environmental effects of the different ways that the LTP could be delivered.

The Environmental Report showed that many environmental positive effects could be achieved through selecting one or a mixture of the alternatives assessed. This was against a backdrop of a likelihood of negative effects that could be expected where a plan was not in place.

A key stage in the production of the Environmental Report was a workshop meeting with environmental and transport professionals from Derbyshire County Council and a number of external agencies such as Natural England. This was used to discuss and appraise each of the alternative strategies to identify where positive and negative environmental effects and potential conflicts and synergies existed.

The Environmental Report highlighted that the ‘Derbyshire Option’ had the potential to deliver more positive outcomes across all the SEA objectives, but that elements of the other two alternatives would provide greater long term benefits. This information was used to develop the preferred Derbyshire LTP3 strategy to ensure that it was the most environmentally positive strategy available to us.

The Environmental Report considered the potential synergies or inconsistencies between the draft SEA objectives and the draft LTP3s goals. This process confirmed that they were generally compatible, but that the plan would need to ensure that risks to conflict e.g. between road safety engineering measures and visual intrusion on the landscape were minimised. To assist the Derbyshire LTP3, a risk management framework was developed to help minimise these risks of conflicts. Since the Environmental Report was published, this has been further translated into mitigation measures being included within the Derbyshire LTP3 Investment Protocol.

The Environmental Report showed that because the Derbyshire LTP3 is a high level strategic framework, rather than a plan of firm measures, the assessment did have uncertainties associated with it. The risk management framework as mentioned above was also developed to manage these uncertainties. This not only focussed on potential negative effects, but also identified where opportunities could be taken to accentuate the positive environmental effects. As with conflicts, the Investment Protocol has also taken forward the measures to deal with uncertainties into the Derbyshire LTP3.

Taking the Opinions and Results of Consultation into account

The Environmental Report was published for public consultation in October 2010 alongside the draft Derbyshire Local Transport Plan 3 and a Habitats Regulations Assessment Statement. The consultation period ran from 25th October 2010 until 17th January 2011, a period of 12 weeks. A letter or email was sent out to 787 stakeholders and interested people listing where they could access a copy of the Environmental Report (either paper version or web-based), plus the consultation was advertised through the County Council's webpage and twitter.

Whilst only 50 responses to the draft plan were received, these contained over 500 individual comments. Of these responses, only four responses referred specifically to the Environmental Report. Three of these were from the Statutory Consultees English Heritage, Environment Agency and Natural England. The other was the Peak District National Park Authority.

Table E4 Summary of comments from Environment Agency, English Heritage and Peak District National Park Authority and how they have been addressed

Comment	How it has been addressed in Derbyshire LTP3
Environment Agency	
Welcomed the emphasis placed upon climate change adaptation and mitigation in the Environmental Report.	Noted support and maintain this emphasis within the final Derbyshire LTP3.
English Heritage	
General comment about all SEAs for LTPs relating to the support of indicators relating to how historic structures will be managed.	Noted comment. Information about historic structures will be collected as management information. The Derbyshire LTP3 contains Investment Protocols to ensure that historic structures are protected and where possible enhanced.
Peak District National Park Authority	
Rationalising the 23 objectives into 13 headline objectives seems very appropriate. This makes the principles of the objectives much clearer to see, yet the detail remains in the sub-objectives.	Noted support and retained the 13 SEA objectives.

Natural England comments

Natural England set out a number of concerns about the SEA in their response to the consultation. A meeting was convened between Natural England, DCC Ecologist and LTP officers to discuss the issues. The outcome of the meeting was to amend the plan to deal with Natural England's concerns:-

Table E5 Summary of comments from Natural England

Comment	How it has been addressed in Derbyshire LTP3
Concern about the methodology used for the development of alternatives and the alternatives tested.	DCC was satisfied that their approach had fully embraced the SEA process in developing alternatives. This was discussed with Natural England and it was agreed that the Environmental Report did not do justice to the full process undertaken. This has been addressed through discussing the process with Natural England and by a further brief description being made within this Environmental Statement. More justice has been made in the plan to the influence that the SEA process has had on the development of the Derbyshire LTP3 and how it will influence ongoing implementation.
Suggested that the plan should not conclude that there are no significant effects because transportation has very significant effects on the environment and therefore disingenuous to suggest that management of transportation will have no impact on this.	DCC is satisfied that the results of the SEA appraisals show that the impact of the Derbyshire LTP3 will have positive environmental effects by being complementary to the SEA objectives. Natural England accepted during discussions that environmental effects caused by external transportation influences to the plan are not an effect of the plan.
Compatibility testing found that there may be conflicts such as improved road safety may create visual impacts on the landscape. The SEA process requires you to identify mitigation for these effects and the draft LTP3 should be amended to include these.	The Environmental Report contained a risk management framework that was developed to manage the risk of conflict. However, the Derbyshire LTP3 has been improved by the inclusion of the SEA objectives into the LTP3 strategy and specific mitigation measures with the Derbyshire LTP3 Investment Protocols.

E1.6 Reasons for choosing the plan as adopted in the light of other reasonable alternatives dealt with

The Environmental Assessment of Plans and Programmes Regulations 2004 require SEAs to consider likely significant environmental effects of the draft Derbyshire LTP3 strategy and any reasonable alternatives. This section describes how alternatives have been considered and why the Derbyshire LTP3 strategy was chosen.

Developing Alternatives

A detailed description of the process to develop alternatives can be found in the Environmental Report Annex 3, but a brief summary is produced below to illustrate the process used to choose the Derbyshire LTP3 strategy.

During the examination of environmental issues at the Scoping Stage, a thorough understanding of the likely environmental issues that existed was gained and established the degree of influence that the Derbyshire LTP3 may have upon them. This same stage developed a list of SEA objectives that would enable the consideration of the environmental effects of alternative strategies.

The development of fundamentally different reasonable alternatives was not an easy process. This was because transport delivery is already constrained by a number of factors that limit room for manoeuvre in choice such as legal constraints and community aspirations. Because LTP strategies are made at a strategic framework level, alternative strategies could not set out named proposals for interventions, but had to establish a list of different transport intervention types that would be available to us and to how they could be mixed together to deliver different outcomes. To establish different outcomes, we used the national transport goals to represent outcomes at a strategic level. This enabled different alternative strategies to be developed.

Therefore, the national transport goals, which were then adopted as the Derbyshire LTP3 goals, were used as the basis for defining alternatives to be tested. Three draft alternatives, alongside a do-nothing scenario, were developed:-

Without the Plan – focussed around meeting Statutory Duties without integration, planning or monitoring.

Alternative 1 – based on Derbyshire LTP3 consultations, gave emphasis to supporting economic growth; better safety security and health; and quality of life and healthy natural environment.

Alternative 2 – based on the biggest challenge contained in the Department for Transport's 'Delivering a Sustainable Transport System', gave emphasis to tackling climate change; and supporting economic growth.

Alternative 3 – based on helping disadvantaged communities to access services etc, gave emphasis to promoting equality of opportunity.

Reasons for choosing the plan

The Environmental Report concluded that there would be an overall poorer performance for carbon reduction, environmental protection, social inclusion, behavioural change and health outcomes where transport provision was not guided by a Derbyshire LTP3.

The Environmental Report appraisals showed that each of the three alternatives considered, offered positive environmental effects against most of the SEA objectives. Alternative 1 showed the most consistent approach that would result in no negative environmental effects. Alternatives 2 showed less consideration and minor negative effects for landscape character and biodiversity, by striving for more climatic and economic benefits. Alternative 3 showed minor negative landscape character effects by striving for social benefits. However, by striving for these benefits, significant positive effects were likely for carbon reduction, use of resources, meeting the needs of elderly people and enhancing community well-being.

The decision was taken to use the results of the Environmental Report to establish a hybrid alternative that brought together the positive environmental benefits of Alternative 1 and the significant positive environmental effects of Alternatives 2 and 3 to establish the most environmentally friendly Derbyshire LTP3 strategy. To do this, the measures in that performed well in Alternatives 2 and 3 were added to those of Alternative 1 to provide longer-term significant positive environmental effects. The results of the appraisal of

the hybrid preferred strategy are reproduced below in Table E6; that shows it is unlikely that there will be any significant negative environmental effects from the plan.

Table E6 Predicted Effects of the Preferred Derbyshire LTP3 Strategy

	Timescale of impact		
	Short	Medium	Long
SEA 1 Protect and enhance the landscape character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of multiple environmental sensitivity	–	0	+
SEA 2 Protect and enhance nature (biodiversity, geodiversity, wildlife flora and fauna) and take measures to reduce habitat fragmentation and enhance connectivity.	0/+	+	+
SEA 3 Support a resilient economy.	0	+	+
SEA 4 To reduce motorised traffic growth through a combination of demand management measures, land use planning and encouragement of the use of more sustainable transport modes (also climatic).	+	+	+
SEA 5 Minimise noise and vibration impacts.	?	+	+
SEA 6 Ensure the 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 carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.	0	+	++
SEA 11 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic.	0	0	+
SEA 12 Enhance the network's resilience to climate change e.g. reduce the risk of flooding.	0	0	+
SEA 13 Minimise the use of environmental resources.	+	+	++

Key

++ Significant Positive	+ Minor Positive	0 Neutral effect	- Minor negative	? Uncertain

E1.7 Monitoring the significant environmental effects of the Derbyshire LTP3

The appraisal of the Derbyshire LTP3 strategy showed that there should be no significant negative effects of the plan. In addition, it was likely that there would be significant positive effects. In coming to this conclusion, we recognised that this assessment was based upon a number of uncertainties in what would actually be delivered. Therefore, there still was a degree of risk of negative impacts, particularly from increased transport infrastructure on the landscape or night sky.

Our approach to monitoring has been to select simple indicators that can be readily measured and robust to enable the effects of the Derbyshire LTP3 to be understood. This has resulted in a two-tier approach:-
First tier – overarching indicator showing general trend
Second tier – More detailed project-based examination of individual impacts

It is important that the monitoring of the significant effects and risk forms part of the overall monitoring regime to enable the success of delivering the plan to be expressed in terms of its environmental benefits as well as other benefits. This will enable environmental issues to be fully considered through regular performance management reviews and where required, decisions taken to require mitigation measures. Therefore the

SEA Indicators have been included within the overall Derbyshire LTP3 indicators list against which the success of the plan will be measured. In addition to monitoring the significant effects and risk, the Derbyshire LTP3 has other indicators that are, in part, a result of undertaking the SEA process.

SEA Indicators

Risk Management

SEA Objective 1: Protect and enhance the landscape character (landscapes, townscapes and the historic and natural environment) including the setting of heritage assets, of the whole plan area, with due regard to areas of multiple environmental sensitivity.

SEA1 Number of signs within Derbyshire

The minimal requirement will be no net increase in the overall number of signs. Because the headline indicator will monitor the general trend we will also use project-based monitoring to assess in more detail the individual impact of schemes, particularly to manage the identified conflict between road safety and landscape.

SEA2 Number of street lights in Derbyshire

The minimal requirement will be no net increase in the number of street lights. This indicator acts as a general trend to monitor light pollution. In developing mitigation measures for this – and reducing energy usage – it is clear that other methods such as switching off lights or dimming may be used which will require other project-based monitoring to measure the environmental benefits of the plan.

Monitoring Significant (Positive) Effects

SEA Objective 10: Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change.

SEA3 Reduced CO_2 emissions from County Council operations

SEA4 Reduced CO_2 emissions per head in Derbyshire

Indicators SEA3 and 4 will be used to monitor the general trend, but they also include other non-transport CO_2 emissions. The expected general trend will be a reduction in CO_2 emissions. However, to understand where significant positives have been achieved from the Derbyshire LTP3, more project-based monitoring will be required. See, the *Derbyshire LTP3 Road Traffic Carbon Reduction Strategy (RTCRS)* for more information.

SEA Objective 13: Minimise the use of environmental resources

SEA5 Energy usage of the Derbyshire lit transport asset per annum

Indicator SEA5 will be used to monitor the general trend. The lit asset includes street lights, illuminated signs and bollards etc, signalisation and bus shelter lighting etc. Project-based monitoring will be used to identify which elements have contributed to the overall trend.

SEA6 Material usage

We are still exploring how to monitor this indicator using our computerised procurement system. This system is still in development and therefore we cannot set out at this stage to how it will be monitored. This will be reported in future performance monitoring reports.

SEA Objective 6: Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas

SEA Objective 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.

Project-based monitoring only

The Environmental Report identified that significant positive effects against these two objectives would be difficult to monitor using indicators because benefits would only be recognised at a local or group specific level. Therefore, monitoring will be most appropriate at a project-based level focussing on the key priorities.

Other SEA Indicators

The SEA process identified that there are many other positive environmental benefits likely through the plan. We have not included these within the list above, because they have not been attributed to be a particular risk management issue or that significant effects are predicted. However, some of these have been identified as important indicators that the success of the plan should be measured against. These are listed below:-

SEA Objective 4: To reduce motorised traffic growth through a combination of demand management measures, land use planning and encouragement of the use of more sustainable travel modes.
Sub objective: Improve health by encouraging walking and cycling, reducing pollution and reducing health inequalities
SEA 7 Fewer children are obese

SEA Objective 7: Improve road safety
SEA 8 Fewer people killed or seriously injured on Derbyshire's roads

SEA Objective 11 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic
SEA7 Improved air quality in Air Quality Management Areas

At present this relates to the one Air Quality Management Area in Derbyshire, relating to local traffic, at the A616/A619 Treble Bob Roundabout at Barlborough.

Management Information

There was much environmental evidence examined during the SEA process. Much of this evidence will be useful to keep track of during the LTP3 period to guide delivery or to ensure that any emerging issues are identified. However, it will not be used to judge the success of the plan.

One data set (Road traffic growth) that we included within the Environment Report as an SEA indicator has been moved to management information after further consideration. This was particularly in response to further work requested during consultation on the Habitats Regulations Assessment. This deemed it inappropriate that traffic growth should be used to measure the influence of LTP3, whether a positive or negative trend was observed because it was found to be largely an outcome of national influences. This data can be better used as management information alongside other information such as use of other transport modes or shift from using motorised transport to more sustainable transport modes to identify transport trends locally.

E2 Habitats Regulations Assessment

E2.1 Introduction

Derbyshire County Council is required to produce a Local Transport Plan (LTP) under the Transport Act 2000, as amended by the Local Transport Act 2008. As part of this LTP's development, the County Council was required to undertake a Habitats Regulations Assessment under the European Directive 92/43/ECC, known as the Habitats Directive, and have been transposed in England by the Conservation of Habitats and Species Regulations 2010, which are referred to as the Habitats and Species Regulations within this document.

E2.2 European Sites Selected

The Habitats and Species Regulations provide legal protection for habitats and species of European importance. Protection is provided by the establishment and conservation of a Europe-wide network of sites, known as Natura 2000. These sites are Special Areas of Conservation (SACs) as designated under the Habitats Directive and Special Protection Areas (SPAs) designated under the Conservation of Wild Birds Directive (79/409/EEC).

All European Sites located within Derbyshire and a 15km buffer-zone outside of the County were selected for consideration:-

Special Areas of Conservation

- Bees Nest and Green Clay Pits
- Birklands and Bilhaugh
- Gang Mine
- Pasture Fields Salt Marsh
- Peak District Dales
- River Mease
- Rochdale Canal
- South Pennine Moors
- West Midlands Mosses

Special Protection Area

- South Pennine Moors

E2.3 Identified Potential Issues and the Derbyshire LTP3

Two screening stages were undertaken that examined the potential for significant effects on European habitats and species. Three potential issues were examined:-

- Damage and disturbance due to recreation
- Water quality
- Air quality and nitrogen deposition.

Damage and disturbance due to recreation

The screening assessment identified five SACs (Birklands and Bilhaugh; Gang Mine; Peak District Dales; South Pennine Moors; and West Midland Mosses) were vulnerable to damage and SPA species were vulnerable to recreational activity.

The analysis concluded that localised damage and disturbance from recreation was found to occur, but that the Derbyshire LTP3 would not significantly increase recreation. Through consultation, Natural England

commented that although a significant impact was not predicted, the Derbyshire LTP3 should include mitigation measures to ensure that any negative effects were minimised. Therefore the final Derbyshire LTP3 has been improved by the inclusion, and amendment of, SEA objective 2 to include protection and enhancement of European sites and species. Mitigation measures have also been included, by the inclusion of an Investment Protocol relating to *'Protection and restoration of habitats and species alongside footpaths'*, linked with areas of recreational disturbance and damage.

Water Quality

The screening assessment identified two SACs were vulnerable to water quality (River Mease and Peak District Dales). Although analysis could be made about water quality, there was no evidence found that indicated that water pollution from roads was a significant issue and that instances would likely to be localised if a problem at all. Again through consultation, Natural England suggested that although water pollution was likely to be localised that the plan should include mitigation measures to ensure that any water pollution issues would be minimised as a matter of priority. The final Derbyshire LTP3 has been improved by the inclusion of the amended SEA2 objective to provide protection and enhancement of European sites and species. Mitigation measures have also been included, by the inclusion of an Investment Protocol relating to *'Schemes to minimise water pollution'* linked to polluted water running off roads into rivers and streams.

Air Quality and Nitrogen Deposition

The screening assessment identified two SACs that were vulnerable to air quality due to nitrogen deposition (Bees Nest and Green Clay Pits; and Peak District Dales). Analysis found that a number of examined sites exceeded nitrogen deposition levels. The screening stage concluded that nitrogen deposition was unlikely to be a significant issue because the plan would seek to reduce traffic growth.

Natural England commented that there was evidence of a significant likely effect because of the uncertainty and that there was no evidence that the plan would improve the situation. A meeting was held with Natural England to discuss the issues relating to the Derbyshire LTP3 and nitrogen deposition. Natural England and LTP officers accepted that more analysis had been undertaken than the text in the screening report reflected. Natural England also accepted the conclusion that the Derbyshire LTP3 would be beneficial in reducing nitrogen deposition because it was focussed on reducing the growth in motorised traffic. In addition, evidence showed that although it was likely that traffic levels would grow, mainly due to national influences, technological improvements would mean that air quality would improve over the lifetime of the plan.

A Supplementary note setting out the findings on Nitrogen Deposition was produced for Natural England in February 2011. As with the other issues the final Derbyshire LTP3 has been improved by the addition of amended SEA objective 2 to provide protection and enhancement of European sites and species, including from any localised air quality impacts. The Derbyshire LTP3 includes many mitigation measures that relate to encouraging more sustainable modes of travel to reduce the use of motorised vehicles.

Derbyshire LTP3: Overarching Protection

Although the conclusion of the Habitats Regulations Assessment (HRA) has been that the integrity of no European sites or species will be significantly affected by the Derbyshire LTP3, the HRA process has resulted in the final plan offering far greater protection of SACs and the SPA.

As mentioned in the paragraphs previously, the final Derbyshire LTP3 contains an amended SEA objective to take account of the need to protect and enhance European sites and species:-

SEA 2 Protect and enhance European sites[1], legally protected species and national sites[2] designated for their biodiversity and geological interests, ensuring these receive the highest level of consideration at all times, and consider other local sites, habitats and species[3], including measures to reduce habitat fragmentation and enhance connectivity.

[1] Special Areas of Conservation and Special Protection Areas
[2] Sites of Special Scientific Interest
[3] Particularly including UKBAP/LBAP priority species and habitats

This has also been translated into an overarching Investment Protocol, which is in addition to the more detailed protocols mentioned above, to ensure that the role of environmental mitigation and enhancement remains an overarching requirement as the LTP is implemented:-

Investment Protocol: Environmental Mitigation and Enhancement – to incorporate environmental mitigation and enhancement in all LTP programme areas, following through the findings of the Strategic Environmental Assessment and Habitats Regulations Assessment.

The Habitats Regulations Assessment has enabled additional evidence data sets to be established for use by design staff and planners, particularly in relation to the impact of air quality and impact of recreation on habitats and species. The Derbyshire LTP3 makes reference to such evidence including the need to make use of GIS showing European Sites for the development of transport interventions.