

Glossary of terms

Baseline	A description of the present state of an area, based upon past trends where available and, in the absence of any plan, the predicted future state of an area.
Consultation body	An Authority which because of its environmental responsibility is likely to be concerned by the effects of implementing plans and programmes and must be consulted at specified stages of the Strategic Environmental Assessment (SEA). The Consultation bodies designated in the SEA Regulations are English Heritage, Environment Agency and Natural England.
Environmental Assessment	A method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level 'strategy' (policy, plan or programme), with the aim of taking account of these effects in decision-making. In the SEA Directive, an environmental assessment means "the preparation of an environmental report, the carrying out of consultations, the taking into account of the environmental report and the results of consultations in decision-making and provision of information on the decision" in accordance with the Directive's requirements.
Environmental Report	The report required by the SEA Directive as part of an environmental assessment, which identifies, describes and evaluates the likely significant effects on the environment of implementing a plan or programme.
European Union (EU)	A family of democratic European countries, committed to economic and political co-operation.
Habitats Regulations Assessment	An assessment of the potential effects of planning policies on European nature conservation sites, which lie within and outside the County.
Health Impact Assessment	A combination of procedures, methods and tools by which a policy, programme or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within a population.
Indicator	A measure of variables over time, often used to measure the achievement of objectives.
Mitigation	Used in this context to refer to measures to avoid, reduce or offset significant effects on the environment.
New Approach to Appraisal (NATA)	A framework used to appraise transport projects and proposals.
Objective	A statement of what is intended, specifying the desired direction of change.
Scoping	The process of deciding the scope and level of detail of an SEA, including the environmental effects and alternatives which need to be considered, the assessment methods to be used, and the structure and contents of the Environmental Report.
Strategic Environmental Assessment (SEA)	Generic term used to describe environmental assessment as applied to policies, plans and programmes. In this context SEA is used to refer to the type of environmental assessment required under the SEA Directive.
SEA Directive	European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment. Local Transport Plans are covered by the SEA Directive.
Significant environmental effects	Effects on the environment which are significant in the context of a plan or programme. Criteria for assessing significance are set out in Annex II of the SEA Directive

Chapter 1 Introduction and Consultation Questions

1.1 Purpose of this report

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

European Directive 2001/42/EC

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

1.2 Derbyshire Local Transport Plan

- 1.2.1 The implementation of the second Derbyshire LTP completes on 31 March 2011. Therefore, as specified by the Local Transport Act 2008 a new Plan, commencing April 2011 is required to be developed. Unlike, the first two LTPs which covered a five-year period, the third LTP will have a longer term strategy, for which we have chosen a time horizon of 2026; and shorter term implementation plans (3 to 5 years).

Local Transport Act 2008

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

- 1.2.2 The area covered by this SEA comprises the whole administrative county of Derbyshire as shown in Figure 1.1. This is marginally different to the SEA undertaken on LTP2 because some of the administrative County (rural hinterland around Derby City) was included within the Derby Joint LTP. Derby City will produce a separate Plan for the City Council area and undertake a separate SEA.
- 1.2.3 LTPs covers the maintenance of our local roads (excluding motorways and trunk roads), pavements, public rights of way and greenways, traffic management, public transport services (bus and community rail), community transport, helping people to access services, road safety, and environmental protection. It is therefore not only about tarmac, road signs and new road infrastructure, but covers transport services, information provision, 'hearts and minds' educational work, and linkages with land use planning and local people/ communities.
- 1.2.4 Partnership and cross-boundary working arrangements continue to be a key feature of transport planning, resourcing, reviewing and delivery. Our local implementation plans will consider and include cross-boundary projects with our many partner authorities.

National Transport Goals

- 1.2.5 LTP3 is expected to show how it will contribute to the five national transport goals, of which most relate to the environmental topics being considered within this SEA:-
- 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

Key principles and Transport Vision

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

Key principles

- To adopt sustainable development¹ as the common purpose for our transport strategy
- To take a holistic approach in all we do, integrating economic, social and environmental needs

Transport Vision

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

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

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

Key messages for the next LTP

- 1.2.7 Our next Local Transport Plan will continue to be active in linking with many other relevant plans and complying with policies at international/European, national, regional, sub-regional and local level. The key messages from these plans are summarised below (please note that these are general Local Transport Plan-related messages from other plans/ policies rather than a summary of SEA Stage A identifying other environmental protection objectives which can be found in Annex 1). Please also note that following the recent change of government, all reference to national policy context is subject to review.

¹ Development that meets the needs of the present without compromising the ability of future generations to meet their own needs, Bruntland Report 1987.

International/European influences key messages

We need to take into account a range of **environmental protection issues** across the whole county, including air quality, biodiversity, flora, fauna and soil, climatic factors, cultural heritage, landscape, townscape, population and human health, material assets and water environment.

Sources: European Directive 2001/42/EC and 92/43/EEC, Strategic Environmental Assessment for Transport Plans and Programmes, Department for Transport 2009

National influences key messages

Five national goals for transport

There are five national transport goals, which should be an over-arching priority for the Local Transport Plan:

- 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**

Source: Delivering a Sustainable Transport System Department for Transport November 2008

Regional and sub-regional influences key messages

Better public transport, cycling and walking opportunities

Public transport should be improved, and opportunities for walking and cycling in the East Midlands should be significantly improved.

Better use of existing networks

We should make better use of existing transport networks, aiming to achieve quicker, convenient and reliable journeys - to health, cultural, leisure and recreational facilities and services.

City Region development

Sheffield and Manchester City Regions are seeking to accelerate economic growth, and both include parts of Derbyshire.

Environmental protection

We should reduce the negative impacts of travel and transport on people and the natural environment, and maximise energy efficiency.

We need to have regard to the housing, industry, transport and environmental policies in the National Park Management Plan, and specifically address the conservation and enhancement of the National Park.

New development

The location of development should make efficient use of existing physical infrastructure, help to reduce the need to travel, and improve accessibility to jobs and services by increasing the use of public transport, cycling and walking, and reducing traffic growth and congestion.

Current plans for new housing development through designated housing market areas have been outlined in the East Midlands Regional Plan. There are four Housing Market Areas which include parts of Derbyshire (Peak, Dales and Park, Northern, Nottingham and Derby). Between 2006 and 2026, around 63,000 new houses are designated to be built in Derbyshire.

Safer roads

We should improve road safety.

Sources: East Midlands Integrated Regional Strategy, East Midlands Regional Plan, Regional priority travel outcomes, City Regions, Housing Market Areas, Peak District National Park Management Plan.

Local influences - key messages

Local transport services contribute substantially to the delivery of the county council's corporate plans and policies, and those of other agencies at local level:

The Derbyshire Partnership Forum Priorities include:

Improve the **safety** of local people by:

- Road safety initiatives

Reduce **crime and fear of crime** by:

- Street lighting improvement

Promote **health and wellbeing** and reduce health inequalities by:

- Encouraging more people to participate in physical activities

Provide **well connected communities** by:

- Managing, maintaining and improving the transport network (in particular non-principal roads) whilst reducing congestion and the environmental impacts of travel
- Improving local accessibility and promoting healthy and sustainable travel choices (e.g. by ensuring new facilities can be accessed by means other than the private car; improving the quality and use of public transport and more demand responsive transport; improving public transport information; travel planning and improving public rights of way and greenways to encourage walking and cycling).

Council Plan Priorities 2010-2014 (consultation February to April 2010) include:

- **Well managed assets** (manage the £3.5 billion highway asset)
- **Giving children the best start in life** (provide road safety education and training to children and young people)
- **Encouraging healthy, active and rewarding lifestyles** (encouraging more walking and cycling within the county)
- **Confident and safe communities** (working in partnership to improve road safety)
- **Making places easier to reach** (improving the condition of roads and pavements, particularly in rural areas, providing an efficient response to highway problems, joining community and public transport services to enable people to access local facilities, and working towards an integrated, well managed and inclusive rights of way and access network)
- **A resilient economy** (develop an economically vibrant and sustainable rural economy through the Market Towns programme)
- **Rich, diverse and protected environments** (encourage biodiversity, and encourage greater use of the Council's country parks and countryside sites, improve environmental sustainability and monitor the effects of climate change, help protect the county's wildlife, and encourage sustainable tourism)
- **A county of cultural opportunity** (establish the Derwent Valley World Heritage corridor and promote the Peak District National Park, Creswell Crags and the National Forest as leading cultural and tourism destinations, and using our cultural assets to promote tourism)

Children and Young People Priorities for Derbyshire

- to reduce **obesity** by promoting healthy eating and physical activity
- to improve personal safety and **reducing the number of children and young people injured or killed in accidents.**
- to provide full access to **children's centre services** for all children in Derbyshire
- to provide full access to **extended services in and around schools** for all children in Derbyshire

Air Quality Management Areas

Designated air quality management areas in Derbyshire (Bolsover and Erewash) currently lie near to the motorway network, but there is evidence of **air quality concerns in Chesterfield.**

Local Investment Plans

Local Investment Plans will set out the investment required for an area to deliver the agreed vision and economic purpose of the place, covering housing and regeneration issues. Developing a modern and sustainable infrastructure, including transport, is seen as the foundation of a successful economy.

Land use

All of Derbyshire's Districts and Boroughs, and the Peak District National Park Authority, are developing core strategies to **guide land use development in the long term.** These have implications for the transport of people and goods. There is ongoing liaison between the county council and districts in the development of their core strategies - most of which are due to be adopted between late 2010 and 2012.

Sources: Sustainable Community Strategy 2009-2014, Local Area Agreement, Council Plan consultation draft, Children and Young People's Plan, Districts/Boroughs and Peak District National Park Local Development Framework documents and Local Air Quality Management.

- 1.2.8 Other plans have implications for transport planning, such as tourism and carbon reduction/climate change strategies. Also, there are non-transport initiatives which have implications for transport provision such as Building Schools for the Future, extended schools, health provision and the 'personal choice' agenda e.g. for schools, hospitals, doctors.
- 1.2.9 What is clear is that, due to the prevailing and predicted economic climate, the potential for new major schemes (costing over £5m) within Derbyshire is limited. At this stage of Plan development we do not have any firm plans for major schemes during this LTP period. That should not stop us from identifying where we feel that the problems or challenges posed need addressing, even though there may not be an alternative low-cost solution.

Five principles for the development of the Local Transport Plan beyond 2011:

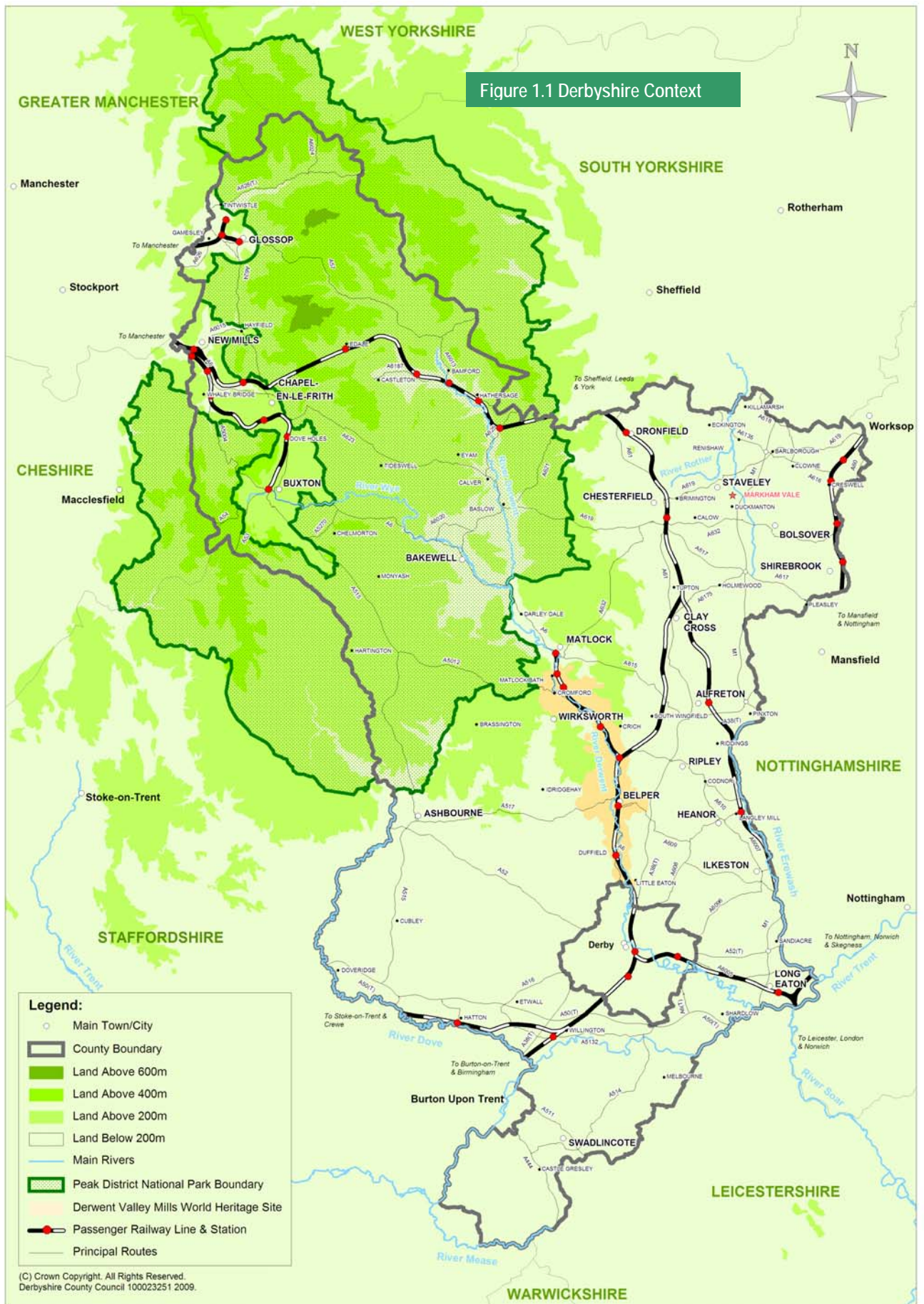
- Policy context of sustainability/ carbon reduction
- Economic context of financial squeeze
- Realistic financial planning, thinking of the future
- Ambition through effective collaborative working with others at local level, and efficient use of resources
- Assess problems first, then look at a range of solutions.

Key principles in undertaking this SEA for LTP3

- 1.2.10 This is the second SEA that has been undertaken on a Derbyshire LTP, the first being undertaken for the development of LTP2 which was published in March 2006. We learned much from undertaking the SEA for LTP2. Therefore we want to fully embrace the benefits that can be gained from undertaking the SEA process. We believe that this Scoping Stage is key to setting out all useful information that can be used for the remaining stages. There will be many similarities between LTP2 and LTP3 in the issues that are examined. However, we are wary that it could be too easy to jump into the process by rolling forward many of the findings of LTP2. As listed above, one of our key principles is to assess the problems first and then look at the range of solutions. This is no different to the SEA for LTP3. We want to revisit all the evidence and to set out the up-to-date environmental baseline. From this we will examine the environmental problems and opportunities and then develop our objectives.

Four principles for the SEA process for the Derbyshire LTP3:

- The scoping stage of the SEA is considered to be the most crucial step in making the SEA feasible and useful
- We are building on our experience of the LTP2 SEA work, but will amend and update findings according to current/future influences and predictions
- As an SEA of a local plan, we are putting emphasis on local issues
- We consider that the SEA is an integral part of developing and delivering the LTP.



1.3 Health Impact Assessment

1.3.1 As part of this SEA we are required to consider human health. Department for Transport guidance on LTP3s states that undertaking an HIA should provide an evidence base to help the decision making process in developing an effective LTP, and to mitigate the negative effects on health and well-being (whether physical and/ or mental health). Therefore we are undertaking a Health Impact Assessment (HIA) as an integral part of our SEA to identify and inform health issues. In addition it should help:-

- secure consistency between the LTP and work associated with Sustainable Community Strategies and Local Area Agreements
- coordinate the public health concerns in respect of air quality, noise and climate change
- contribute to the wider agenda relating to quality of life and reducing health inequalities

1.4 Habitats Regulations Assessment

1.4.1 There is also a requirement for Authorities to consider if their LTP is likely to have a significant effect on a European site designated under European legislation which include, Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Ramsar sites. If a significant effect is likely, the Plan must also be subject to an 'appropriate assessment' as required by Article 6(3) of the Habitats Directive 92/43/EEC and Regulation 85B of the Conservation Regulations 1994 (SI 1994/2716 as amended). Although the Habitats Regulations Assessment and SEA are two separate processes, with legal requirements, we are carrying them out in close conjunction and have included potential significant effects as topic areas to be considered in this SEA. A pre-screening report undertaken for LTP3 and the Habitats Regulations Assessment is given in Annex 2.

1.5 Consultation on the Scoping Report

1.5.1 This Scoping Report has been submitted to the consultation bodies, as required by the SEA Directive Article 5(4). These are:-

- Environment Agency
- English Heritage
- Natural England

1.5.2 The LTP guidance also suggests that we consult with the Director of Public Health and Primary Care Trusts. This Scoping Report has therefore been submitted to the Derbyshire Director.

1.5.3 Although we will not be consulting with interest groups and the general public at this stage, we feel that there will be benefits in widening the circulation to relevant stakeholders who will have a greater interest and with whom an early involvement will be beneficial to the Plan's development. These include:-

- Government Office for the East Midlands
- High Peak Borough Council
- Derbyshire Dales District Council
- North East Derbyshire District Council
- Chesterfield Borough Council
- Bolsover District Council
- Amber Valley Borough Council
- Erewash Borough Council
- South Derbyshire District Council
- Peak District National Park Authority
- Derby City Council
- Department for Transport (DfT)
- Department for Environment Food and Rural Affairs (DEFRA)
- Department for Energy and Climate Change
- East Midlands Regional Assembly
- Moors to the Future
- Highways Agency
- National Forest Company
- Campaign for the Protection of Rural England
- Derbyshire Wildlife Trust
- Derwent Valley Mills Partnership
- Severn Trent Water Ltd
- Forestry Commission
- Local Biodiversity Partnerships
- RSPB Chesterfield
- Friends of the Earth
- British Waterways East Midlands
- Transition Chesterfield
- Arkwright Society
- Campaign for Better Transport
- Rosliston Forestry Centre
- Derbyshire Ramblers Association
- National Trust
- All LTP authorities surrounding Derbyshire

1.5.4 A further wide-spread consultation, involving all interest groups, stakeholders and the general public will take place when the draft SEA Environmental Report is made available alongside the draft Local Transport Plan 3 documentation, which will take place late summer/ autumn 2010.

- 1.5.5 The consultation on the Scoping Report is required to be a minimum of 5 weeks. The consultation period for this document is **18th June 2010 to 30th July 2010 i.e six weeks.**

Consultation questions

- 1.5.6 We welcome any comments that our consultation bodies or local stakeholders may have on this document. We have listed six broad questions below which may help in considering the content of this document:-

Q1. Are there any other plans, policies or programmes that we should consider? (Please refer to paragraph A1.2.2 in Annex 1 that sets out our criteria for assessment i.e. that we have focussed on the most local spatial level available, on the basis that all plans comply with those at a higher spatial level)

Q2. Do you agree with the environmental baseline assessment and the issues and opportunities identified?

Q3. Is there any other additional evidence that you think should be considered?

Q4. Are there any inter-relationships between the environmental factors that we should have included?

Q5. Do you agree with the draft SEA objectives? (These are presented at the end of each of the topic chapters 3 to 9, and a full summary can be found in chapter 2, paragraph 2.3.16)

Q6. Are there any other SEA objectives that should be considered?

- 1.5.7 You can respond to the consultation on this document by post, e-mail or fax:-

Cathy Hobbs
Senior Project Officer (Local Transport Plan)
Environmental Services Department
Derbyshire County Council
County Hall
Matlock
Derbyshire
DE4 3AG

Telephone: 01629 538119
Fax: 01629 538040
Email: cathy.hobbs@derbyshire.gov.uk