



DERBY CITY COUNCIL

# Local Transport Plan 3 Strategic Environmental Assessment Non Technical Summary



April 2011

# Strategic Environmental Assessment Non-Technical Summary

## What is this document?

This document is our summary of the Final Environmental Report prepared as part of the Strategic Environmental Assessment (SEA) of the third Derby Local Transport Plan (LTP3).

Local authorities are required by law to undertake a Strategic Environmental Assessment of their LTP3 under the Environmental Assessment of Plans and Programmes Regulations 2004.

The SEA process allows us, the government, statutory environmental bodies, the public and other stakeholders to understand what the possible beneficial and negative environmental effects of LTP3 are likely to be, and ensures that environmental considerations have been taken into account fully during the development of the LTP3.

As part of the SEA process we have developed an initial Scoping Report, the full SEA Environmental Report, and a Non Technical Summary of the Environmental Report. We have also produced an SEA Environmental Statement outlining:

- how the Environmental Report has been taken into account in preparation of the LTP3,
- how the opinions expressed in the consultation on Scoping Report and the Draft Environmental Report have been taken into account,
- the reasons for choosing the Final LTP3 as adopted, in the light of other reasonable alternatives considered,
- the measures that are to be taken to monitor the significant environmental effects of the implementation of the Final LTP3.

## What is LTP3?

LTP3 replaces the Derby City Council 2006 to 2011 Local Transport Plan (LTP2). LTP3 covers the Derby City administrative area (as shown in the Map of the LTP3 area) and sets out:

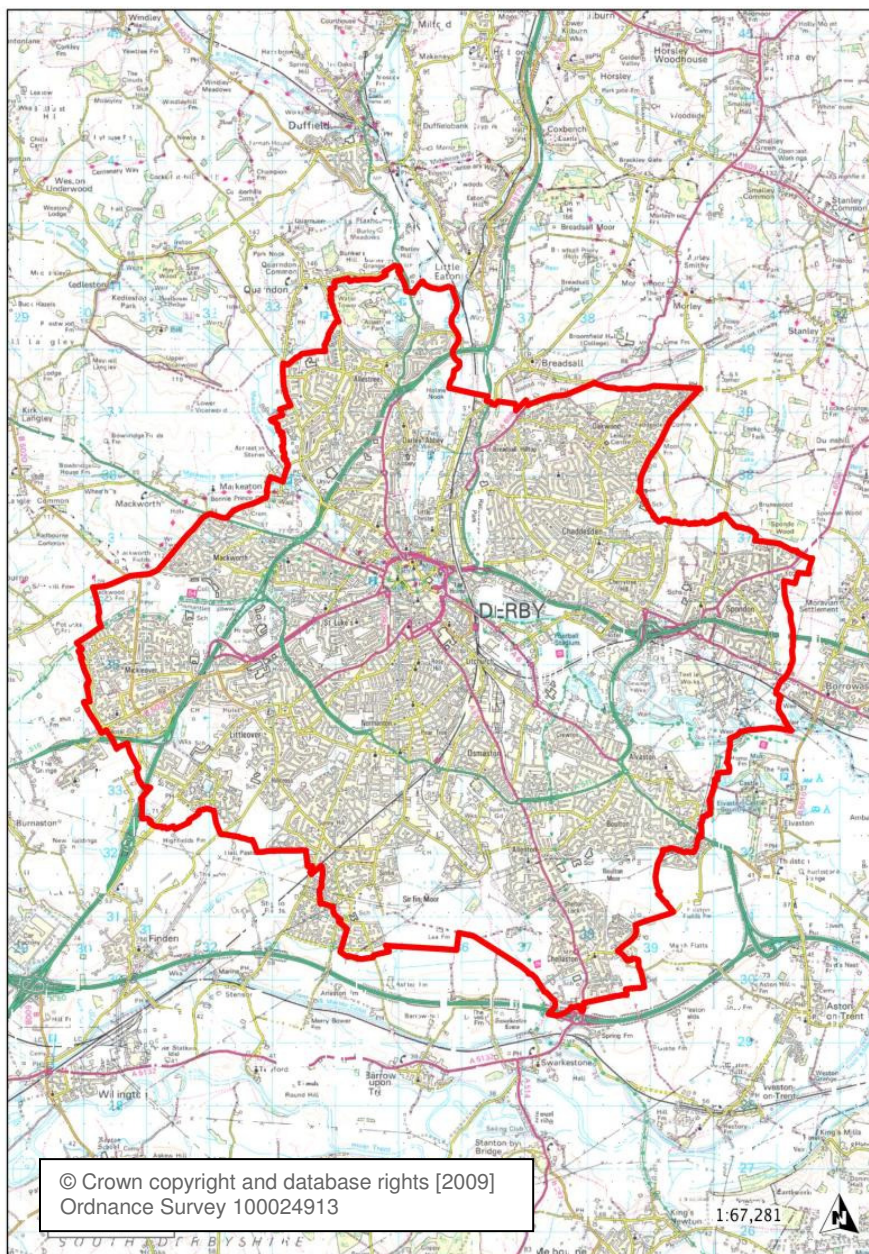
- The long term transport strategy for the city of Derby from 2011 to 2026, and
- A short term implementation plan initially covering the period from 2011 to 2013.

## The LTP3 vision

The central focus of LTP3 is the transport vision: 'To provide people living and travelling within Derby with an effective and sustainable travel network.'

The LTP3 vision has been influenced by local and national priorities and policies and current local transport issues.

## Map of the LTP3 area



## The LTP3 Goals and Challenges

To deliver the LTP3 vision, the Council developed five transport Goals and nine practical objectives which are known as Challenges.

### Goals

- To support growth and economic competitiveness by delivering reliable and efficient transport networks.
- To contribute to tackling climate change by developing and promoting low-carbon travel choices.
- To contribute to better safety, security and health for all people in Derby by improving road safety, improving security on transport networks and promoting active travel.
- To provide and promote greater choice and equality of opportunity for all through the delivery and promotion of accessible walking, cycling and public transport networks, whilst maintaining appropriate access for car users.
- To improve the quality of life for all people living, working in or visiting Derby by promoting investment in transport that enhances the urban environment and sense of place.

### Challenges

- Challenge 1: Provide network efficiency, reduce unnecessary delays and facilitate economic activity.
- Challenge 2: Maintain and improve transport infrastructure to address existing and future needs.
- Challenge 3: Minimise the effects of any unpredictable events on the transport network, and enhance adaptation to the effects of climate change.
- Challenge 4: Minimise the negative effects of travel and existing and new transport infrastructure on local communities, air quality and the wider environment.
- Challenge 5: Minimise transport's contribution to climate change and improve energy efficiency.
- Challenge 6: Provide safer travel opportunities and reduce road casualties.
- Challenge 7: Provide good access to employment opportunities, key facilities and services for all residents and visitors to the Derby Local Transport Plan area.
- Challenge 8: Encourage and enable all people and businesses to use sustainable travel options.
- Challenge 9: Enhance the integration of transport in the urban environment to provide safe, secure and multi-functional space, promoting greater social interaction and natural surveillance.

## Current environmental conditions and future trends in Derby

An important part of the SEA was to establish what the environment is like in Derby now and how this might change up to the year 2026. It also assesses the environmental effects of the long term transport strategy up to the year 2026 and compares the situation without this plan in place.

The main environmental impacts without the LTP are:

- Landscape Character Areas and features including green wedges, parks and open spaces may be at risk from loss due to development and associated transport proposals.
- Derby's designated nature conservation sites, geological sites, habitats and species may be at risk from loss due to development and associated transport proposals.
- Derby's rich and local historic environment and townscape could be negatively affected by noise and air pollution, as well as other problems caused by traffic and congestion. Derby's heritage contains a number of historic assets and features such as listed buildings, conservation areas and the Derwent Valley Mills World Heritage Site.
- Undeveloped or previously developed land resources could be under pressure through demand for use of land for transport schemes. The appropriate use of land for transport schemes may not be supported.
- Traffic and congestion could grow and worsen air quality in traffic. This could lead to the addition or expansion of traffic related Air Quality Management Areas (AQMAs).
- Transport is an important contributor to greenhouse gas emissions, in particular carbon dioxide (CO<sub>2</sub>). Traffic growth and congestion would increase and contribute to climate change and associated impacts such as increased flood risk.
- The necessary measures within Derby to influence fuel consumption may not be present, and with an increase in population and economic growth (facilitated by transport) there will be more waste produced, and the consumption of natural resources such as fossil fuel will increase.
- Without additional public transport related measures the pressure on public transport services is likely to worsen as Derby's population increases. This could lead to shortages in provision and a reduced quality of service.
- Contamination of ground and surface waters could result from development and have a negative effect on Derby's water resources and reduce the quality of key features such as the River Derwent and Markeaton Brook.
- Poorly managed transport infrastructure can lead to a loss of tranquillity, related to increasing levels of noise, vibration and lighting from vehicles, roads and infrastructure.
- Access to key services, facilities and employment is generally good. However, there are pockets of deprivation in Derby and accessibility is a determining factor. Without LTP3, the situation is likely to stay the same however LTP3 represents an opportunity to help tackle deprivation.
- Lack of community cohesion is an issue in parts of Derby where not everyone has the same transport opportunities and consequent accessibility to key services, facilities and employment. Without LTP3, it is likely that this situation will remain unchanged.
- Traffic has grown in Derby and is likely to continue to grow, leading to a range of impacts such as worsening air quality.
- Road safety is generally good but traffic growth will increase the risk of road accident casualties in the absence of LTP3.
- Although health is likely to improve without LTP3, health can be improved through transport planning and its role in promoting physical activity and access to key facilities such as health clinics and open spaces. This would also help tackle health inequalities.

## Strategic Environmental Assessment Objectives

Part of the SEA process was to create an SEA framework for assessment. This looked at the current environmental issues identified in the last section of this summary, to produce Objectives to help assess the performance of LTP3 and its effects on the local environment. The final SEA Objectives are listed in the table below.

SEA Objectives
1. To protect and enhance local air quality, in particular in Air Quality Management Areas.
2. To minimise the emissions of greenhouse gases from transport.
3. To protect and enhance biodiversity, the natural environment and green infrastructure.
4. To conserve and enhance the buildings, sites and features of cultural interest and their settings.
5. To protect and enhance landscape and townscape character.
6. To protect, enhance, and promote the enjoyment of open spaces.
7. To prevent land contamination associated with transport and seek to conserve soil quality and resources.
8. To protect and enhance the water environment.
9. To reduce vulnerability to climate change by minimising the impact of flooding and effects from other adverse weather conditions.
10. To manage and conserve natural resources and minimise the production of waste.
11. To increase energy efficiency and increase the use of renewable energy.
12. To reduce noise and vibration and light pollution related to transport.
13. To protect and improve the health of Derby's population and reduce health inequalities between areas and groups.
14. To reduce crime and fear of crime and promote safer and more cohesive communities.
15. To improve road safety and reduce number of transport incidents.
16. To improve accessibility to employment opportunities, key facilities and services.
17. To reduce road traffic and congestion.
18. To improve journey ambience.

### What other assessments have been done?

- Health Impact Assessment – this assessment has been carried out as part of the SEA and considers the potential effects of transport and LTP3 on the health of our residents and how this affects different groups in the community. Health is one of the SEA Challenges and is considered throughout the SEA.
- Habitats Regulations Assessment (HRA) – we are legally required to undertake a separate HRA where the LTP is likely to have a negative effect on certain sites where wetlands, animals and plants are protected under European legislation. As a result of consultation on the SEA Scoping Report, it was accepted that an HRA is not needed for Derby's LTP3.

However, Natural England (the organisation responsible for nature conservation) requested more information to back this up. This can be found in the Final SEA Environmental Report.

- Equality Impact Assessment – the Council has also carried out an Equality Impact Assessment of the LTP3. This looks at the possible impacts of LTP3 on different social groups, mainly focusing on race, gender, age, religion, disability and sexual orientation. This has been published alongside the final LTP3.

## How we developed the long-term transport strategy for 2011-2026

Our transport Vision, Goals and Challenges have been established taking into account local transport and environmental challenges for Derby, and have informed the development of a long term transport strategy covering the period 2011-2026. This will be implemented through shorter-term implementation plans, the first covering the period 2011-2013.

As part of the process of developing LTP3 we needed to check that the LTP3 Challenges were in line with our environmental and sustainability principles. To help do this a compatibility assessment was carried out between the LTP Challenges and SEA Objectives. Through this process some changes were made to the LTP3 Challenges to ensure that they are broadly compatible.

During consultation we identified a number of alternative approaches to the long term strategy to help meet our vision, Goals and Challenges. Each alternative comprises a combination of measures that fall under four themes:

- Active Travel – includes measures to encourage walking and cycling, such as road safety training, travel planning, pedestrian and cycle routes, cycle training and bike pools.
- Public Transport – includes measures to improve bus route infrastructure such as bus shelters and support for bus services such as subsidised community bus schemes.
- Network Management – includes measures to improve road safety, street works management and parking.
- Asset Management – includes measures such as delivering the replacement of London Road rail bridge and road maintenance.

Each alternative had a different level of emphasis on each theme. Five alternatives were developed and assessed against the SEA Objectives:

1. Significant support for Network Management and Asset Management and a minimum of level of support for Active Travel and Public Transport.
2. Significant support for Active Travel and Public Transport, moderate support for Network Management and a minimum level of support for maintenance.
3. Significant support for Active Travel with moderate support for network management and Asset Management but a minimum level of support for Public Transport.
4. Either maintaining or improving on services or standards across all areas.
5. Delivering an achievable minimum across all areas.

The SEA recommended that strategic alternative three was the most sustainable overall as it has no significant negative effects. Alternative three has a high level of support for Active Travel and moderate support for Network Management and Asset Management. The SEA recommended some additional emphasis on Public Transport to provide additional positive social effects.

We have defined the long term transport strategy by taking into account the recommendations of the SEA. In conclusion to this we believe that the most appropriate strategy based on the findings of the strategic alternative assessment is best represented by the fourth strategic alternative.

This alternative provides a balanced approach to transport policy in the long term through supporting maintenance, and like strategic alternative three allowing us to deliver in the key areas of Land Use Policies, Active Travel, Public Transport, Network Management and asset management, as well as continuing to support other areas such as measures to improve and encourage walking and cycling.

### **The key priority areas for local transport in Derby**

#### **Asset management**

- Maintaining what we have.
- Replacing London Road rail bridge
- Delivering significant planned maintenance.

#### **Network Management**

- Managing traffic flows.
- Using technology to make best use of the existing network.
- Targeting road safety and casualty reduction.

#### **Supporting 'Active Travel' and Public Transport**

- Supporting and encouraging travel choice.
- Providing information on all the travel alternatives available through promotion and training.
- Delivering and promoting walking and cycling schemes and initiatives.
- Working in partnership with Public Transport providers to improve services.

## **Our long term transport strategy**

The LTP has been prepared in a period of limited funding. With uncertainty around the level of future funding, we proposed two alternative scenarios for the period 2011-2026. The proposed scenarios are an Aspirational funding scenario and a Most Likely funding scenario.

The two scenarios both involve a balanced level of investment in all of the transport themes (Active Travel, Public Transport, Network Management and Asset Management), but the Aspirational scenario includes measures above and beyond the Most Likely scenario.



The differences between the two scenarios are represented by the range of measures in each.

These are:

- an increased level of active travel measures such as walking and cycling,
- travel planning and smarter choices,
- additional bus reliability measures and network management measures,
- park and ride sites at A516, A61, and A52,
- maintenance of the road network in a planned rather than a reactive way.

Both the Aspirational and Most Likely funding scenarios were tested against the SEA objectives. As a result we concluded that we would be more likely to see more adverse environmental impacts arising from the measures included in the Aspirational funding scenario, than those included in the Most Likely funding scenario. Similarly however, we would also be more likely to see more beneficial environmental effects arising from the Aspirational scenario in comparison to the Most Likely funding scenario.

## Environmental effects of the short term implementation plan for 2011-2013

The short term implementation plan for Derby reflects the funding realities that we will face in the next two years and is therefore limited in the level of measures and schemes.

The 2011-2013 implementation plan more closely reflects the proposed Most Likely funding scenario than the Aspirational funding scenario in the range of measures and schemes it includes. Therefore, the majority of environmental effects are deemed to be either neutral or slight beneficial.

There are fewer adverse environmental effects as a result of limited land take (for example, there are no associated park and rides), limited pollution effects (for example, effects against the water environment objective) and fewer resources will be used and less waste produced.

However, against social objectives there are likely to be fewer positive effects. The level of intervention is such that there are likely to be limited benefits for example against health and health inequalities and traffic and congestion.

There are likely to be no significant effects resulting from the implementation plan, though this can be interpreted both positively and negatively depending on the relative importance attached to environmental and social outcomes.

## Effects of the Final LTP3

The Draft LTP3 was subject of public consultation from 8 November 2010 to 7 January 2011. Following the consultation period further revisions have been made to the LTP3 to reflect the transportation modelling work, asset life-cycle planning, the SEA recommendations and feedback from the public and stakeholders during consultation.

This process only resulted in one change in the scoring of LTP3 against the SEA objectives, and this was because initiatives on urban design and implementation of regeneration, public realm and environmental improvements were added into the final implementation plan. This meant that Landscape and Townscape scale of effect changed from moderate adverse to slight adverse. The rest of the SEA scorings and the justifications for these are deemed to remain valid.

The Assessment Summary for the Final LTP3 table indicates the assessment score of the final LTP3's performance in relation to the SEA objectives.

### Assessment Summary for the Final LTP3

SEA Objectives	Scale / significance of effect
<b>Environmental</b>	
1. Air quality	Slight adverse
2. Greenhouse gases	Slight adverse
3. Biodiversity	Slight adverse
4. Historic assets	Moderate adverse
5. Landscape and townscape	Slight adverse
6. Open spaces	Slight adverse
7. Land contamination and soil	Slight adverse
8. Water	Slight adverse
9. Climate change vulnerability, including flood risk	Slight adverse
10. Natural resources and waste	Slight adverse
11. Energy efficiency and renewable technology	Slight beneficial
<b>Social Including Health</b>	
12. Noise, vibration, light	Slight adverse
13. Health	Slight beneficial
14. Crime and fear of crime	Slight beneficial
15. Safety	Slight beneficial
16. Accessibility	Slight beneficial
17. Traffic and congestion	Moderate beneficial
18. Journey quality	Slight beneficial

### What mitigation measures will be used?

For those effects that are deemed significant for the LTP3, the following recommended mitigation measures were proposed by the SEA:

- Attention should be given to the location, construction and operation of the park and ride sites to determine if there are any alternative locations which avoid adverse biodiversity impacts and use of greenfield and contaminated land. Consideration should also be given to implementing only a few rather than all of the park and ride schemes proposed.
- The footprint of developments should be limited wherever possible. More detailed measures should be explored at the project planning stage including habitat compensation spaces and the use of tree planting to create a barrier between habitats and species and the park and ride schemes.
- Compensation should be provided to offset any loss of agricultural land through the provision of alternative land.
- In order to avoid natural resource use and wastage, there should be more focus on using intelligent technologies and measures such as expanding the ITS (Intelligent Transport Systems) network.
- Developments should identify opportunities to and reuse materials on site and give preference to locally sourced materials to reduce transport requirements.
- For some of the major schemes such as the Highways Agency A38 grade separation and park and rides, further exploration, assessment and mitigation may be required in the form of an Environmental Statement resulting from an Environmental Impact Assessment (EIA).

- For the A38 grade separation, careful attention should be given to the design at the Abbey Hill junction which is in close proximity to the Derwent Valley Mills World Heritage Site, particularly for landscape/townscape and archaeological remains.

A number of other mitigation and enhancement measures have been provided for effects that are not deemed to be significant. These can be found in the Final Environmental Report.

## How will the environmental impacts of LTP3 be monitored?

Monitoring the significant effects of implementing LTP3 will be an important ongoing part of the SEA process. SEA monitoring involves measuring indicators which provide a better understanding of the links between the implementation of the plan and its effects (either positive or negative). This allows any negative effects to be identified and enables action to be taken to correct these.

The monitoring framework includes the two main significant effects of the LTP3 arising from the SEA process and a further three significant effects which were identified by the assessment as being minor adverse and could decline taking into account the collective effects of other plans. These five effects form the basis of the monitoring programme:

- Objective 1 - To protect and enhance local air quality, in particular in AQMAs;
- Objective 2 - To minimise the emissions of greenhouse gases from transport;
- Objective 4 - To conserve and enhance the buildings, sites and features of cultural interest and their settings;
- Objective 12 - To reduce noise and vibration and light pollution related to transport;
- Objective 17 – To reduce road traffic and congestion.

Further information and the full monitoring programme can be found in the Final Environmental Report.

## Conclusions

It is considered that the Final LTP3 performs with mixed results against the SEA Objectives but overall its performance is positive. Minor negative effects have been predicted against the environmental objectives concerned with biodiversity, landscape, soil quality, water quality, vulnerability to climate change and waste and resource use but these were not deemed to be significant.

In terms of social objectives, LTP3 performs beneficially overall. Minor positive effects have been identified against several Objectives and these reflect some of the core LTP3 Objectives. Additionally, significant beneficial effects are likely to arise against SEA objective 17, reducing traffic and congestion.

The potential for significant adverse effects has been identified against the SEA Objective concerned with historic assets. This is due to potential effects of the A38 grade separation works, particularly at the Abbey Hill junction on the Derwent Valley Mills World Heritage Site.

Implementation of the SEA recommendations for specific schemes and projects and adhering to our own development control policies should help lessen the predicted negative effects identified through the SEA. This could also help enhance the LTP3's potential beneficial effects.

In addition, significant cumulative adverse effects in combination with other plans may also occur against SEA objectives on air quality, GHG emissions and noise levels, due to the current declining baseline situation and the predicted increase of air pollutants, GHG emissions and levels of noise from LTP3.

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Punjabi

ਇਹ ਜਾਣਕਾਰੀ ਅਸੀਂ ਤੁਹਾਨੂੰ ਕਿਸੇ ਵੀ ਹੋਰ ਤਰੀਕੇ ਨਾਲ, ਕਿਸੇ ਵੀ ਹੋਰ ਰੂਪ ਜਾਂ ਬੋਲੀ ਵਿੱਚ ਦੇ ਸਕਦੇ ਹਾਂ, ਜਿਹੜੀ ਇਸ ਤੱਕ ਪਹੁੰਚ ਕਰਨ ਵਿੱਚ ਤੁਹਾਡੀ ਸਹਾਇਤਾ ਕਰ ਸਕਦੀ ਹੋਵੇ। ਕਿਰਪਾ ਕਰਕੇ ਸਾਡੇ ਨਾਲ ਟੈਲੀਫੋਨ 01332 641759      ਮਿਨੀਕਮ 01332 256064      ਤੇ ਸੰਪਰਕ ਕਰੋ।

Urdu

یہ معلومات ہم آپ کو کسی دیگر ایسے طریقے، انداز اور زبان میں مہیا کر سکتے ہیں جو اس تک رسائی میں آپ کی مدد کرے۔ براہ کرم 01332 256064

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