

Chapter 4 Testing the Derbyshire LTP3 Transport Goals and SEA objectives

4.1 Introduction

- 4.1.1 Through the examination of the environmental baseline we identified a list of 23 draft SEA objectives as listed below. We also have at this stage of plan development the five national transport goals which can be used as draft Plan objectives. The next stage is to test the objectives against each other to help identify any potential synergies or inconsistencies.

Derbyshire LTP3 draft SEA objectives included within Scoping Report:

- SEA 1 Protect and enhance protected landscape areas and other areas of high landscape value from the visual impact of transport infrastructure and light pollution
- SEA 2 Maintain the transport asset for local travel, to protect sense of place and the natural and historic environment
- SEA 3 Protect and enhance the county's historic landscape and areas of high townscape value
- SEA 4 Avoid damage to designated and/or protected heritage and historical sites
- SEA 5 Help preserve remoteness and tranquillity within the Peak District National Park and other areas of tranquil countryside
- SEA 6 Encourage biodiversity and take measures to reduce habitat fragmentation
- SEA 7 Avoid damage to designated wildlife sites and protected species
- SEA 8 Support sustainable tourism
- SEA 9 Prevent damage to the landscape due to increases in recreational walking and cycling, motorcycling etc.
- SEA 10 Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change
- SEA 11 Enhance the network's resilience to climate change e.g. reduce the risk of flooding
- SEA 12 Minimise energy usage and reduce dependency on non-renewable resources
- SEA 13 Reduce the emission of air pollutants from transport in declared Air Quality Management Areas which relate to local traffic
- SEA 14 Influence the location of development to make efficient use of existing physical infrastructure and to help reduce the need to travel
- SEA 15 Increase the proportion of re-used and recycled materials used in road and Rights of Way construction and maintenance
- SEA 16 Use locally sourced materials wherever feasible
- SEA 17 Improve access to key services and facilities using sustainable modes of transport
- SEA 18 Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas
- SEA 19 Improve road safety through targeted interventions, and make travel feel safer particularly by non car modes
- SEA 20 Improve community safety, reduce crime and the fear of crime
- SEA 21 Improve health by encouraging walking and cycling, and reducing health inequalities
- SEA 22 Minimise noise impacts
- SEA 23 Enhance opportunities for social contact within communities.

4.2 Amending Objectives

- 4.2.1 During consultation on the draft objectives as part of the Scoping Stage, we received a number of comments about amending these. Many of these were valid comments and have required the objectives to be amended. We also received comments that some of the objectives could be combined to reduce the number. We have therefore also sought to combine objectives, but this has also required another tier of sub-objectives to ensure that the focus of the objectives was not lost. This has resulted in the 23 draft objectives being reduced to 13 as shown below:-

PROTECTION OF ALL LANDSCAPES (INCLUDING TOWNSCAPE AND CULTURAL HERITAGE)

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
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 sky areas.
Avoid damage to the World Heritage Site and all heritage assets, including their setting.
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 and cycling, motorcycling etc.
Reduce the visual impact of transport infrastructure.

BIODIVERSITY FLORA AND FAUNA

SEA 2 Protect and enhance nature (biodiversity, geodiversity, wildlife flora and fauna) and take measures to reduce habitat fragmentation and enhance connectivity.

POPULATION AND HUMAN HEALTH INCLUDING NOISE

SEA 3 Support a resilient economy.

SEA 4 To reduce motorised traffic growth through a combination of demand management measures, land use planning and encouragement of the use of more sustainable transport modes (also climatic).
Promote behavioural change to encourage healthier and more sustainable travel habits.
Support sustainable tourism.
Improve access to key services and facilities using sustainable modes of transport e.g. jobs, training and skills, shops, healthcare and leisure.
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.

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.

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

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

SEA 12 Enhance the network's resilience to climate change e.g. reduce the risk of flooding.

MATERIAL ASSETS

SEA 13 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.

4.3 Testing Objectives

Plan Goals against SEA Objectives

- 4.3.1 In this stage of the SEA we have considered the 13 SEA objectives against the National Transport Goals which are being used as the basis for our long term Local Transport Strategy strategic goals, which are:-
- 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
- 4.3.2 Generally there are many positives or synergy between the national transport goals and the SEA objectives, as shown in the worksheet in Annex 2. Those objectives that had most synergies with the transport goals were:-
- 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 6 Ensure the provision of transport and services considers the needs of elderly people, particularly in rural areas.
 - 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 12 Enhance the network's resilience to climate change e.g. reduce the risk of flooding.
- 4.3.3 Two potential incompatibilities were highlighted. Under the goal of contributing to better safety, security and health, it was identified that there was the potential for more infrastructure that could impact on the setting of natural and historic landscapes. There could also be a potential for more energy/ fuel use/ emissions in relation to supporting economic growth, but this could be minimal with a strong focus on supporting growth in a low-carbon, sustainable economy.

SEA objectives against SEA objectives

- 4.3.3 In this exercise we tested the 13 SEA objectives against each other. The full worksheet can be found in Annex 2. The key findings of this were, as would probably be expected, that there are many potential synergies between the SEA objectives. Those objectives that had most synergies were:-
- SEA 2 Protect and enhance nature (biodiversity, geodiversity, wildlife flora and fauna) and take measures to reduce habitat fragmentation and enhance connectivity.
 - 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 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 12 Enhance the network's resilience to climate change e.g. reduce the risk of flooding.
- 4.3.4 It also highlighted the following inconsistencies:-
- **Road safety** – in relation to the way this is delivered such as signing and lining it has the potential to impact upon the setting of heritage assets and the natural landscape; and has the potential to use energy such as illuminated signs etc. Slowing traffic down may increase emissions.
 - **Support a resilient economy** – as mentioned above, this has the potential for increasing traffic levels, use of more energy/ fuels in turn leading to more emissions. Increased tourist economy could damage sensitive landscapes.

Plan Goals

4.3.5 At the scoping stage we examined the transport goals against each other to examine the compatibility of the policy context. This concluded that 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. This concluded that the actions required were:-

- 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.
- Ensuring that any impetus to improve the economy through tourism measures will need to have due regard to the duty of biodiversity.
- Considering both aspects of access to jobs and training and transport services for elderly people in the development of the plan.

4.3.6 The first two bullets were considered in the development of our SEA objectives and are included under SEA objective 4. The third bullet point has been considered in more detail within this Environmental Report and although the impact is deemed likely to be minimal we have ensured that this will be considered under SEA2 and also through the risk management actions listed in Chapter 8. Bullet point 4 has been considered and included within SEA objective 6. These potential inconsistencies are then considered through the appraisal of the alternatives against the SEA objectives.

Conclusions

Inconsistencies

4.3.6 Testing of the objectives highlighted two common likely inconsistencies between the Plan's development, between SEA objectives and the likely environmental impact.

4.3.7 The first is the potential impact is upon the landscape, townscape and heritage assets relating to the introduction of engineering measures associated with improving road safety. Improving road safety is also an SEA objective. We have concluded that an amendment to SEA or Plan objectives cannot reconcile this inconsistency. However, this issue should be considered further in taking forward the preferred strategy and to how this is delivered. Chapter 8 considers this in relation to mitigation against the further introduction of infrastructure for road safety improvements.

4.3.8 The second, supporting a resilient economy which could lead to greater car usage and CO₂ emissions is similar to the issue relating to road safety in that amendments to the objectives cannot reconcile this inconsistency. However, there are a number of other objectives that contribute to minimising this inconsistency without the requirement to amend this plan goal or SEA objective, such as reducing motorised traffic growth and encouragement of more sustainable transport modes, supporting sustainable tourism, minimising the use of environmental resources and reducing transport's emissions of carbon dioxide.

Synergies

4.3.9 This exercise has highlighted common synergies between objectives and plan goals. The objectives that are likely to offer most synergies are:-

- 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 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 12 Enhance the network's resilience to climate change e.g. reduce the risk of flooding