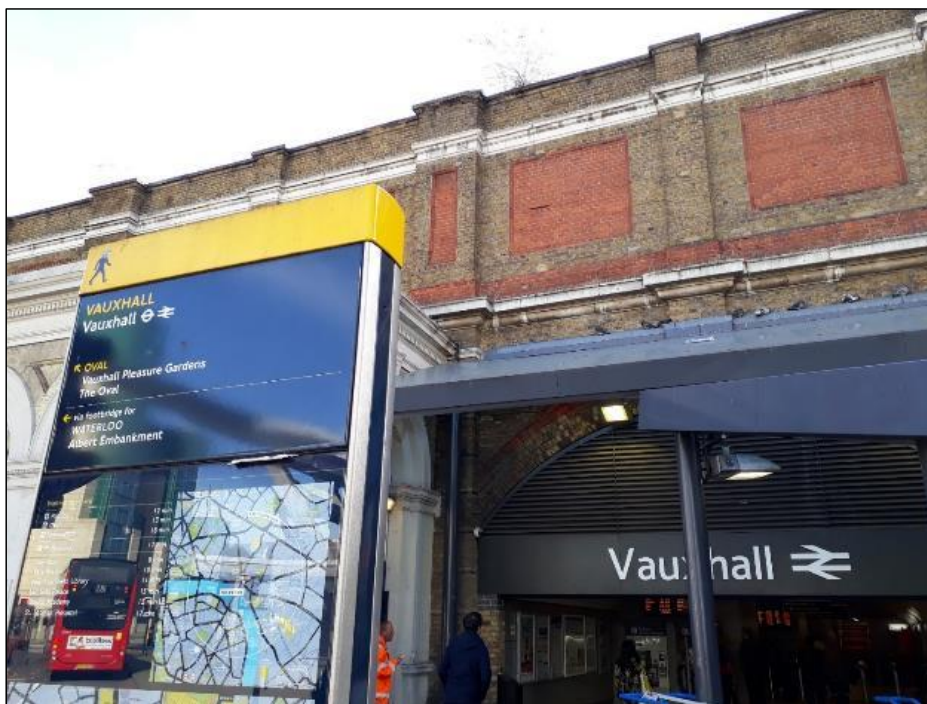# Report

23rd November 2018

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Report for – London Borough of Lambeth
Local Implementation Plan
Strategic Environmental Assessment

Environmental Report

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Document version control

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0.1	19/11/2018	Monica Laucas	David Sutanto	Chris Ferrary
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Report for:	**London Borough of Lambeth**

Main contributors:	**Monica Laucas**
	Jenny Stafford
	Jonathan Say
	David Sutanto
Copy to:	Simon Phillips

Contents

1.0 Non-Technical Summary

1.1 Introduction

This report sets out the outcomes of the Strategic Environmental Assessment (SEA) of the proposals in the London Borough of Lambeth's third Local Implementation Plan (LIP), including the Lambeth Transport Strategy (LTS). The LIP is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. The LIP guides transport priorities and projects and details a three-year programme of investment (2019/20 to 2021/22) to implement the Mayor of London's Transport Strategy (MTS).

To deliver the Mayor's vision – "*to create a future London that is not only home to more people but is a better place for all those people to live in*" - the overarching aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041. The Mayor is seeking to achieve his vision by achieving the following three MTS outcomes:

- Healthy Streets and healthy people, including traffic reduction strategies:

- A good public transport experience:

- New homes and jobs:

This LIP will replace the council's second LIP (2011). The third round of LIPs will become effective from April 2019.

1.2 Summary of the Strategy and LIP

Lambeth's Transport Strategy sets out the Council's vision for mobility in the borough over the next 20 years.

The four **guiding principles** that provide a framework for the Strategy are:

- **Growing:** Support new homes, jobs and investment through improved transport infrastructure and services.

- **Inclusive:** Make our transport network more inclusive and accessible

- **Efficient:** Make our transport network efficient, allowing people to make quick and reliable journeys

- **Healthy:** Focus on people rather than traffic and enable people to live healthier, more enjoyable lives

The "Outcomes and Actions" tables provided in the Strategy set out the changes the Council want to see alongside the key actions required to make these happen.

The programme of works for the LIP includes the major projects in Transport for London's (TfL) Business Plan including long-term interventions such as orbital rail connections, Brixton mainline station upgrade, Tulse Hill and Streatham stations step-free access, Vauxhall highway improvements, Waterloo and Loughborough Junction stations public realm improvements, Brixton "Liveable Neighbourhood", the "Healthy Route" Network, "Low Traffic Neighbourhoods", bus

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priority measures, road danger reduction measures, a "Legible London" refresh, "Low Emissions Neighbourhoods" and secure cycle parking. In the shorter term, the LIP will include indicative programme of investment to be funded by TfL, which includes local transport initiatives, corridor, neighbourhood and supporting measures and other discretionary funding. Strategic funding will be provided by TfL for bus priority measures, the London cycle grid; "Quietways" contributions from the Mayor's Air Quality Fund and "Low Emission Neighbourhoods".

1.3   Approach to the SEA

The SEA has been undertaken using the TfL/GLA framework that was developed to satisfy SEA requirements for plans and strategies produced by the Mayor of London as the basis for the current assessment, augmented by issued highlighted in the SEA Scoping Report and consulted on with the statutory environmental bodies. The assessment of effects has been based on the professional judgements of our SEA team, evidenced by information from the LIP3 MTS Outcomes Borough datapack that was provided to the London Boroughs by TfL.

The environmental baseline information collated for the SEA, together with the outcomes of the Integrated Impact Assessment undertaken for MTS3 and other information on the specific proposals likely to come forward through the LIP to identify the existing sustainability issues that are relevant.

To meet the requirements of the SEA Regulations, it has been assumed that the only real reasonable alternative to the LIP proposals is the "do-nothing" scenario. Also, there are no European sites within 10km of Lambeth, no Habitats Regulations Assessment (HRA has been undertaken.

1.4   Outcomes of the SEA

The SEA concludes that no significant adverse environmental effects will result from the implementation of the Strategy and the LIP in Lambeth. As such, no specific recommendations for the mitigation of effects are required. All the effects identified are either considered to have no impact or will be positive. In some cases, the Strategy or LIP may have positive or negative effects but the level of information available at a time of assessment does not allow a clear judgement to be made.

The main effects of the four guiding principles of the Strategy, together with the outcomes and actions associated with them, are:

- **Growing:** This principle would provide significant benefits in terms of making neighbourhoods more attractive. It would also help in respect of reducing transport emissions, allowing more efficient energy use, improving fairness and inclusivity, improve mobility and support regeneration/ employment initiatives.

- **Inclusive:** Making the transport network more inclusive and accessible would provide particular benefits in terms of regeneration. It would also help in terms of reducing health inequalities, making neighbourhoods more attractive, improving fairness and inclusivity, better mobility, safety and security and tackling worklessness.

- **Efficient:** Making the transport network more efficient would significantly improve air quality and attractiveness of neighbourhoods. It would also help in terms of climate change adaptation and mitigation, more efficient energy use, fairness and inclusivity, protecting the historic

Commented [P1]: Would it? Isn't this better under Growth

Commented [CF2R1]: This is based on the actions specifically mentioned under the Inclusive principle being considered to have effects in terms of regeneration. Although intuitively the point you make is right, this is where the actions are identified in the Strategy.

environment, improving mental and physical wellbeing, mobility, security and safety and tackling worklessness.

- **Healthy:** Focusing on people rather than traffic would significantly improve air quality, climate change mitigation and mobility. It would also help in respect of climate change adaptation, energy efficiency, fairness and inclusivity, protecting the historic environment, reducing the effects of noise and vibration, regeneration, safety and security, and tackling worklessness.

In many cases, the way in which these principles and actions are implemented provides opportunities to enhance their effects, and this has been indicated where appropriate.

The implementation of the short- term actions set out in the LIP would not have any significant environmental benefits, although this is typically because the three-year time horizon of the short-term programme does not provide enough time for significant effects to be delivered. However, the programme will help in terms of air quality, the attractiveness of neighbourhoods, fairness and inclusivity, mental and physical wellbeing, mobility, regeneration, safety and security and tackling worklessness.

The longer-term actions set out in the LIP, if funded and delivered, would significantly improve the attractiveness of neighbourhoods and mobility. They will also help in terms of climate change mitigation, energy efficiency, fairness and inclusivity, mental and physical wellbeing, regeneration and tacking worklessness.

1.5   Monitoring

The draft Strategy and LIP do not currently include specific proposals for environmental monitoring. However, it is recommended that key indicators from the set compiled by the London Sustainable Development Commission (LSDC) on Quality of Life issues be used by Lambeth Council to monitor the environmental effects of the final Strategy and LIP.

1.6   Next Steps

The LIP was submitted to Transport for London in November 2018 for comment. Lambeth Council is also presently conducting a public consultation exercise on the draft Strategy and LIP proposals. Taking account of the comments received from TfL and the outcomes of the consultation, together with the analysis presented in this Environmental Report, Lambeth Council will then make any revisions to the LIP and LTS that may be necessary, and a final version of the LIP will be sent to the Cabinet Member for Environment & Clean Air for approval in January 2019.

Following this, Lambeth Council will publish a Post-Adoption Statement to summarise the way that consultation has influenced the assessment process, demonstrating how feedback has been considered, changes that have been made, and reasons for choosing the preferred policies and options.

In line with the requirements of the SEA Regulations, the Borough Council will monitor the effects of the LIP. This will feed into any future LIP progress reporting.

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2.0   Introduction

2.1   About the Environmental Report

This report sets out the outcomes of the Strategic Environmental Assessment (SEA) of the proposals in the London Borough of Lambeth's third Local Implementation Plan (LIP), including the Lambeth Transport Strategy (LTS).

To meet the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004, Local authorities are required to carry out Strategic Environmental Assessment (SEA) for policies, plans and programmes across various areas, including transport[1]. Government guidance on transport plans stresses the importance of the SEA being an integral part of developing and delivering a transport strategy. The statutory environmental agencies (i.e. the Environment Agency, Natural England and Historic England) must be involved throughout the development and monitoring of a plan.

A Scoping Report for the SEA[2] was prepared by Lambeth Council, and forwarded to the consultation bodies by the London Borough of Lambeth earlier this year. A revised version of this report[3] was then prepared to take account of the comments received from these bodies. It also updated and extended the baseline environmental information on which the SEA is based.

2.2   Overview of the Local Implementation Plan (LIP)

The LIP is a statutory document, prepared under Section 145 of the Greater London Authority Act 1999. This Act requires each of London's 33 local authorities to prepare a LIP containing proposals for the implementation of the Mayor's Transport Strategy[4] in their area.

The LIP guides transport priorities and projects and details a three-year programme of investment (2019/20 to 2021/22).

The central aim of the MTS – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all those people to live in. The overarching aim of the Strategy is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today. The Mayor is seeking to achieve his vision by focusing the policies and proposals in his transport strategy on the achievement of the following three overarching MTS outcomes:

- **Healthy Streets and healthy people, including traffic reduction strategies:**

    o   Active: London's streets will be healthy, and more Londoners will travel actively.

    o   Safe: London's streets will be safe & secure.

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[1]   The Environmental Assessment of Plans and Programmes Regulations 2004 (Statutory Instrument 2004/1633).

[2]   London Borough of Lambeth (2108) - **Strategic Environmental Assessment of Lambeth's Draft Transport Strategy & Third Local Implementation Plan: Draft Scoping Report** – August 2018.

[3]   Temple and Steer (2018) - **Strategic Environmental Assessment of Lambeth Local Implementation Plan: Revised Scoping Report** – November 2018

[4]   Mayor of London (2018) – **Mayor's Transport Strategy** - Greater London Authority, March 2018

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- o Efficient: London's streets will be used more efficiently & have less traffic on them.

    - o Green: London's streets will be clean and green.

- **A good public transport experience:**

    - o Connected: The public transport network will meet the needs of a growing London.

    - o Accessible: Public transport will be safe, affordable and accessible to all.

    - o Quality: Journeys by public transport will be pleasant, fast and reliable.

- **New homes and jobs:**

    - o Good Growth: Active, efficient and sustainable travel will be the best option in new developments.

    - o Unlocking: Transport investment will unlock the delivery of new homes and jobs.

The rationale and detail of each of these outcomes are set out in the third MTS. The LIP responds to the third MTS, the Sub Regional Transport Plan (central), Lambeth's Local Plan and other relevant policies. It also builds upon the Lambeth Transport Strategy, which will set out Lambeth's strategic transport aims, objectives and priorities. This LIP will replace the council's second LIP (2011). The third round of LIPs will become effective from April 2019.

A summary of the key proposals of the LIP are provided in **Section 3.3** following.

2.3   Compliance with the SEA Regulations

Table 2.1 following sets out the requirements of the SEA Regulations, and where this information can be found in this Report:

Table 2.1: SEA Requirements[5] and where covered in the Environmental Report

Requirement	Where found
Outline of the contents and main objectives of the plan or programme, and of its relationship with other relevant plans and programmes.	Sections 3.2 and 3.3
The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme.	Section 4.0
The environmental characteristics of areas likely to be significantly affected.	Section 4.0
Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated under Directive 79/409/EEC and the Habitats Directive.	Sections 4.0 and 5.3
The environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation.	Section 3.6

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[5]   Based on SEA Regulations 2004 No. 1633, Schedule 2.

Requirement	Where found
The likely significant effects on the environment, including short, medium and long-term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; cultural heritage (including architectural and archaeological heritage); landscape; and the inter-relationship between these.	Section 5.4
The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme.	Section 5.4
An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information.	Section 5.2
A description of the measures envisaged concerning monitoring.	Section 5.5
A non-technical summary	Section 1.0

2.4   Report Structure

Following this introductory section, the structure of this scoping report is as follows:

- The context of the LIP and its likely scope, including identification of other policies, plans, programmes and sustainability objectives (**Section 3**);

- Baseline environmental conditions, and how these might change in the absence of the LIP; (**Section 4**);

- The SEA objectives and framework providing the assessment the environmental effects of the LIP and alternatives, together with an overview of the proposed approach to undertaking the assessment. This section also identifies any measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the LIP (**Section 5**); and

- The next steps in the SEA process (**Section 6**).

3.0 Context and Scope of the LIP

3.1 Introduction

In this section, the context and scope of the emerging and LIP and Transport Strategy (LTS) for the London Borough of Lambeth is described based on work completed by the Council to date. This sets out:

- The background policies that will shape the proposals to be set out in the LIP and LTS, and other associated documents.

- The area to be covered by the LIP and LTS, and therefore forming the assessment area for the SEA.

- The timescales of the LIP, LTS and the SEA.

3.2 Policy Context

3.2.1 The Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS) is described in outline in **Section 2.2** above. As noted, the central aim of the MTS for London not only to be home to more people, but better place for all Londoners. This requires 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared with 63% today.

3.2.2 The Sub Regional Transport Plan (Central)

This Plan[6] is part of an ongoing programme, enabling Transport for London (TfL) to work closely with the London Boroughs in central London to address strategic issues, progress medium-longer term priorities and respond to changing circumstances. The Plan was first developed in 2010 to translate the MTS goals, challenges and outcomes at a sub-regional level. While these needed to be considered across London, and addressed locally through LIPs, there are some matters which benefit from having a concerted effort at a sub-regional level. Challenges such as improving air quality, reducing CO_2 emissions and achieving targets for increased cycling and walking are better dealt with at sub-regional level across London.

Sub-regional challenges specifically identified for the central sub-region in London were to:

- Reduce public transport crowding and improving reliability.

- Support growth areas and regeneration.

- Ensure capacity at rail stations and efficient onward distribution.

- Improve the urban realm and promote walking.

- Manage the different demands on streets.

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[6]   Mayor of London (2016) – **Central London: Sub-regional Transport Plan** – 2016 update, Transport for London.

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- Improve air quality.

Since 2010, the Central sub-region has seen significant change. Population growth has been faster than expected, placing greater demand on the transport network. The sub-region needs to increase its rate of housing delivery to cope with a growing population, with effective transport links critical to achieve this. The way that people travel has changed too, with growing demand for rail and cycling in particular. With the election of the current Mayor, a revised MTS was prepared and adopted in 2018 as noted above. The 2016 update of the Sub-regional Plan recognised the new funding settlement for TfL from the Government, as well as the Mayor's revised priorities about how to allocate this. As not all transport schemes previously considered fitted with the new Mayor's priorities, no map or list of specific projects or proposal was included.

3.2.3   Lambeth Transport Strategy (LTS)

Lambeth's Transport Strategy[7], sets out the Council's vision for mobility in the borough over the next 20 years and map out a process showing how it will deliver that vision. The Strategy comprises three elements:

- Vision Statement,

- Guiding Principles and

- Outcomes and Actions Plan.

The Council's **Vision statement** for transport in Lambeth is:

"Our transport network is inclusive and has a positive impact on quality of life, helping us deliver more homes and jobs and ensuring long term sustainability. We prioritise walking and cycling and a high-quality environment and our transport network is accessible to everyone. People want to live, work and invest here because we focus on people, not traffic, and create better places for all to enjoy."

The four **guiding principles** that provide a framework for the Strategy are:

- **Growing:** Support new homes, jobs and investment through improved transport infrastructure and services.

- **Inclusive:** Make our transport network more inclusive and accessible

- **Efficient:** Make our transport network efficient, allowing people to make quick and reliable journeys

- **Healthy:** Focus on people rather than traffic and enable people to live healthier, more enjoyable lives

The "Outcomes and Actions" tables provided in the Strategy set out the changes the Council want to see alongside the key actions required to make these happen.

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[7]   London Borough of Lambeth (2018) - **Transport Strategy: Consultation Draft**.

3.3   Summary of the LIP

In developing and preparing the programme of works for the LIP, Lambeth Council will consider the major projects in TfL's Business Plan and the milestones associated with these projects. In Lambeth, these include:

Long-Term interventions (i.e. to 2041), several significant, but currently unfunded, investments will be required to ensure the economic and social vitality of Lambeth. These are:

- Orbital rail connections (2020-2041) including platform lengthening and new platform/interchange in Brixton area;

- Brixton Mainline Station Upgrade (2020-2024) to provide step free access;

- Tulse Hill Station Access (2020-2024) to provided step free access;

- Streatham Station Access (2019-2024) to provide step free access;

- Vauxhall Highway Improvements (2020-2024) to provide improved access and environment adjacent to the Nine Elms and Vauxhall Opportunity Area;

- Waterloo Public Realm (2020-2024) to provide improvements to Spine route, Victory Arch Square, The Cut, etc.

- Loughborough Junction Public Realm (2018-2022) environmental, cycling and walking improvements;

- Brixton Liveable Neighbourhood (2019-2022) environmental, cycling and walking improvements;

- Healthy Route Network (2018-2041) improvements for walking and cycling borough-wide;

- Low Traffic Neighbourhoods (2019-2041) area wide neighbourhood traffic reduction schemes;

- Bus Priority (2018-2041) targeted interventions to improve bus speeds;

- Road Danger Reduction (2018-2022) measures to reinforce boroughwide 20mph speed limits;

- Legible London (2019) refresh of existing signs;

- Low Emissions Neighbourhoods (2019-2024) in Brixton and other priority areas;

- Secure cycle parking (2018-2022) to provide bike hangars, and on-street visitor cycle parking, parking at transport interchanges.

In the shorter term, the LIP will include the three-year indicative programme of investment to be funded by TfL, which includes:

- Local transport initiatives;

- Corridor, Neighbourhoods & supporting measures: *Our Streets; Healthy Routes; Sustainable Travel; Road Danger Reduction (Safe Behaviours); Cycle Training; Collision Reduction (Safe*

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*Streets); Clean Air Borough; Public Realm/Pedestrian Improvements; Cycle Parking; Traffic
Reduction and 20mph compliance (Safe Speeds).*

- Discretionary funding: *Liveable Neighbourhoods; Principal road renewal; Bridge strengthening.*

- Strategic funding: *Bus Priority; London cycle grid; Quietways; Mayor's Air Quality Fund; Low
Emission Neighbourhoods.*

3.4 Defining the assessment area

The spatial scope for the SEA is the London Borough of Lambeth area. The SEA also takes
account of potential impacts on adjoining boroughs as appropriate. **Figure 3.1** following shows a
map of the London Borough of Lambeth area.

Figure 3.1: London Borough of Lambeth Area and adjoining boroughs
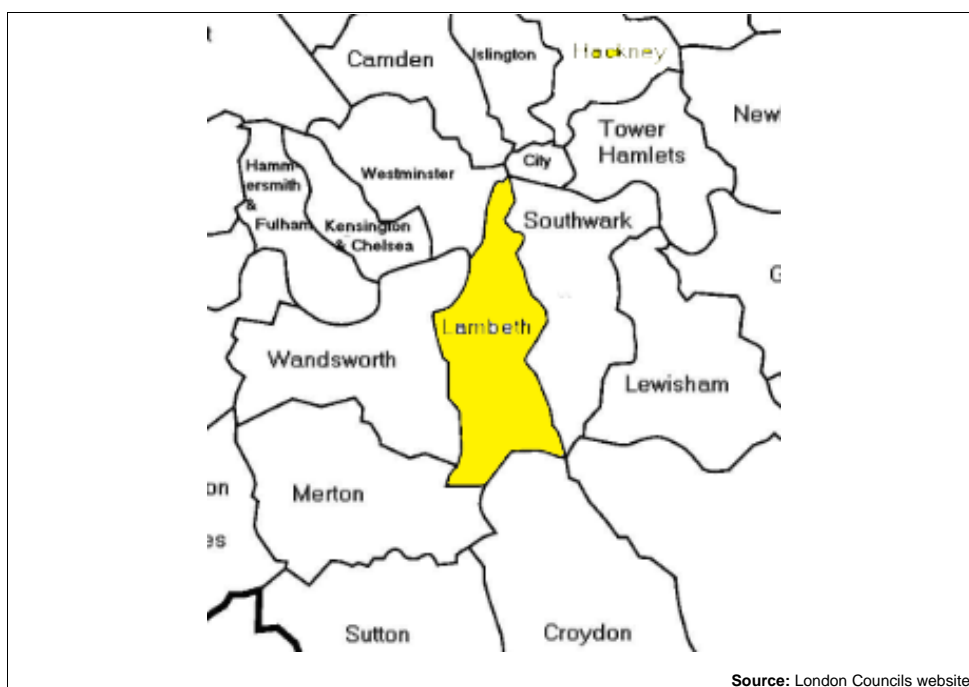
Source: London Councils website

3.5 Timeframe for the Plan

The LIP includes a high-level indicative programme of investment for the three-year period from
2019/20 to 2021/22, as well as policies and potential schemes that cover the period up to 2041.
This is therefore also the timeframe for the SEA.

3.6 Other policies, Plans, Programmes and Sustainability Objectives

3.6.1 National and Regional Policies

The most relevant plans and programmes at a national and regional (i.e. London-wide) level used as the basis to inform the objectives included in the appraisal framework for the SEA (See **Section 5.0** following) are set out in **Table 3.1** following:

Table 3.1: Relevant National and Regional Policies Reflected in the SEA Objectives

Topic	Policy Document
All topics	A Green Future: Our 25 Year Plan to Improve the Environment (2018)
	The London Plan: The Spatial Development Strategy for London (2016)
	The New London Plan: Draft for Public Consultation (2017)
	Mayor of London's Environment Strategy (2017)
	National Planning Policy Framework (2018)
	Mayor of London's Walking Action Plan (2018)
	UK Government's Inclusive Transport Strategy 2018
	The London Health Inequalities Strategy (2018)
Air Quality	Air Quality Standards Regulations 2010
	Defra's Air Quality Plan (2016)
	Environment Act 1995
	EU Ambient Air Quality Directive (2008/50/EC)
	The Greater London Authority Act 1999
Climate Change Adaptation	Climate Change Risk Assessment (CCRA)
	EC White Paper: Adapting to Climate Change
	National Adaptation Programme (NAP)
	UK Low Carbon Transition Plan (2009)
Climate Change Mitigation	Climate Change Act 2008
	Promotion of the Use of Energy from Renewable Sources Directive (2009/28/EC)
	United Nations Framework on Climate Change COP21 (2015) – Paris Agreement-
Fairness and inclusivity	Equality Act (2010)
Flood Risk	UK Water Strategy (2008)
Geology and Soils	England Soil Strategy, Safeguarding our Soils (2009)
	EU Environmental Liability Directive (99/31/EC)
Historic Environment	Ancient Monuments and Archaeological Areas Act 1979
	Planning (Listed Buildings and Conservation Areas) Act 1990
Materials and Waste	EU Waste Framework Directive (2008/98/EC)
	National Planning Policy for Waste (2014)
	Waste (England and Wales) (Amendment) Regulations 2014
Natural Environment and Natural Capital	Conservation of Habitats and Species Regulations 2010
	Council Directive on the Conservation of Natural Habitats of Wild Fauna and Flora 92/43/EEC
	Directive on the Conservation of Wild Birds 09/147/EC
	Natural Environment and Rural Communities Act 2006

Topic	Policy Document
	The Natural Choice – securing the value of nature (2011)
	Wildlife and Countryside Act 1981
Noise and Vibration	Environmental Noise (England) Regulations 2006
	EU Noise Directive (2000/14/EC)
Water Resources and Quality	Final Water Resources Management Plan 14 (WRMP14), 2015-2040 (Thames Water, July 2014) and Annual review June 2016; Affinity Water 2014 Water Resources Management Plan
	Thames River Basin District River Basin Management Plan (Environment Agency, December 2015

3.6.2 London Borough of Lambeth Policies

The following policy documents published by the London Borough of Lambeth have also been used to inform the SEA objectives:

- Lambeth Air Quality Action Plan 2018.

- Lambeth Equality Commission 2017.

- Lambeth Local Plan 2015 and draft Local Plan Review 2018.

- Lambeth Health and Wellbeing Strategy 2016.

- Future Lambeth: Our Borough Plan 2016.

- London Borough of Lambeth (2012). State of the Borough 2012.

- Lambeth Local Distinctiveness Study 2012.

- London Borough of Lambeth (2011) - Surface Water Management Plan - March 2011.

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4.0   Baseline Environmental Conditions

4.1   Air Quality

In common with other local authorities, air quality in Lambeth is monitored at several specific locations. This information is also used to model the quality of air across the borough and identify how this related to EU limit values and WHO thresholds. Lambeth has some of the highest levels of air pollution in the UK. Lambeth is failing to meet the EU annual mean concentration limit and exceeds the UK Government's air quality objectives for nitrogen dioxide (NO_2); levels of particulate matter (PM_{10}) are lower but there are risks of exceedances at some junctions, most notably in the north of the Borough[8].

The TfL MTS3 LIP Outcomes Borough Datapack indicates that in combination, changes in the vehicle fleet (e.g. more electric vehicles and the phasing out of diesel engines) and the policies of the MTS should result in significant reductions in air pollutant emissions from transport, as indicated in **Table 4.1** following

Table 4.1: Air pollutant emissions from road transport in Lambeth (tonnes) by year

Pollutant	2013	2021	2041
Oxides of Nitrogen (NO_x)	690	210	30
Particulates (PM_{10})	56	43	24
Particulates ($PM_{2.5}$)	32	21	12

Although detailed modelling would be required to confirm this, it is likely that these reductions would allow the UK air quality objectives to be met across the borough. Also, without this modelling, it is not possible to disaggregate how much of these reductions are attributable to technological changes, and which due to MTS policies.

4.2   Attractive neighbourhoods

Lambeth Council has conducted a local distinctiveness study[9] and overview study[10] of the borough which, in addition to the Local Plan, identify six broad neighbourhoods based on physical characteristics, history and social identity. These are identified in **Figure 4.1** following, and can be characterised as follows:

- **North Lambeth** – North Lambeth consists of several smaller places, such as Waterloo, Kennington, Vauxhall and Oval. The Waterloo neighbourhood is a key part of central London, with strong movement and activity relationships with adjoining areas across and along the river. It is a major office location, containing more than half of Lambeth's jobs; one of the capital's most successful tourist areas; an international centre for culture and the arts (part of the London Plan South Bank/Bankside Strategic Cultural Area); one of London's most important transport hubs; and an opportunity area in the London Plan. The area is very diversified and contains many uses; there are an increasing number of hotels in Waterloo and significant

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8   London Borough of Lambeth (2017). **Lambeth Air Quality Action Plan 2017 to 2022 – May 2017**

9   London Borough of Lambeth (2012). **Lambeth Local Distinctiveness Study 2012**.

10   London Borough of Lambeth (2012). **State of the Borough 2012**.

Figure 4.1: Neighbourhoods in London Borough of Lambeth

Source: Lambeth State of the Council 2012

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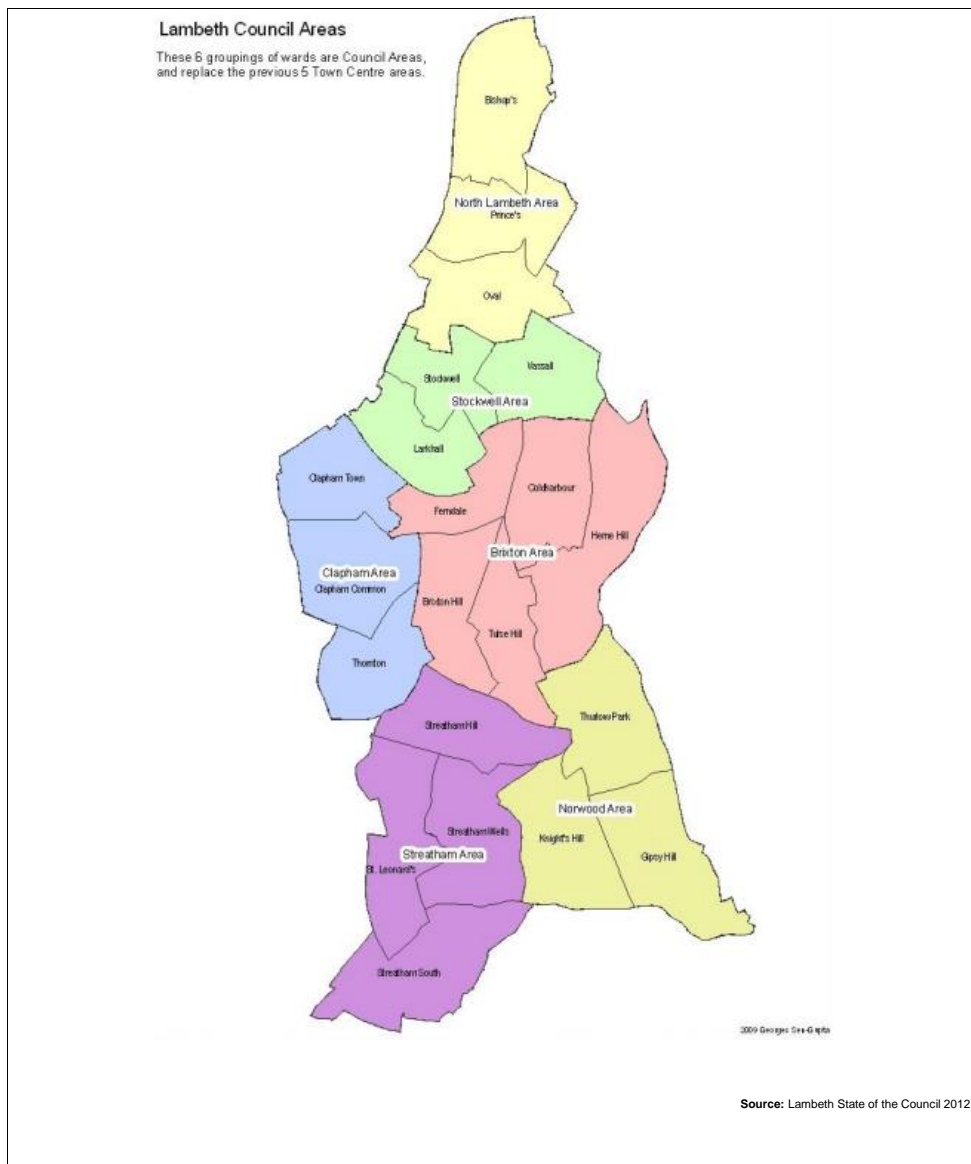
health and education uses. St. Thomas' Hospital covers a large riverside site at the southern end of Waterloo and has a programme for development. Schiller University, King's College London and Morley College are on Westminster Bridge Road, while the London Nautical School has recently been refurbished and expanded.

- Vauxhall is currently the meeting point for several major distributor roads and is on the edge of the congestion charging zone. It suffers from a poor image, often associated with the over-scaled gyratory that dominates the environment. Vauxhall Cross provides access for rail, underground, bus and road users, and is the second busiest bus station in London. Vauxhall is renowned for its nightlife, with various lesbian, gay, bisexual and transgendered (LGBT) and other venues. The area is an active hub for the Portuguese community as well as being home to several voluntary sector organisations. It has a range of cultural and creative activities as well as a small number of successful independent retail and food outlets. The Kennington/Oval area sits between the railway viaduct in the west and Kennington Park in the east. It has good transport links to the West End and the City and for this reason is a much sought-after area to live in. It has a very clearly defined and distinctive sense of place and contains St Mark's Church, a grade II* listed building; Kennington Park, a registered Historic Park; the nearby world-famous Oval cricket stadium; and the well-known Oval gasometers.

  There is a diverse mix of building types in the area, with Victorian terraces and public housing estates predominating. The good architectural and structural quality of many properties in Kennington, typically three storeys or higher fronting the main roads and squares, has contributed to the gentrification of the area.

- **Stockwell** – Stockwell is home to one of Britain's largest Portuguese communities, many of whom originally come from Madeira. This has led to Stockwell becoming known locally as 'Little Portugal'. Many mid African and east African people also live in the area. The area is overwhelmingly residential in use, with a high proportion of social housing on estates and smaller pockets of Victorian villas and terraced housing designated as conservation areas. The area is one of the most densely populated in the UK, with a vast diversity of socio-economic and cultural backgrounds, including concentrations from Portugal and the Horn of Africa. Over 65 per cent of Stockwell's residents have lived in the area for over eight years. It is characterised by a relatively small district centre comprising 45 retail/service units and a very low vacancy rate. Development in Stockwell has led to the redefinition of street layouts and frontages in many areas. This has created inward looking 'island estates' with little animation on the street and underused shared public spaces. As a result, there is a perception of Stockwell as an unsafe, anti-pedestrian area. In addition, Stockwell is segregated by fast flowing arterial highways serving as transport corridors for Greater London which hinders pedestrian movement and limits the potential for a cohesive community.

- **Brixton** - A distinctive major town centre, Brixton has developed an international reputation based on its markets, cultural and creative energy and diversity. It has been an important focus for the Black Caribbean population since the start of immigration from the West Indies in the 1940s, an importance recognised by the visit of Nelson Mandela in 1996. Brixton has a rich architectural heritage with many landmark buildings in a significant conservation area and a lively evening economy. Brixton is a major administrative and employment centre with jobs across a range of sectors and levels and is a busy transport interchange with regular and quick access to the centre of London. The retail offer includes a unique range of specialist independent units, multi-cultural indoor and street markets, convenience units and multiple

retailers, including clothes and food stores. This is popular with local people, but also attracts visitors and tourists from around the globe.

Herne Hill and Tulse Hill are small district centres nearby Brixton, well supported by a mixed community. Part of Tulse Hill is in Lambeth and part in the London Borough of Southwark, and it shares a conservation area across the borough boundary. Herne Hill adjoins Brockwell Park, which is one of south London's largest open spaces and is both designated Metropolitan Open Land and a registered historic park and garden. Brockwell Park is heavily used for a wide range of recreational and leisure activities and has been the subject of a major programme of investment to improve its facilities and restore its historic features. Herne Hill has a busy railway station and is at the convergence of several important roads and bus routes, providing a convenient opportunity for interchange.

Loughborough Junction is defined by its high-level railway lines, railway arches and the many railway bridges which intersect it. The convergence of these railway viaducts forms a natural centre that local groups are working to transform into a lively, attractive neighbourhood. The area is dominated by several large estates of social housing, but east of the station there are streets of mainly privately-owned Victorian and Edwardian terrace houses, many of which are now divided into flats, both owner-occupied and privately rented. The centre of the junction remains industrial with many motor repair workshops existing alongside artists' studios, large sculpture warehouses, recycling centres and an electricity sub-station.

- **Clapham** - Clapham is an area of extremes with prosperous young commuters and poor social tenants living nearby. Leisure and hospitality play an important role in Clapham's economy, supporting many jobs and businesses. Clapham's evening economy is concentrated along Clapham High Street and in Clapham Old Town, with a cinema, many restaurants, bars and takeaways and several gay venues. However, the level of noise, litter and anti-social behaviour associated with this night-time activity often has significant impacts on the amenity of adjoining residential areas. Clapham Common is one of the prime open spaces in south London; it was designated Metropolitan Open Land and was awarded 'Best in Class' in the Green Flag Awards 2011. Together with the High Street, it lies within a conservation area. It is an extremely popular community space and venue for formal and informal leisure and recreational activities. Clapham's historic significance is focussed on Clapham Old Town, where there is a concentration of conservation areas and heritage assets.

- **Streatham** - Streatham is one of Lambeth's two major town centres, along with Brixton. Streatham is relatively affluent compared with other areas of the borough; population density and deprivation are both lower than average. It is best known for its residential areas and its High Road. The High Road is Streatham's defining feature; its nearly 2.5km of unbroken shopping, leisure attractions and outstanding architectural features is one of the longest high roads in Europe and much of Streatham Hill and Streatham High Road have been designated as conservation areas. Streatham's evening economy rivals the day time trade in terms of commercial activity and footfall, having a wide range of restaurants and bars and a 'family friendly' approach that allows anti-social behaviour to be kept to a minimum. Streatham is experiencing significant physical regeneration along the entire length of the High Road. The area abounds of Edwardian property and Edwardian period features combine to form a cohesive area. The streets are wide and despite lacking in street trees, benefit from the placement of bushes and plants in front gardens. Streatham Common contributes to the leafy open plan character as the ground rises views westward improve. Recent population growth has increased the diversity of the area, with a large Somali community in Streatham South and

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a Polish community in Streatham Vale. Streatham is home to the largest concentration of Asian residents in the borough, particularly in Streatham South.

- **Norwood** - Norwood is well known for its high quality of life and the pride local people have in being residents. West Norwood has a popular town centre, with a good range of shops, while new schools and leisure facilities are a focus for community activity. Norwood's arts attractions are popular with locals and visitors alike and its cemetery has become the 'Highgate of the south', an attraction which has put the area on the map. Although Norwood does not have the wide ranges of income and deprivation found elsewhere in Lambeth, it does have some areas where poverty is an issue. Thurlow Park ward is the most affluent part of the area, while Knight's Hill and Gipsy Hill wards are relatively more deprived. The Crown Lane area is particularly deprived.

West Norwood sits in a bowl defined by hillsides on three sides. Its access routes are characterised by distant views that include glimpses of the City, Crystal Palace, Dulwich and the ridge at Leigham Court Road. West Norwood and Tulse Hill are of a strongly suburban nature, with lower density housing and more of a family and community focus. As a result, it has a distinctive character and offers a mixture of shopping, entertainment, cultural and leisure facilities; it also hosts a growing concentration of artists and artists' studios. There is a wide range of housing in the area, from large Victorian villas to small, more affordable flats and maisonettes. Social rented housing is concentrated in Knight's Hill and Gipsy Hill wards, while Thurlow Park ward is the most affluent part of the area.

The Upper Norwood area, in the south-east corner of the borough, is shared between four London boroughs: Croydon, Bromley, Southwark and Lambeth. It is one of the highest points in the London area and offers panoramic views towards central London. It is located close by to Crystal Palace Park which is a major regional asset.

4.3 Climate change mitigation and adaptation

The UK local and regional carbon dioxide (CO_2) emissions statistics released by the Department of Energy and Climate Change (2018) identifies baseline CO_2 emissions for the London Borough of Lambeth were of 976.9 kilotonnes per annum (kpa). Of these 36 % were from non-domestic uses, 40 % from dwellings uses and 24 % from transport.

The most recent figures available, for 2016[11], indicate that levels of CO_2 emissions have steadily decreased in Lambeth, with a peak of 1,435 kpa in 2006.

The TfL LIP3 MTS Borough Datapack indicates that as a result of a combination of changes to the vehicle fleet and MTS policies, CO_2 emissions from road transport in Lambeth will reduce from 161.8 kta in 2013 to 138.6 kta in 2021 and to 35.2 kta in 2041. However, detailed modelling would be required to determine what proportion of this reduction is due to technology and what to the MTS policies.

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[11] Department of Energy and Climate Change (2018) - **2005 to 2016 UK local and regional CO₂ emissions: Statistical Release**.

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4.4   Energy use and supply

In 2016 (the latest figures available), Government statistics[12] indicated that 357,200 tonnes of oil equivalent (ktoe) energy was consumed in the London Borough of Lambeth. This is higher than the average energy consumption for boroughs across Inner London. Of this, gas consumption accounted for 53 %, while 26 % was electricity consumption and 20 % petroleum products. 36 % of energy consumed was by industry, and 42 % was consumed in people's homes. 20 % of energy used was for transport.

4.5   Fairness and inclusivity

The population of the London Borough of Lambeth was just over 303,000 at the 2011 Census. This is estimated to have risen to nearly 334,750 at mid-2018, an increase of over 10%.

The breakdown of Lambeth's population by ethnicity is indicated in **Table 4.2** following:

Table 4.2: Ethnic makeup of London Borough of Lambeth 2018

Ethnicity	Number	%
White - British	125,333	37.4
White – Irish	9,491	2.8
Other White	62,299	18.6
White and Black Caribbean	8,797	2.6
White and Black African	4,976	1.5
White and Asian	4,794	1.4
Other Mixed	9,127	2.7
Indian	4,930	1.5
Pakistani	3,165	0.9
Bangladeshi	2,162	0.6
Chinese	4,771	1.4
Other Asian	6,799	2
Black African	36,192	10.8
Black Caribbean	26,638	8
Other Black	16,654	5
Arab	1,979	0.6
Any other ethnic group	6,618	2
Total	334,725	100

Source: Census of Data

51% of Lambeth's population is male, while 49% is female. The ratio of males to female is marginally higher than that for London as a whole.

Lambeth has areas of affluence and areas of poverty. None of Lambeth's twenty-one wards is in the 10% poorest in London and Clapham Common ward is in the 10% most affluent. Although the

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[12]   Department for Business, Energy and Industrial Strategy (2018) - **Sub-national total final energy consumption in the United Kingdom (2005 - 2016)** – 27th September 2018.

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borough is becoming less deprived, there is a persistent pool of economically inactive people with little mobility and this group tends to experience high levels of social exclusion and poor education, employment and health outcomes.

Lambeth is among the 10% most deprived authorities in England (out of 326 districts) on three deprivation scores: the headline figure rank of average rank, scale of income, and exclusion from the labour market. There are an estimated 49,000 people living in households with an income below 60% of the median before housing costs in Lambeth, and 87,000 people in a similar position after housing costs. A third of working age people and a quarter of people of retirement age in Lambeth are living in poverty. Around a fifth of employed residents are paid below the London Living Wage. The 2015 London Poverty Profile, produced by Trust for London and New Policy Institute, estimates poverty at borough by aggregating 14 scores. Lambeth, overall, is in the 16 least impoverished boroughs.

The age structure of the population in Lambeth is shown in **Figure 4.2** following. The borough has a much higher proportion of people aged between 25 and 35 compared with the average for London. 27% of Lambeth's population fall within this age group compared with 18.5% for London as a whole. Lambeth is also home to a marginally lower proportion of those aged under 20 and those aged over 55 than London as a whole.

Figure 4.2: Age Group Breakdown Projections for Lambeth, 2018

Source: London datastore
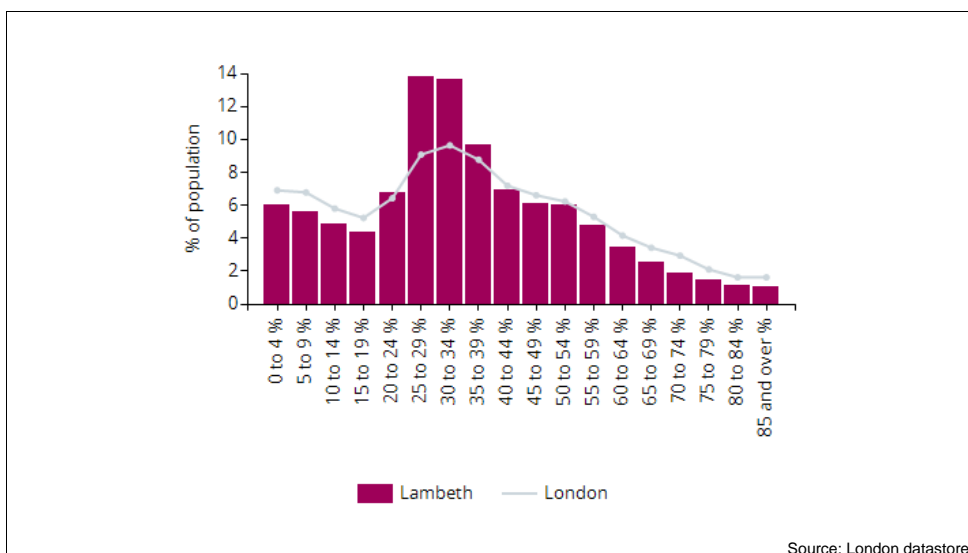
4.6   Flood risk

Flood zones for planning purposes are defined by the Environment Agency, based on the likelihood of an area flooding and are principally along the River Thames, in the North Lambeth area around Waterloo, Vauxhall and the Oval. The three zones are:

- **Flood Zone 1** has less than 0.1% chance of flooding in any year (or 1:1000-year chance). There are very few restrictions on development these areas, exception where proposed development over 1ha in size, or is in a Critical Drainage Areas (i.e. deemed to be at high risk of flooding from rainfall).

- **Flood Zone 2** has between 0.1% – 1% chance of flooding from rivers in any year (between 1:1000 and 1:100 chance).

- **Flood Zone 3** has 1% or greater probability of flooding from rivers.

The flood risk zones in the London Borough of Lambeth are illustrated in **Figure 4.3** following. More information on water resources in the borough is provided in **Section 4.14** below.

Figure 4.3: Flood Risk Areas in the London Borough of Lambeth

Source: The Environment Agency

4.7   Geology and soils

The Borough is within the London Basin, bounded by chalk uplands: to the south by the North Downs and to the north by the Chiltern Hills.

The geology and soils of the Borough are illustrated in **Figure 4.4** following.

Figure 4.4: Geology and Soils in the London Borough of Lambeth

Source: London Borough of Lambeth
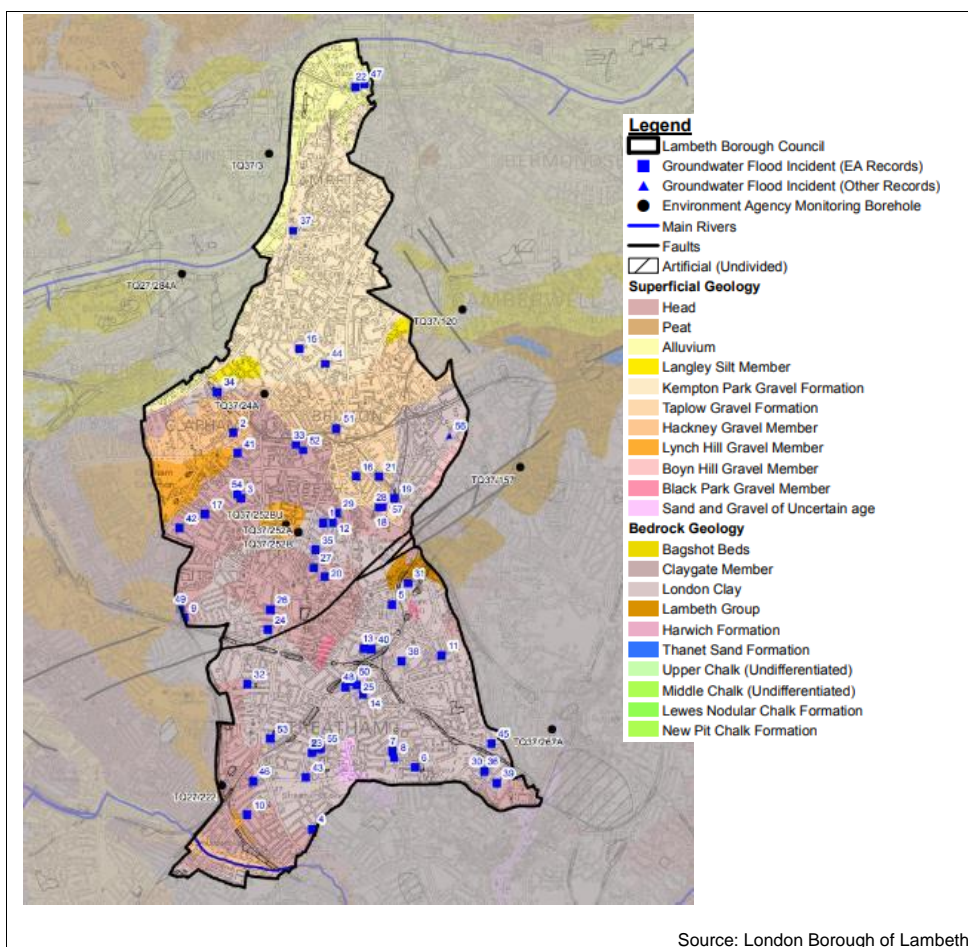
4.8   Historic Environment

The London Borough of Lambeth has a rich architectural heritage with many special places and buildings from throughout Lambeth's history. 62 areas, covering approximately a third of the borough, are designated as conservation areas, recognising their special architectural or historic interest and their character and appearance.

Over 2,300 buildings and structures in Lambeth are nationally listed for their special historical or architectural interest. In addition, 8 open spaces in Lambeth are on Historic England's Register of Parks and Gardens.

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4.9   Materials and waste

The London Plan projects that, by 2031, Lambeth will be producing 342,000 tonnes of municipal and commercial/industrial waste every year. It requires Lambeth to manage 313,000 tonnes of this each year within its boundaries by that time. Lambeth has several sites currently used for waste management, but these do not have the capacity to manage this quantity of waste.

All of Lambeth's residual municipal waste is transformed into energy at the Belvedere facility in the London Borough of Bexley.

4.10   Mental and physical wellbeing

Lambeth fares comparatively worse for health inequalities when compared nationally. The burden of ill-health results from lifestyle issues as well as resulting diseases and/or long-term conditions such as heart disease and cancer. Life expectancy in Lambeth is improving but is still about one and a half years lower for both men and women compared to England as a whole. However, in some of the most deprived wards in Lambeth life expectancy is five and three years lower than for England for men and women respectively. This reflects the significant adverse effect of poverty and deprivation on health.

The effects of environmental issues on health are more concentrated in certain parts of the borough. For example, town centres and other areas with traffic congestion experience poorer air quality with consequent impacts for people vulnerable to respiratory and heart conditions.

4.11   Natural Capital and Natural Environment

Lambeth has identified ten priority habitats and seven priority species for the borough. There are currently 48 designated Sites of Importance for Nature Conservation (SINCs) and the SINC review recommends another three sites for SINC designation. Several bat records from Vauxhall Pleasure Gardens in 2013 suggest the open space may have some value as commuting or foraging resource. Hedgehogs are a London and Lambeth Priority Species, with numbers falling due to habitat fragmentation and availability of food. Lambeth appears from these records to have several hedgehog hotspots, located around Norwood Park, Tulse Hill and Brockwell Park.

There are no European Sites within a 10 km radius of Lambeth.

4.12   Noise and vibration

Little information is available on noise and vibration generally across the Borough. **Figure 4.4**. following shows estimated levels of road traffic noise, which is the primary noise source in most parts of the Borough. This is based on the strategic noise mapping exercise undertaken by the Government in 2012, and shows results are shown for LAeq,16h, which is the annual average noise level (in dB) for the 16-hour period between 0700-2300.

Figure 4.4: LAeq 16-hour road traffic noise levels in London Borough of Lambeth 2012

Source: http://extrium.co.uk/noiseviewer.html
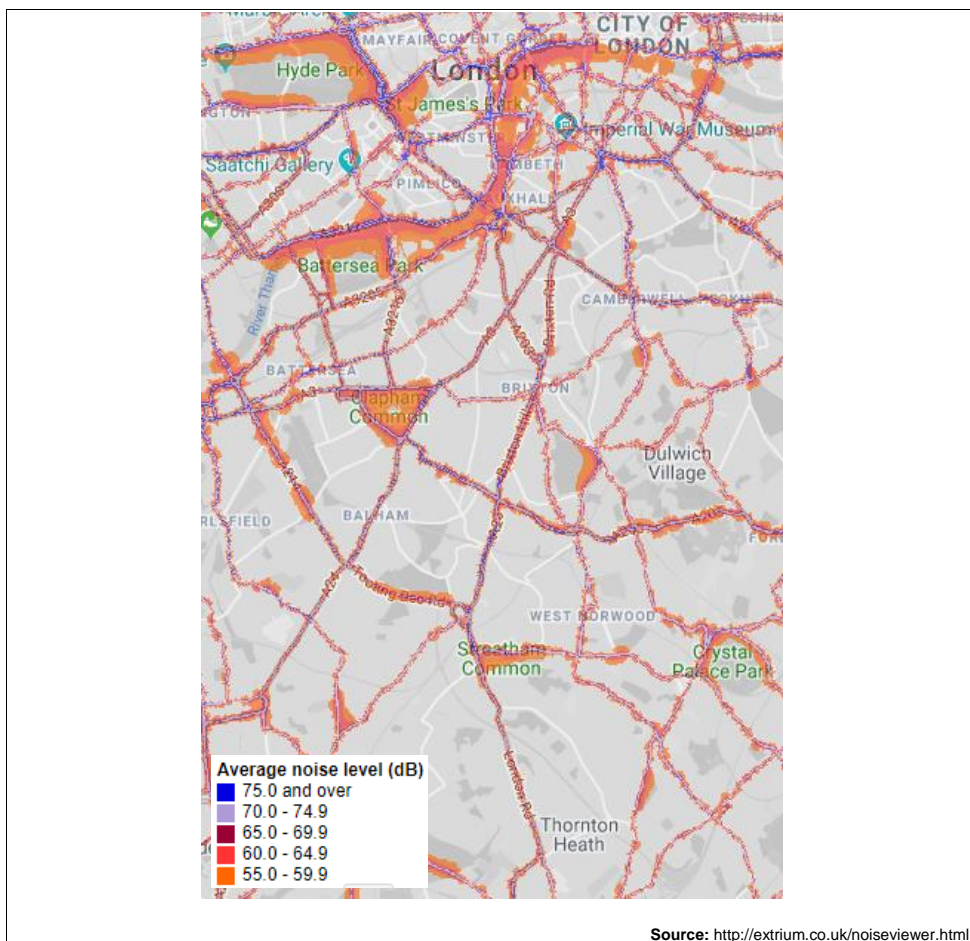
As can be seen, as the principal source of noise in Lambeth is road traffic, the main areas affected are where sensitive receptors are close to the main road network, e.g. Vauxhall Cross, Waterloo and Clapham Common.

The TfL MTS LIP3 Borough Datapack indicates that the amount of traffic on roads in Lambeth may reduce by up to 20% by 2014, due to the MTS policies. However, this reduction would not be sufficient to lead to a significant decrease in noise from road traffic.

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4.13   Safety and security

From September 2010 to September 2018, overall crime level remained stable across Lambeth. The three most common crimes are notably theft and handling, violence against the person and burglary. The levels of theft and handling crimes in Lambeth have been unsteadily decreasing in the 2017/2018 period and are in line with the average of London Boroughs.

There is a spatial dimension to crime within the borough, with crime incidents, particularly incidents of violent crime, concentrated in places with high deprivation as well as around public transport interchanges. Young people are more likely to be both victims and perpetrators of violent crime and those aged 13-21 are more likely to be victims of personal robbery.

4.14   Water resources and quality

Several surface water features have shaped the topography of the London Borough of Lambeth.

The rivers within the borough include:

- The River Effra, described as a lost river of London, is culverted along its entire course and flows entirely underground. The River Effra rises to the south of the borough near Crystal Palace, and flows in a northerly direction through Norwood Cemetery, Dulwich, Herne Hill, Brockwell Park, Brixton, Kennington to flow out into the Thames by Vauxhall Bridge.

- The River Graveney, a tributary to the River Wandle, runs through the Streatham / Norbury area to the southern extent of the borough, joining the Wandle at South Wimbledon. The watercourse is canalised throughout the study area having artificial banks and bed.

The Tidal River Thames forms part of the northern boundary of the Lambeth BC area, flowing north eastwards from Nine Elms and Vauxhall in the west to the Oxo Tower in the east. The River Thames is a key local and regional asset, used and valued equally by local communities, workers and visitors, and flora and fauna. Lambeth's riverside is increasingly used to celebrate public events, often using the River Thames as a London focus. The river, with its piers, is also increasingly important as a mode of transport for people and freight.

5.0   SEA Objectives and Framework

5.1   Objectives

Temple and Steer have confirmed with Lambeth Council that it is happy to use the TfL/GLA framework that was developed to satisfy SEA requirements for plans and strategies produced by the Mayor of London as the basis for the current assessment.

We have also taken account of the Scoping Report that was produced by London Borough of Lambeth[13] and consulted on with the statutory environmental bodies, together with the responses received from them.

The objectives against which the proposals set out in the LIP have been evaluated are set out in **Table 5.1** below.

Table 5.1: TfL/GLA environmental objectives for SEA

Environmental topic	TfL/GLA Objective
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population
Green Infrastructure	To create, manage and enhance green infrastructure
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities
Mobility	To integrate planning and transport decisions, reduce reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and use of public transport.

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[13]   London Borough of Lambeth (2108) - **Strategic Environmental Assessment of Lambeth's Draft Transport Strategy & Third Local Implementation Plan: Draft Scoping Report** – August 2018

Environmental topic	TfL/GLA Objective
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the services and benefits it provides, delivering a net positive outcome for biodiversity
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure
Provision of essential infrastructure	To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.
Regeneration and efficient use of land	To stimulate regeneration that maximises benefits to the most deprived areas and communities, and to improve efficiency in land use through the re-use of previously developed land and existing buildings, taking into account constraints such as contaminated land.
Safety and security	To contribute to safety and security and generate the perceptions of safety
Tackling worklessness	To increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.

We will review the baseline information collated, together with the outcomes of the Integrated Impact Assessment undertaken for MTS3 and other information on the specific proposals likely to come forward through the LIP to identify the existing sustainability issues that are relevant.

5.2   Alternatives

To meet the requirements of the SEA Regulations, it is also necessary to identify reasonable alternatives to the proposals presented in the LIP, and meaningful comparisons made of the environmental implications of each. Experience tells us that, in the context of LIPs delivering the policies and proposals already identified in the MTS, it can be assumed that the only real reasonable alternative to the LIP proposals is the "do-nothing" scenario. On this basis, we do not propose to manufacture other alternatives simply for comparison in the SEA.

The proposals set out in the LIP have been identified through a structured appraisal and evaluation of candidate projects developed over the last 3 years. Project ideas were generated through discussion with internal stakeholders, considering the council's Borough Plan objectives and other related priorities. In parallel, the Council reviewed the transport evidence base identify key issues to be addressed and trends such as clusters of accidents or locations where high traffic speeds were consistently recorded. The public and key stakeholders were also consulted on these matters.

Lambeth Council then combined the evidence base and stakeholder feedback to identify correlations. This generated a 'long list' of projects for further evaluation using multicriteria analysis, scoring each against a range of local and Mayoral priorities as well as deliverability, value for money, and synergies with existing programmes. The resulting prioritised list of schemes is the basis of the 3-year programme set out in the LIP.

5.3   Habitats Regulations Assessment

As well as SEA, the LIP may also require a Habitats Regulations Assessment (HRA), as set out in the Conservation of Habitats and Species Regulations 2010 (as amended) if it is likely to have significant effects on European habitats or species.

As is noted in **Section 4.11** above, there are no European sites within 10km of Lambeth. As there is no proximity to such areas in relation to the proposals set out in the LIP, and the characteristics of the proposals, it is concluded that no significant environmental effects on such protected areas that may affect their conservation objectives will be likely to arise from implementation of the LIP. On this basis, no further assessment has been undertaken.

5.4 SEA Framework Matrices

5.4.1 Approach

To evaluate the effects of the Strategy and LIP, Temple and Steer have used the adapted GLA SEA framework matrix on the following pages. The four guiding principles of the Strategy, together with the outcomes and actions are assessed in turn.

The likely effects of implementing the plan and strategy has been based on the professional judgements of our SEA team, evidenced by information from the LIP3 MTS Outcomes Borough datapack that was provided to the London Boroughs by TfL. This datapack was based on transport modelling that was completed by TfL to inform the third MTS. The results of this modelling are useful in informing the assessment, given that purpose of the LIP is to implement the MTS is a borough. It should be noted that the results of the modelling cannot be used directly, as it was only conducted at a strategic level, with the purpose of obtaining London-wide results. As such, borough-specific outputs are not available. Furthermore, this modelling takes into account the entire MTS, only some of which may be reflected in the LIP.

Notwithstanding the above, the results of the MTS modelling provide an indication of the likely direction and scale of change expected as a result of the MTS policies. As such, by considering what proportion of the scenario modelled for the MTS is directly related to LIP policies, we gain insights into their potential effects.

This is made easier as various packages were modelled for the MTS, as described in **Table 5.2** below. Package A is the reference case, largely reflecting business as usual. Various packages were then modelled on top of this, with each subsequent package being cumulative (so for example, Package C includes the measures in Packages A and B plus some additional measures).

Table 5.2: Description of packages modelled for the MTS

Package	Description
Package A: Core reference case	The core reference case includes funded public transport and highway schemes and likely changes in London's land use and economy. It assumes the latest available projections of population and employment from the GLA as well as Government assumptions on changes in the wider economy, and current funded schemes. A scheme list is provided in Appendix 1 and a summary of key schemes is provided below: • Current view of funded National Rail2 schemes, HLOS programme, Thameslink programme, HS2, West Anglia and Great Western improvements. • The opening of the Elizabeth Line in 2019, the Northern Line Extension and Tube upgrades to the Victoria, Jubilee, Northern and Sub Surface Lines. • DLR, Trams, London Overground and bus service improvements. • TfL's Road Modernisation Plan, cycling infrastructure schemes and the introduction by 2020 of the Central London Ultra Low Emission Zone (ULEZ). Wider assumptions have been made about policies relating to aspects such as fares, fuel costs and car parking.

Package	Description
Package B: Optimising the network	One of the main challenges identified in the core reference case is continued traffic dominance with highway congestion affecting bus speeds. Package B aims to enhance the existing network through bus priority schemes the reallocation of road space in areas of high place value identified by the Street Types for London. It also includes frequency improvements to some rail services. A summary of key schemes is provided below: • Bus priority schemes, enabling faster journey times in Central London; low emission bus zones; and high frequency links; • 30 trains per hour on the Elizabeth Line; • Some selected National Rail and London Overground improvements; • Tram frequency uplifts; and • 10 to 30 per cent reduction in highway capacity on the highway links with the highest value ('place') as identified in Street Types for London.
Package C: Incremental expansion	Crowding on the Tube, Elizabeth Line, DLR, London Overground, Trams and National Rail is a key challenge in the core reference case because funded improvements do not go beyond the mid-2020s and demand for travel will increase. Building upon the improvement schemes included in package B, package C aims to reduce crowding, encourage further mode shift from the car and increase public transport demand. London can also maximise the benefits of National Rail in south London by creating a London Suburban Metro. These schemes represent improvements that require line or track upgrades and new rolling stock but not new rail lines. A summary of key schemes is provided below: • Deep Tube upgrade & World Class Capacity programmes including upgrades to the Bakerloo, Central, Waterloo & City, Piccadilly, Jubilee and Northern Lines; • Creating a London Suburban Metro; • Further National Rail investment including upgrades to West Anglia mainline, Brighton mainline, Chiltern Line and new stations; • 30 trains per hour on the DLR; • London Overground frequency increases; and • Construction of the Silvertown Tunnel and associated bus improvements.
Package D: New connections	New public transport connections are needed to unlock growth in jobs and homes, provide an improved public transport service and reduce crowding. These schemes also support further agglomeration benefits in London's economy. A summary of key schemes is provided below: • Crossrail 2, linking Surrey and Hertfordshire with two new 37 kilometre tunnels from Wimbledon to Tottenham Hale and New Southgate; • Bakerloo Line Extension to Lewisham and beyond; • Elizabeth Line extension to Slade Green; • DLR extensions from Gallions Reach; • London Overground extensions and strategic interchange investment including to Barking Riverside and Abbey Wood, and to Hounslow; • Tram extension from South Wimbledon to Sutton; and • Further bus network development.
Package E: Traffic reduction	Package E contains a range of measures to reduce traffic and achieve Healthy Streets for London. A summary of key schemes is provided below: • Further road space reallocation to walking, cycling and bus priority in order to reduce traffic dominance and deliver Healthy Streets for London. • Further increases in parking charges, limits on free commuter parking or a work place parking levy; • Measures to accelerate the rate of car ownership reduction resulting in a quarter of a million fewer cars owned in London; and • Measures to limit the growth of freight traffic, so that HGV traffic does not rise, and van traffic grows only in line with population.

Package	Description
Package F: Longer term changes to the way road use is paid for	Changes to the way road use is paid for in the longer term could help achieve an 80 per cent mode share for walking, cycling and public transport. A summary of the illustrative measures included is provided below: • An indicative distance-based charge. The inner London distance-based charge assessed was twice the outer London charge per kilometre; and • Measures to encourage green technology uptake.

Source: Transport for London, Mayor's Transport Strategy: Supporting Evidence Outcomes Summary Report, July 2017

The definitions of the packages are shown in the table below. It can be seen that there are elements in most of the packages that reflect what is contained in the LIP. However, it is Package E that is most closely related to what is proposed in the LIP. As such, whilst recognising that this is a simplistic approach, examining the marginal impact that Package E has provides a rough indication of the potential direction and magnitude of the impact of the LIP.

Figure 5.1 following shows that on a London-wide basis, Package E accounts for a large proportion of the overall reduction of vehicle-kilometres travelled in the morning peak hour. As such, it is likely that the policies in the Lambeth Transport Strategy and LIP are likely to result in a significant decrease in vehicle-kilometres travelled.

Figure 5.1: Change in London morning peak hour vehicle kilometres, 2015 to 2041 for packages A to F
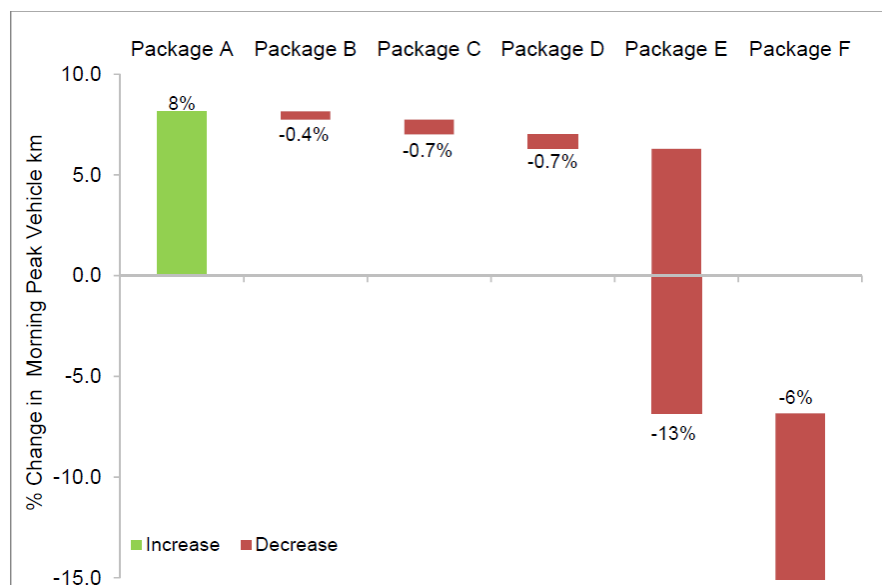
Source: Transport for London (2017) -, Mayor's Transport Strategy: Supporting Evidence Outcomes Summary Report, July 2017

For public transport use, **Figure 5.2** following shows that the expected London-wide increase is primarily associated with Package A. However, Package E is expected to further increase public transport use, albeit by a smaller amount. This indicates that the policies in the Lambeth Transport Strategy and LIP are likely to result in an increase in public transport usage.

Figure 5.2: Change in 12-hour public transport passenger kilometres, 2015 to 2041 for packages A to F
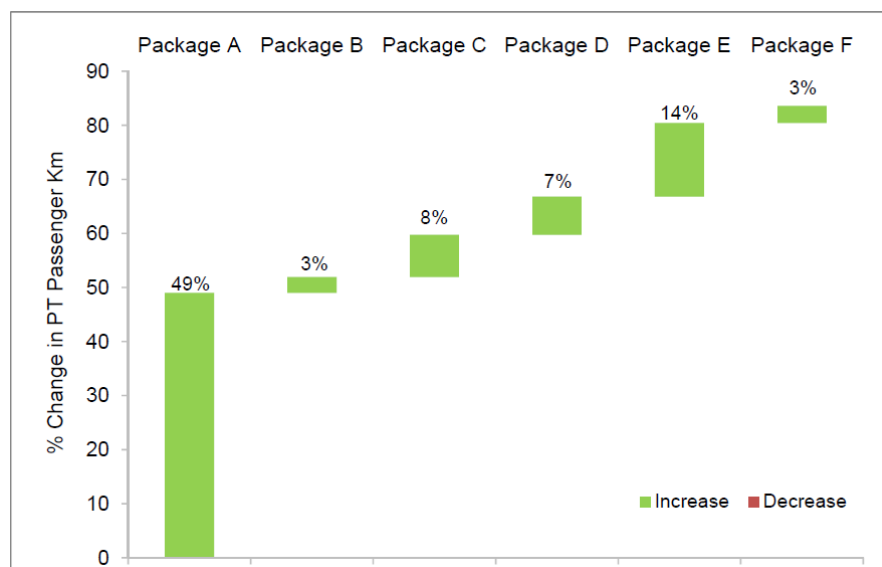
Source: Transport for London (2017) - Mayor's Transport Strategy: Supporting Evidence Outcomes Summary Report, July 2017

In terms of greenhouse gas and local air pollutant emissions from transport, **Figure 5.3** following shows that there is a noticeable decrease between Package D and Package E, which shows that the marginal impact of Package E is positive. However, this should be viewed in the context of a very large reduction between the existing situation and Package A, primarily due to factors such as technological changes. As such, relative to the existing situation, the marginal emission reductions due to Package E are very small. This means that the impacts of the policies in the Lambeth Transport Strategy and LIP are likely to the positive in this regard, however at a very small scale when compared to the existing situation.

Figure 5.3: CO₂, PM₂.₅, PM₁₀ and NOₓ emissions from road-based transport, 2041 for packages A to F
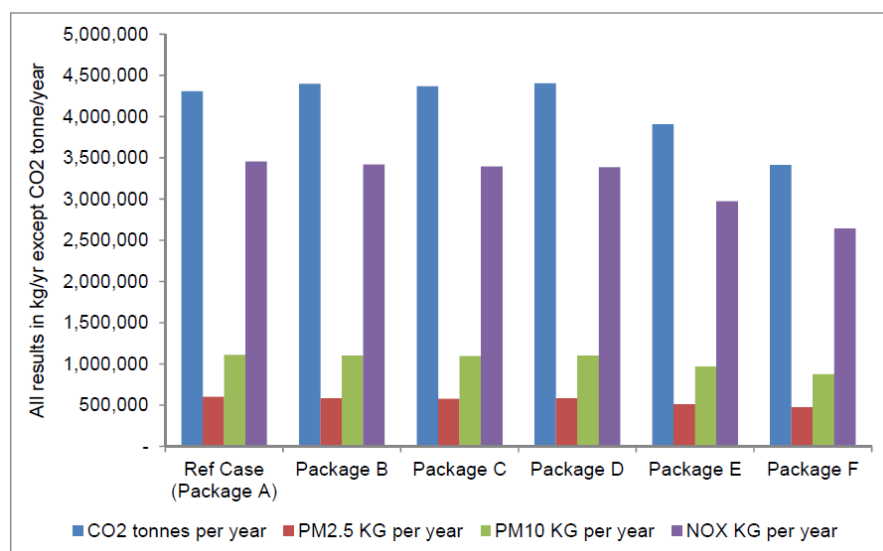
Source: Transport for London (2017) - Mayor's Transport Strategy: Supporting Evidence Outcomes Summary Report, July 2017

In the SEA framework matrix, effects have been evaluated using the following scale, as set out in **Table 5.3**:

Table 5.3: Scale to be used for Evaluation of Environmental Effects in the SEA

Scale of effect		Definition
+ +	Major positive effect	Strategy/LIP contributes greatly towards achieving the SEA objective/Significant Effect
+	Minor positive effect	Strategy/LIP contributes to achieving the SEA objective
0	Neutral or no effect	Strategy/LIP does not impact upon the achievement of the SEA objective
-	Minor negative effect	Strategy/LIP conflicts with the SEA objective
- -	Major negative effect	Strategy/LIP greatly hinders or prevents the achievement of the SEA objective/Significant Effect
?	Uncertain	Strategy/LIP can have positive or negative effects but the level of information available at a time of assessment does not allow a clear judgement to be made

5.4.2   Principle 1: Growing

This principle in the strategy is to support new homes, jobs and investment through improved transport infrastructure and services. The strategic outcomes associated with this are:

- A radical overhaul of rail services delivers a high frequency 'metro' style service at rail stations.

- The vast majority of new trips in Lambeth are made on foot, by cycle or using public transport and the impact of development related traffic is minimised.

- Lambeth's major town centres and opportunity areas benefit from the highest quality public realm, driving investment and attracting business and visitors from all over the world.

The priority actions that will be implemented to achieve these outcomes are:

- Supporting the Mayor of London in lobbying for rail devolution while working with industry stakeholders to deliver service enhancements.

- Working with industry stakeholders and through the planning process to secure improvements to capacity, access and interchange at Waterloo, Vauxhall and Brixton stations and investigate options for an additional Overground station in the borough.

- Using Planning Authority powers to secure car free development and improvements to the transport network.

- Requiring development to prioritise safety and environmental protection during construction and protect local streets from development related traffic.

- Working with TfL to deliver major improvements at Vauxhall Cross, Waterloo IMAX, Lambeth Bridge, Streatham Hill and Tulse Hill gyratory and identify and promote further improvements across Lambeth.

Table 5.3 following sets out the assessment of this principle.

Table 5.3: Principle 1: Growth - SEA Matrix

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Support new homes, jobs and investment through improved transport infrastructure and services.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM_{10}, NO_x, NO_2)?	Metro services increase demand for rail travel and help mode shift from cars. Minimising car travel from new developments will help reduce growth in emissions.	+	None required
		Will it help to achieve national and international standards for air quality?	Mode shift is not likely to be sufficiently great to give a significant improvement in air quality in addition to that due to changes in vehicle technology.	0	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Mode shift is not likely to be sufficiently great to reduce number of people exposed to poor air quality in addition to that due to vehicle technology.	0	None required
		Will it result in air quality changes which negatively impact the health of the public?	Mode shift will not have a negative impact on health.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Mode shift is not likely to be sufficiently great to reduce number of people exposed to poor air quality in addition to that due to changes in vehicle technology.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal
			Support new homes, jobs and investment through improved transport infrastructure and services.

			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	Mode shift is not likely to be sufficiently great to reduce number of people exposed to poor air quality in addition to changes in vehicle technology.	0	Consider traffic management measure to reduce traffic flows in areas with high concentrations of vulnerable people
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Changes to services will not lead to physical changes but may enhance accessibility. Greater emphasis on walking, cycling, public transport and urban realm will positively impact these factors. Parking controls will enable many of these improvements.	++	None required
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Changes to services will not lead to physical changes but may enhance accessibility. Greater emphasis on walking, cycling, public transport and urban realm will positively impact these factors. Parking controls will enable many of these improvements and improve access.	++	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Support new homes, jobs and investment through improved transport infrastructure and services.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	Changes to services will not lead to physical changes. Mode shift is not likely to be sufficiently great to impact on these in addition to changes in vehicle technology.	0	None required
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	Changes to services will not lead to physical changes. Mode shift is not likely to be sufficiently great to impact on these factors in addition to changes in vehicle technology.	0	None required
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	Changes to services will not lead to physical changes. Mode shift is not likely to be sufficiently great to impact on these factors in addition to changes in vehicle technology.	0	None required
		Will it improve access to services during severe weather events?	Changes to services will improve access, but not to a significant extent. Mode shift is not likely to be sufficiently great to impact on this.	+	None required
		Will it reduce exposure to heat during heatwaves?	Not applicable	0	None reuiired

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Support new homes, jobs and investment through improved transport infrastructure and services.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it enable those vulnerable during severe weather events to recover?	Not applicable	0	Not required
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	Mode shift is not likely to be sufficiently great to give a significant reduction in GHG emissions in addition to that due to changes in vehicle technology.	+	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	Mode shift is not likely to be sufficiently great to give a significant reduction in GHG emissions in addition to that due to changes in vehicle technology.	+	None required
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	Mode shift should lead to greater energy efficiency.	+	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Mode shift should lead to greater energy efficiency in transport	+	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs)	?	Encourage LO and TOCs to procure greater proportion of energy from renewable sources for traction

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal		
			Support new homes, jobs and investment through improved transport infrastructure and services.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs)	?	Encourage LO and TOCs to procure greater proportion of energy from renewable sources for traction
		Will it provide infrastructure to make a better use of renewable energy sources?	This is dependent on the energy procurement policies of London Overground (LO) and other train operating companies (TOCs)	?	Encourage LO and TOCs to procure greater proportion of energy from renewable sources for traction
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	No direct effect	0	None required
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Metro services increase accessibility. Greater emphasis on walking, cycling and public transport will increase accessibility for these groups.	+	None required
Green Infrastructure	To create, manage and enhance green infrastructure	Will the policy: • enhance/create good quality and accessible green infrastructure or open spaces? • promote increased access to green infrastructure where appropriate?	Changes to services will not lead to physical changes but enhances accessibility by more energy efficient mode. Greater emphasis on walking, cycling and public transport will support this.	+	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Support new homes, jobs and investment through improved transport infrastructure and services.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Changes to services will not lead to physical changes. Greater emphasis on walking, cycling and public transport will support this.	0	None required
		Will it improve the wider historic environment and sense of place?	Changes to services will not lead to physical changes. Greater emphasis on walking, cycling and public transport will support this.	0	None required
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Changes to services will not lead to physical changes but may enhance accessibility to the historic environment. Greater emphasis on walking, cycling and public transport will support this.	+	None required
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Changes to services will not lead to physical changes. Greater emphasis on walking, cycling and public transport will support this.	+	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal
			Support new homes, jobs and investment through improved transport infrastructure and services.
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**

Topic	Objective	Assessment guide questions	Assessment	Scale of Effect	Mitigation or Enhancement
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport?	Metro services increase demand for rail travel and help mode shift from cars, hence reducing emissions. Greater emphasis on walking, cycling and public transport will support this.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Mode shift is unlikely to be sufficient for a significant improvement in active travel and reduction of emissions in addition to that due to changes in vehicle technology.	0	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Mode shift is unlikely to be sufficient for a significant improvement in poor air quality in addition to that due to changes in vehicle technology.	0	None rquired
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	No direct effects.	0	None required
		Will it improve access to greenspaces for recreational and health benefits?	Service changes will lead to improved accessibility. Greater emphasis on walking, cycling and public transport will lead to improved accessibility and more active travel.	+	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Support new homes, jobs and investment through improved transport infrastructure and services.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Mode shift is unlikely to be sufficient for a significant improvement in these factors in addition to that due to changes in vehicle technology.	0	None required
Mobility	To integrate planning and transport decisions, reduce reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and use of public transport.	Will the strategy/policy… • encourage a modal shift to more sustainable forms of travel: walking, cycling and public transport as well as encourage efficiency (e.g. through car sharing)? • encourage greater efficiency in the transport network, such as through higher load factors? • integrate new development, especially residential development, with sustainable transport choices? • improve accessibility to work by public transport, walking and cycling? • reduce road traffic accidents, especially involving cyclists?	Service changes will contribute to these factors, although direct effects on cycle safety will be limited. Greater emphasis on walking, cycling and public transport will support these factors. Integration will come through low / car-free developments; construction and freight safety mitigations will go some way to reduce dominance of large vehicles.	+	None required
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the	Will it enhance the potential for the green space network to provide ecosystem services?	No direct effects.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal
			Support new homes, jobs and investment through improved transport infrastructure and services.

			Assessment	Scale of Effect	Mitigation or Enhancement
	services and benefits it provides, delivering a net positive outcome for biodiversity	Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	No direct effects.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	No direct effect.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	No direct effect.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	Better quality public realm in major town centres and opportunity areas potentially will support this.	0	None required
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	Better quality public realm in major town centres and opportunity areas will support this.	+	None required
		Will it result in a greener public realm that can enhance mental health benefits?	Better quality public realm in major town centres and opportunity areas will support this.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal
			Support new homes, jobs and investment through improved transport infrastructure and services.

			Assessment	Scale of Effect	Mitigation or Enhancement
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	Service changes will lead to improved accessibility. Greater emphasis on walking, cycling and public transport will support this.	+	None required
		Will it reduce levels of noise generated?	Mode shift is unlikely to be sufficient to reduce noise levels	0	None required
		Will it reduce inequalities in exposure to ambient noise?	Mode shift is unlikely to be sufficient to reduce noise levels.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Mode shift is unlikely to be sufficient to reduce noise levels	0	None required
		Will it reduce night time noise in residential areas?	Mode shift is unlikely to be sufficient to reduce noise levels	0	None required
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Mode shift is unlikely to be sufficient to reduce noise levels	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Mode shift is unlikely to be sufficient to reduce noise levels	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal
			Support new homes, jobs and investment through improved transport infrastructure and services.

			Assessment	Scale of Effect	Mitigation or Enhancement
Provision of essential infrastructure	To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.	Will the strategy/policy ensure that appropriate infrastructure keeps pace with population growth, in particular: • transport • green infrastructure • flood defences	Service changes increase capacity to accommodate growth. Less emphasis on road traffic will increase capacity to accommodate growth by making more efficient use of available road infrastructure.	+	None required
Regeneration and efficient use of land	To stimulate regeneration that maximises benefits to the most deprived areas and communities, and to improve efficiency in land use through the re-use of previously developed land and existing buildings, taking into account constraints such as	Will the strategy/policy… • have benefits to the most deprived areas and communities? • help make people feel positive about the area they live in? • ensure the provision of adequate quantities and type of public realm? • protect the Borough's soil resource?	Service changes will contribute to these factors, although there will be no direct impact on soil resource. Greater emphasis on walking, cycling and public transport will support this. Better quality public realm in major town centres and opportunity areas will support this.	+	None required
Safety and security	To contribute to safety and security and generate the perceptions of safety	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	No physical changes due to service changes. Greater emphasis on walking, cycling and public transport will support this through increased natural surveillance.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal
			Support new homes, jobs and investment through improved transport infrastructure and services.
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Tackling worklessness	To increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.	Will the strategy/policy… • improve accessibility to employment, especially for local people? • Help all young people have opportunities to achieve their ambitions?	Service changes will improve accessibility for these groups. Greater emphasis on walking, cycling and public transport will support these factors.	+	None required

5.4.3   Principle 2: Inclusive

This principle is intended to make Lambeth's transport network more inclusive and accessible. The strategic outcomes associated with this are:

- The transport network in Lambeth is accessible to all.

- Pedestrians have genuine priority on Lambeth's streets, with the whole street environment tailored to their needs.

- In Lambeth there is One Public Realm, with seamless access to all streets and public spaces, regardless of housing tenure or land ownership.

The priority actions to implement this will be:

- Streetscape design guidance published by Lambeth Council setting out how it will design our streets and public realm with an emphasis on inclusive access.

- Proactively developing designs to deliver step free access at key stations and working with industry stakeholders to promote these.

- Reviewing the pedestrian environment adjacent to public transport hubs and delivering improvements.

- Prioritising car parking for disabled people, recognising the critical role cars will continue to play to enable mobility for people for whom walking, cycling or public transport are not available options.

- Working with TfL to increase priority for pedestrians at signalised crossing and junctions, including reviewing wait times.

- Enabling cycling for people who do not own a bike and provide secure, on-street cycle parking on residential streets for those without other storage options.

- Lobbying central government to support changes to highway legislation allowing people who rely on mobility scooters to use cycle lanes and tracks.

- Creating and delivering innovative schemes and training programmes to promote walking and cycling for the whole community and reach out to disadvantaged groups.

- Identifying and delivering measures to improve access to walking and cycling for Lambeth's residents on housing estates.

Table 5.4 following sets out our assessment of this principle.

Table 5.4: Principle 2: Inclusive - SEA Matrix

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM_{10}, NO_x, NO_2)?	No direct impact of traffic flows or air pollution.	0	None required
		Will it help to achieve national and international standards for air quality?	No direct impact of traffic flows or air pollution.	0	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Pedestrian activity may be further away from emission sources.	+	None required
		Will it result in air quality changes which negatively impact the health of the public?	No worsening of air quality arising from this.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	No direct impact of traffic flows or air pollution.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	Pedestrian activity may be further away from emission sources.	+	Focus public realm improvements near schools, outdoor play areas, care homes and hospitals.
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Giving pedestrians genuine priority will support these factors. Lambeth Streetscape Guidance will support this objective.	+	None required
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Giving pedestrians genuine priority will support these factors. Lambeth Streetscape Guidance will support this objective.	+	None required
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	No direct impact of traffic flows or GHG emissions.	0	None required
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	No direct impact of traffic flows or GHG emissions.	0	Public realm proposals could include opprotunities for shelter from extreme weather events.

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Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	No direct effects on health inequalities.	0	None required
		Will it improve access to services during severe weather events?	No specific improvement.	0	None required
		Will it reduce exposure to heat during heatwaves?	Dependent on specific proposals	?	Public realm proposals could include opprotunities for shelter from extreme weather events.
		Will it enable those vulnerable during severe weather events to recover?	Dependent on specific proposals	?	Public realm proposals could include opprotunities for shelter from extreme weather events.
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	No direct impact on traffic or GHG emissions	0	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	No direct effect on health inequalities	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	No direct impact on energy demand.	0	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	No direct impact on energy demand	0	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Not applicable	0	None required
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	Dependent on specific proposals	?	Public realm proposals could include additional charging points for electric vehicles.
		Will it provide infrastructure to make a better use of renewable energy sources?	Dependent on specific proposals	?	Public realm proposals could include additional charging points for electric vehicles.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	No direct impacts	0	None required
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Giving pedestrians genuine priority will support these factors.	+	None required
Green Infrastructure	To create, manage and enhance green infrastructure	Will the policy: • enhance/create good quality and accessible green infrastructure or open spaces? • promote increased access to green infrastructure where appropriate?	Giving pedestrians genuine priority will support these factors.	+	None required
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Dependent on specific proposals	?	Prioritise urban realm improvements in areas of historic and cultural value.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it improve the wider historic environment and sense of place?	Dependent on specific proposals	?	Prioritise urban realm improvements in areas of historic and cultural value.
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Dependent on specific proposals	?	Prioritise urban realm improvements in areas where vulnerable communities and at-risk groups are present.
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Dependent on specific proposals	?	Prioritise urban realm improvements in areas of valued/important historic environment and streetscape settings.
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport?	This will support these factors, although mode shift is unlikely to be sufficient to significantly reduce emissions in addition to that due to changes in vehicle technology.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	This will support these factors.	+	None required

Topic	Objective		Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
				Assessment	**Scale of Effect**	**Mitigation or Enhancement**
			Will it reduce at risk and vulnerable groups' exposure to poor air quality?	This will support these factors, although mode shift is unlikely to be sufficient to significantly reduce exposure to poor air quality in addition to that due to changes in vehicle technology.	+	Focus urban realm improvements in areas with poor air quality and where vulnerable groups are present.
			Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	No direct impact.	0	None required
			Will it improve access to greenspaces for recreational and health benefits?	This will support these factors	+	None required
			Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	This will support these factors, although mode shift is unlikely to be sufficient to significantly reduce climate effects or exposure to poor air quality in addition to that due to changes in vehicle technology.	+	Focus urban realm improvements in areas with poor air quality and where vulnerable groups are present.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Mobility	To integrate planning and transport decisions, reduce reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and use of public transport.	Will the strategy/policy… • encourage a modal shift to more sustainable forms of travel: walking, cycling and public transport as well as encourage efficiency (e.g. through car sharing)? • encourage greater efficiency in the transport network, such as through higher load factors? • integrate new development, especially residential development, with sustainable transport choices? • improve accessibility to work by public transport, walking and cycling? • reduce road traffic accidents, especially involving cyclists?	Measures will improve accessibility, both on the public highway and in new developments. This will support these factors.	+	None required
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the	Will it enhance the potential for the green space network to provide ecosystem services?	This is unlikely to have a direct impact on these factors.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	services and benefits it provides, delivering a net positive outcome for biodiversity	Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	This is unlikely to have a direct impact on these factors.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	This is unlikely to have a direct impact on these factors.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	This is unlikely to have a direct impact on these factors.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	Dependent on specific proposals.	?	Include green infrastructure in public realm proposals.
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	This will support these factors.	+	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it result in a greener public realm that can enhance mental health benefits?	Dependent on specific proposals.	?	Include green infrastructure in public realm proposals.
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	This will support this factor	+	None required
		Will it reduce levels of noise generated?	Mode shift is unlikely to be sufficient to significantly reduce noise levels.	0	None required
		Will it reduce inequalities in exposure to ambient noise?	Mode shift is unlikely to be sufficient to significantly reduce noise levels.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Mode shift is unlikely to be sufficient to significantly reduce noise levels.	0	None required
		Will it reduce night time noise in residential areas?	Mode shift is unlikely to be sufficient to significantly reduce noise levels.	0	None required
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Mode shift is unlikely to be sufficient to significantly reduce noise levels.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Mode shift is unlikely to be sufficient to significantly reduce noise levels.	0	None required
Provision of essential infrastructure	To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.	Will the strategy/policy ensure that appropriate infrastructure keeps pace with population growth, in particular: • transport • green infrastructure • flood defences	This will support these factors by ensuring that infrastructure caters for all users.	+	None required
Regeneration and efficient use of land	To stimulate regeneration that maximises benefits to the most deprived areas and communities, and to improve efficiency in land use through the re-use of previously developed land and existing buildings, taking into account constraints such as	Will the strategy/policy… • have benefits to the most deprived areas and communities? • help make people feel positive about the area they live in? • ensure the provision of adequate quantities and type of public realm? • protect the Borough's soil resource?	This will strongly support these factors.	++	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network more inclusive and accessible.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Safety and security	To contribute to safety and security and generate the perceptions of safety	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	This will support these factors	+	None required
Tackling worklessness	To increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.	Will the strategy/policy… • improve accessibility to employment, especially for local people? • Help all young people have opportunities to achieve their ambitions?	This will support these factors	+	None requried

5.4.4   Principle 3: Efficient

This principle is to make Lambeth's transport network efficient, allowing people to make quick and reliable journeys. The strategic outcomes associated with this are:

- Traffic levels will have fallen significantly across the whole borough.

- Strategic roads will prioritise the most space efficient modes (buses and cycles) for longer trips, and the movement of goods.

- Parking for private car owners will not dominate Lambeth's public spaces and Lambeth Council will harness new technology that reduces the need to own a car while retaining control of streets for the public good.

The priority actions to achieve these outcomes are:

- Connecting neighbourhoods with low / no traffic routes for walking and cycling to give people a real alternative to short car trips.

- Working with the Mayor, TfL and other boroughs to investigate options to reduce traffic passing through Lambeth.

- Designing and developing a comprehensive network of strategic cycle corridors as part of Lambeth's Healthy Routes Plan.

- Working with TfL to deliver journey time improvements for bus passengers in Lambeth and seek better east–west bus connections in the south of the borough.

- Trialling innovative measures to reduce the impacts of freight trips in Lambeth.

- Consulting on new Controlled Parking Zones and reviewing existing CPZs, including on alternative uses of the kerbside, and implement parking controls and other mobility solutions as appropriate.

- Working with new transport providers to enable innovative travel services consistent with Lambeth Council's policies and ensuring financial benefits are shared to allow the Council to re-invest in sustainable transport.

Table 5.5 following sets out our assessment of this principle.

Table 5.5: Principle 3: Efficient - SEA Matrix

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM_{10}, NO_x, NO_2)?	Reduction in traffic will reduce pollutant emissions	+	None required
		Will it help to achieve national and international standards for air quality?	Reduction in traffic will reduce pollutant emissions, and in combination with changes in vehicle technology will allow standards to be met.	++	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Reduction in traffic will reduce pollutant emissions, and in combination with changes in vehicle technology will allow standards to be met.	++	None required
		Will it result in air quality changes which negatively impact the health of the public?	Reduction in traffic will reduce pollutant emissions, and in combination with changes in vehicle technology will allow standards to be met.	++	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce the number of premature deaths caused by poor air quality?	Reduction in traffic will reduce pollutant emissions, and in combination with changes in vehicle technology will allow standards to be met.	+	None required
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	Reduction in traffic will reduce pollutant emissions, and in combination with changes in vehicle technology will allow standards to be met.	+	Focus proposals on areas which may have high concentrations of vulnerable people.
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Measures to discourage traffic and promote walking and cycling will support reductions in traffic, which will reduce severance effects.	++	Focus proposals on key streetscapes and townscapes.
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Measures to discourage traffic and promote walking and cycling will support reductions in traffic, which will reduce severance effects.	++	

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Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	Reduction in traffic will reduce GHG emissions, and in combination with changes in vehicle technology will help in this respect.	+	None required
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	Quicker and reliable journeys will help avoid additional stress during extreme weather events.	+	None requried
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	Reduction in traffic will reduce GHG and air pollutant emissions, and in combination with changes in vehicle technology will help in this respect.	+	Focus measures in areas where there are vulnerable groups / communities and at-risk groups
		Will it improve access to services during severe weather events?	Quicker and reliable journeys will help avoid additional stress during extreme weather events.	+	None requried
		Will it reduce exposure to heat during heatwaves?	Quicker and reliable journeys will help avoid additional exposure to heat during extreme weather events.	+	None requried

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it enable those vulnerable during severe weather events to recover?	Quicker and reliable journeys will help avoid additional stress during extreme weather events.	+	None required
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	Reduction in traffic will reduce GHG emissions, and in combination with changes in vehicle technology will help in this respect.	+	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	Reduction in traffic will reduce GHG and air pollutant emissions, and in combination with changes in vehicle technology will help in this respect.	+	Focus measures in areas where there are vulnerable groups / communities and at-risk groups
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	Reduction in traffic will reduce demand and need for energy.	+	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Reduction in traffic will energy efficiency in transport.	+	Focus measures in areas where there are vulnerable groups / communities and at-risk groups

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Dependent on the sources of energy harnessed to support switch to electric vehicles.	?	Procurement of energy from renewable sources to power charging points in the borough.
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	Dependent on the sources of energy harnessed to support switch to electric vehicles.	?	Procurement of energy from renewable sources to power charging points in the borough.
		Will it provide infrastructure to make a better use of renewable energy sources?	This will support this aim.	+	None required
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	Reduction in traffic will reduce GHG and air pollutant emissions, and in combination with changes in vehicle technology will help in this respect.	+	Focus measures in areas where there are vulnerable groups / communities and at-risk groups
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Reduction in traffic will reduce severance effects.	+	Focus measures in areas where access to facilties is poorest.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Green Infrastructure	To create, manage and enhance green infrastructure	Will the policy: • enhance/create good quality and accessible green infrastructure or open spaces? • promote increased access to green infrastructure where appropriate?	Reductions in traffic will reduce environmental impacts and severance effects.	+	None required
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Reductions in traffic will enhance the setting of such sites, features and areas.	+	Focus measures on areas with sites, features and areas of historical, archaeological and cultural value/potential
		Will it improve the wider historic environment and sense of place?	Reductions in traffic will reduce environmental impacts and severance effects.	+	None required
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Reductions in traffic will reduce environmental impacts and severance effects.	+	None required

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Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Reductions in traffic will reduce environmental impacts and severance effects.	+	None required
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport?	Reductions in traffic will encourage active travel and reduce emissions.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Reductions in traffic will encourage active travel and reduce emissions.	+	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Reductions in traffic will encourage active travel and reduce emissions and severance effects.	+	None required
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	Reductions in traffic will reduce emissions and may indirectly reduce this climate-related effects.	+	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it improve access to greenspaces for recreational and health benefits?	Reduced traffic will reduce severance effects and indirectly improve access	+	Focus measures near areas of greenspace.
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Reductions in traffic will reduce emissions and may indirectly reduce these climate-related and pollution effects.	+	None required.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Mobility	To integrate planning and transport decisions, reduce reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and use of public transport.	Will the strategy/policy… • encourage a modal shift to more sustainable forms of travel: walking, cycling and public transport as well as encourage efficiency (e.g. through car sharing)? • encourage greater efficiency in the transport network, such as through higher load factors? • integrate new development, especially residential development, with sustainable transport choices? • improve accessibility to work by public transport, walking and cycling? • reduce road traffic accidents, especially involving cyclists?	A shift towards walking and cycling will improve the efficiency of the transport network.	+	None required
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the	Will it enhance the potential for the green space network to provide ecosystem services?	Not likely to have any direct effect on ecosystem services	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	services and benefits it provides, delivering a net positive outcome for biodiversity	Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	Unlikely to have any direct effects.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	Unlikely to have any direct effects.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	Unlikely to have any direct effects.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	Depends on design of specific proposals	?	Encourage green infrastructure to be incorporated into designs.
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	Reductions in traffic will encourage active travel, reduce severance to provide better access to greenspace.	+	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it result in a greener public realm that can enhance mental health benefits?	Depends on design of specific proposals	?	Encourage green infrastructure to be incorporated into designs
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	Reductions in traffic will improve access and severance.	+	None required
		Will it reduce levels of noise generated?	Reductions in traffic are unlikely to lead to a significant reduction in noise levels.	0	None required
		Will it reduce inequalities in exposure to ambient noise?	Reductions in traffic are unlikely to lead to a significant reduction in noise levels.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Reductions in traffic are unlikely to lead to a significant reduction in noise levels.	0	None required
		Will it reduce night time noise in residential areas?	Reductions in traffic are unlikely to lead to a significant reduction in noise levels.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Reductions in traffic are unlikely to lead to a significant reduction in noise levels.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Reductions in traffic are unlikely to lead to a significant reduction in noise levels.	0	None required
Provision of essential infrastructure	To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.	Will the strategy/policy ensure that appropriate infrastructure keeps pace with population growth, in particular: • transport • green infrastructure • flood defences	Reductions in traffic and move towards walking, cycling and public transport will lead to more efficient use of transport infrastructure will enable provide to better keep pace with growth.	+	None reuquired

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Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Regeneration and efficient use of land	To stimulate regeneration that maximises benefits to the most deprived areas and communities, and to improve efficiency in land use through the re-use of previously developed land and existing buildings, taking into account constraints such as	Will the strategy/policy… • have benefits to the most deprived areas and communities? • help make people feel positive about the area they live in? • ensure the provision of adequate quantities and type of public realm? • protect the Borough's soil resource?	Reductions in traffic will reduce severance and pollution, and more efficient use of roadspace will improve the quality of the public realm.	+	Focus measures on to the most deprived areas and communities
Safety and security	To contribute to safety and security and generate the perceptions of safety	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	Reductions in traffic will reduce severance and pollution, and more efficient use of roadspace will improve the quality of the public realm. A consequent increase in natural surveillance will help reduce crime and anti-social behaviour.	+	Focus measures on areas with highest levels of cirme and anti-social behaviour.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Make Lambeth's transport network efficient, allowing people to make quick and reliable journeys		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Tackling worklessness	To increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.	Will the strategy/policy… • improve accessibility to employment, especially for local people? • Help all young people have opportunities to achieve their ambitions?	Reductions in traffic will improve accessibility overall.	+	None required

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5.4.5   Principle 4: Healthy

This principle focuses on people rather than traffic and is intended to enable people to live healthier, more enjoyable lives. The strategic outcomes associated with this are:

- Air Quality across Lambeth is well within safe limits, with a transport network that is zero emissions and resilient to the impacts of climate change.

- All of Lambeth's neighbourhoods, schools and town centres are connected by 'healthy routes' that enable walking and cycling in a low / no traffic environment.

- Lambeth's transport network is safe and secure, people feel confident about using public transport and Lambeth's public spaces are well designed and maintained, encouraging people to interact and spend time together.

The priority actions to achieve these outcomes are:

- Enabling a shift to low and zero emissions vehicles by providing easy access to on-street EV charge points across the borough and lead the way by purchasing vehicles for Lambeth Council's fleet that are clean and safe.

- Setting differential parking charges to incentivise the uptake of low and zero emissions vehicles.

- Supporting the Mayor to deliver a Low Emissions Zone covering the whole of Lambeth.

- Delivering Low Emissions Neighbourhoods projects in Lambeth's Air Quality Focus Areas.

- Improving air quality and creating more attractive places by greening our streets.

- Enabling walking and cycling to school, particularly where car use is high, to reduce traffic, tackle health issues and improve air quality.

- Reviewing Lambeth's Road Network Classification and de-classify local streets that should not be considered through routes.

- Delivering Lambeth's first "Liveable Neighbourhood" in Brixton and working with residents in other areas who wish to create low-traffic neighbourhoods.

- Co-ordinating the Council's highway maintenance programme with area enhancement schemes and ensuring that routine maintenance delivers accessibility improvements.

- Working with TfL, local police and communities to reduce the risk to young people and adults of violence on the borough's transport network.

- Working with Government authorities and the police to assess Lambeth's crowded places and vulnerable locations to improve security.

- Reducing road danger and the numbers of people killed or seriously injured on Lambeth's roads through targeted infrastructure improvements and working with the Police on enforcement campaigns.

Table 5.6 following sets out our assessment of this principle.

Table 5.6: Principle 4: Healthy - SEA Matrix

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM_{10}, NO_x, NO_2)?	Move to zero- and low-emission travel will reduce emissions of pollutants significantly.	++	None required
		Will it help to achieve national and international standards for air quality?	Move to zero- and low-emission travel will reduce emissions of pollutants significantly and help achieve air quality standards.	++	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Move to zero- and low-emission travel will reduce emissions of pollutants significantly and number of people exposed to poor air quality.	++	None required
		Will it result in air quality changes which negatively impact the health of the public?	Move to zero- and low-emission travel will reduce emissions of pollutants significantly.	++	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Move to zero- and low-emission travel will reduce emissions of pollutants significantly and may indirectly reduce number of premature deaths.	++	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	Move to zero- and low-emission travel will reduce emissions of pollutants significantly and number of people exposed to poor air quality.	++	None required
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Connected "Healthy Routes" and a safe and secure network will enhance streetscapes and townscapes.	++	Focus measures on key streetscapes and townscapes.
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Connected "Healthy Routes" and a safe and secure network will improve attractiveness and access.	++	
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	Depends on "Healthy Routes" designs including adaption and resillience features.	?	Encourage adaption and resillience features in design.
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	Depends on "Healthy Routes" designs including adaption and resillience features.	?	Encourage adaption and resillience features in design.

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Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	"Healthy Routes" may reduce health inequalities.	+	Focus measures on areas with vulnerable groups / communities and at-risk groups.
		Will it improve access to services during severe weather events?	Safe and secure network may make services more resilient.	+	None required
		Will it reduce exposure to heat during heatwaves?	Safe and secure network may make services more resilient.	+	None required
		Will it enable those vulnerable during severe weather events to recover?	Safe and secure network may make services more resilient.	+	None required
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	Move to zero- and low-emission travel will reduce emissions of GHGs from transport significantly.	++	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	Move to zero- and low-emission travel will reduce emissions of GHGs significantly and may indirectly reduce health inequalities resulting from climate effects.	+	None required

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Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	Move to zero- and low-emission travel will be more energy efficient.	+	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Move to zero- and low-emission travel will be more energy efficient for transport.	+	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Dependent on the sources of energy for zero- and low-emission travel.	+	Procure energy from renewable sources to supply vehicle charging points in the borough.
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	Dependent on the sources of energy for zero- and low-emission travel.	+	Procure energy from renewable sources to supply vehicle charging points in the borough.
		Will it provide infrastructure to make a better use of renewable energy sources?	Dependent on the sources of energy for zero- and low-emission travel.	+	Procure energy from renewable sources to supply vehicle charging points in the borough.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	"Healthy Streets" may reduce health inequalities, but effect on fuel poverty not certain.	?	None required
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	"Healthy Streets" and a safe and secure network will improve accessibility.	+	Measures focused on areas where access is poor.
Green Infrastructure	To create, manage and enhance green infrastructure	Will the policy: • enhance/create good quality and accessible green infrastructure or open spaces? • promote increased access to green infrastructure where appropriate?	"Healthy Streets" and a safe and secure network will improve accessibility and quality of areas.	+	Encourage green infrastructure features in designs for "Healthy Streets".
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	"Healthy Streets" measures will enhance setting of such sites, features and areas.	+	Measures focused on sites, features and areas of historical, archaeological and cultural value/potential.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
			Assessment	Scale of Effect	Mitigation or Enhancement
	historical, architectural, archaeological and cultural value in relation to their significance and their settings.	Will it improve the wider historic environment and sense of place?	"Healthy Streets" measures will enhance setting of such sites, features and areas.	+	Measures focused on sites, features and areas of historical, archaeological and cultural value/potential.
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	"Healthy Streets" measures and a safe and secure transport network may reduce barriers to use from vulnerable communities and at-risk groups.	+	Measures focused on sites, features and areas of historical, archaeological and cultural value/potential.
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	"Healthy Streets" measures will enhance setting of valued/ important historic environment and streetscape.	+	Measures focused on sites, features and areas of historical, archaeological and cultural value/potential.
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport?	"Healthy Routes' will promote active travel in a low / no traffic environment and help reduce emissions.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	"Healthy Routes' will promote active travel in a low / no traffic environment and help reduce emissions.	+	Focus measures in areas of highest health inequalities.

Topic	Objective		Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
				Assessment	**Scale of Effect**	**Mitigation or Enhancement**
			Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Move to zero- and low-emission travel will reduce emissions of pollutants significantly and number of people exposed to poor air quality.	++	None required
			Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	Move to zero- and low-emission travel will reduce emissions of GHGs significantly and may indirectly remove these risks.	+	None required
			Will it improve access to greenspaces for recreational and health benefits?	"Healthy Streets" and safe and secure transport will improve access to greenspaces.	+	Focus on measures near to greenspaces
			Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Move to zero- and low-emission travel will reduce emissions of pollutants and GHGs significantly. Number of people exposed to poor air quality will be reduced, as may incidence of extreme weather events.	+	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Mobility	To integrate planning and transport decisions, reduce reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and use of public transport.	Will the strategy/policy… • encourage a modal shift to more sustainable forms of travel: walking, cycling and public transport as well as encourage efficiency (e.g. through car sharing)? • encourage greater efficiency in the transport network, such as through higher load factors? • integrate new development, especially residential development, with sustainable transport choices? • improve accessibility to work by public transport, walking and cycling? • reduce road traffic accidents, especially involving cyclists?	"Healthy Streets" and safe and secure transport network will support these factors.	++	None required
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the	Will it enhance the potential for the green space network to provide ecosystem services?	Unlikely to have any direct effects.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
			Assessment	Scale of Effect	Mitigation or Enhancement
	services and benefits it provides, delivering a net positive outcome for biodiversity	Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	Unlikely to have any direct effects.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	Unlikely to have any direct effects.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	Unlikely to have any direct effects.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	"Healthy Streets" may provide opportunities for this.	?	Encourage inclusion of green infrastructure in "Healthy Streets" proposals
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	"Healthy Streets" and a safe and secure transport network will improve access and encourage active travel.	+	Focus on measures near to greenspaces.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it result in a greener public realm that can enhance mental health benefits?	"Healthy Streets" may provide opportunities for this.	?	Encourage inclusion of green infrastructure in "Healthy Streets" proposals
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	"Healthy Streets" and a safe and secure transport network will improve access.	+	Measures focused near tranquil places.
		Will it reduce levels of noise generated?	"Healthy Streets" with a no/low traffic environment may have reduced noise levels.	+	None required
		Will it reduce inequalities in exposure to ambient noise?	"Healthy Streets" with a no/low traffic environment may have reduced noise levels.	+	Measures focused on areas with highest levels of ambient noise to reduce inequalities.
		Will it protect vulnerable groups at risk from impacts of noise pollution?	"Healthy Streets" with a no/low traffic environment may have reduced noise levels.	+	Measures focused on areas with highest levels of ambient noise to reduce inequalities.
		Will it reduce night time noise in residential areas?	"Healthy Streets" with a no/low traffic environment may have reduced noise levels.	+	Measures focused on residential areas.

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Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	"Healthy Streets" with a no/low traffic environment may have reduced noise levels.	+	Measures focused on residential areas.
		Will it protect vulnerable groups at risk from impacts of noise pollution?	"Healthy Streets" with a no/low traffic environment may have reduced noise levels.	+	Measures focused on areas where there are vulnerable groups.
Provision of essential infrastructure	To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.	Will the strategy/policy ensure that appropriate infrastructure keeps pace with population growth, in particular: • transport • green infrastructure • flood defences	"Healthy Streets" and a safe and secure transport network will support these factors. Enabling more walking and cycling will make more efficient use of transport infrastructure.	+	None required.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Focus on people rather than traffic and enable people to live healthier, more enjoyable lives.		
			Assessment	Scale of Effect	Mitigation or Enhancement
Regeneration and efficient use of land	To stimulate regeneration that maximises benefits to the most deprived areas and communities, and to improve efficiency in land use through the re-use of previously developed land and existing buildings, taking into account constraints such as	Will the strategy/policy… • have benefits to the most deprived areas and communities? • help make people feel positive about the area they live in? • ensure the provision of adequate quantities and type of public realm? • protect the Borough's soil resource?	"Healthy Streets" and a safe and secure transport network will support these factors.	+	None required.
Safety and security	To contribute to safety and security and generate the perceptions of safety	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	"Healthy Streets" and a safe and secure transport network will help reduce crime and anti-social behaviour.	+	Measures focused on areas with highest levels of crime and anti-social behaviour.
Tackling worklessness	To increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.	Will the strategy/policy… • improve accessibility to employment, especially for local people? • Help all young people have opportunities to achieve their ambitions?	"Healthy Streets" and a safe and secure transport network will support these factors.	+	None required

5.4.6   Local Implementation Plan – short term actions

The LIP includes a three-year indicative programme of investment to be funded by TfL. This includes:

- Local transport initiatives;

- Corridor, Neighbourhoods & supporting measures: Our Streets; Healthy Routes; Sustainable Travel; Road Danger Reduction (Safe Behaviours); Cycle Training; Collision Reduction (Safe Streets); Clean Air Borough; Public Realm/Pedestrian Improvements; Cycle Parking; Traffic Reduction and 20mph compliance (Safe Speeds).

- Discretionary funding: Liveable Neighbourhoods; Principal road renewal; Bridge strengthening.

- Strategic funding: Bus Priority; London cycle grid; Quietways; Mayor's Air Quality Fund; Low Emission Neighbourhoods

There are twelve projects in the 3-year programme. Nine of these, accounting for 75% of the LIP budget, are focused on physical interventions to streetscape. The remaining three (Sustainable Travel, Cycle Training and Safer Behaviours) are focused on education, training and promotional measures and account for approximately a quarter of the overall budget.

Most of the projects have a role in reducing road accidents. The traffic reduction project will tackle rat-running and create low-traffic neighbourhoods based on resident demand and empirical data. Lambeth also will deliver 200 electric charge points and 1,000 more bike hangar spaces by 2022.

The flagship "Healthy Routes" programme will improve conditions for walking and cycling borough wide, delivering 10 miles of cycle route by 2022.

Table 5.7 following sets out our assessment of the shorter-term actions in the LIP.

Table 5.7: Shorter term actions - SEA Matrix

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM_{10}, NO_x, NO_2)?	Reductions in pollutant emissions will result from measures.	+	None required
		Will it help to achieve national and international standards for air quality?	Reductions in pollutant emissions are unlikely to help achieve air quality standards in the short term.	0	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Numbers of people exposed to poor air quality are unlikely to reduce in the short term.	0	None required
		Will it result in air quality changes which negatively impact the health of the public?	Air quality will improve, although not significantly in the short term.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Number of premature deaths unlikely to reduce in the short term.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	Numbers of people exposed to poor air quality are unlikely to reduce in the short term.	0	Measures focused on areas near schools, outdoor play areas, care homes and hospitals.
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Measures will protect and enhance character, integrity and liveability of areas where implemented.	+	Measures focused on key streetscapes and townscapes.
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Measures will improve attractiveness and access to areas where implemented.	+	None required
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it protect London from climate change impacts?	GHG emissions unlikely to be significantly reduced in the short term.	0	None required
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	No direct effects on these factors.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	Health inequalities unlikely to be reduced in the short term.	0	None required
		Will it improve access to services during severe weather events?	Unlikely to have any direct impact in this respect.	0	None required
		Will it reduce exposure to heat during heatwaves?	Unlikely to have any direct impact in this respect.	0	None required
		Will it enable those vulnerable during severe weather events to recover?	Unlikely to have any direct impact in this respect.	0	None required
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	GHG emissions unlikely to reduce significantly in the short term.	0	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	Unlikely to have any direct impact in this respect.	0	None required
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and	Will it reduce the demand and need for energy, whilst not leading to overheating?	Unlikely to have any direct impact in this respect.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Unlikely to have any direct impact in this respect in the short term.	0	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Unlikely to have any direct impact in this respect in the short term.	0	None required
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	Unlikely to have any direct impact in this respect in the short term.	0	None required
		Will it provide infrastructure to make a better use of renewable energy sources?	Unlikely to have any direct impact in this respect in the short term.	0	None required
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	Unlikely to have any direct impact in this respect in the short term.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Improvements in accessibility will be provided.	+	None required
Green Infrastructure	To create, manage and enhance green infrastructure	Will the policy: • enhance/create good quality and accessible green infrastructure or open spaces? • promote increased access to green infrastructure where appropriate?	Dependent on the location of schemes brought forward.	?	Measures focused on areas near greenspace. Encourage design of measures to include green infrastructure.
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Dependent on the location of schemes brought forward.	?	Measures focused near such sites, features and areas.
		Will it improve the wider historic environment and sense of place?	Dependent on the location of schemes brought forward.	?	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	in relation to their significance and their settings.	Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Dependent on the location of schemes brought forward.	?	None required
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Dependent on the location of schemes brought forward.	?	Measures focused near valued/important historic environments and streetscapes.
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport?	Active modes encouraged, and emissions reduced, but not significantly in the short term.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Unlikely to have direct impacts on this in the short term.	+	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Unlikely to have direct impacts on this in the short term.	+	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	Unlikely to have direct impacts on this in the short term.	+	None required
		Will it improve access to greenspaces for recreational and health benefits?	Depends on the location of schemes delivered.	?	Measures focused on areas near to greenspace.
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Unlikely to have direct impacts on this in the short term.	+	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Mobility	To integrate planning and transport decisions, reduce reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and use of public transport.	Will the strategy/policy… • encourage a modal shift to more sustainable forms of travel: walking, cycling and public transport as well as encourage efficiency (e.g. through car sharing)? • encourage greater efficiency in the transport network, such as through higher load factors? • integrate new development, especially residential development, with sustainable transport choices? • improve accessibility to work by public transport, walking and cycling? • reduce road traffic accidents, especially involving cyclists?	Measures will help deliver these, although not to a very significant extent in the short term.	+	None required.
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the	Will it enhance the potential for the green space network to provide ecosystem services?	Unlikely to have any direct impacts in this respect.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	services and benefits it provides, delivering a net positive outcome for biodiversity	Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	Unlikely to have any direct impacts in this respect.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	Unlikely to have any direct impacts in this respect.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	Unlikely to have any direct impacts in this respect.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	Dependent on the design of specific schemes.	0	Encourage design of measures to include green infrastructure.
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	Dependent on the location of specific schemes delivered.	?	Measures focused on areas near to greenspace.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it result in a greener public realm that can enhance mental health benefits?	Dependent on the design of specific schemes.	0	Encourage design of measures to include green infrastructure.
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	Dependent on the location of specific schemes delivered.	?	Measures focused near tranquil areas.
		Will it reduce levels of noise generated?	Unlikely to reduce noise levels significantly in the short term.	0	None required
		Will it reduce inequalities in exposure to ambient noise?	Unlikely to reduce noise levels significantly in the short term.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Unlikely to reduce noise levels significantly in the short term.	0	None required
		Will it reduce night time noise in residential areas?	Unlikely to reduce noise levels significantly in the short term.	0	None required
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Unlikely to reduce noise levels significantly in the short term.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Unlikely to reduce noise levels significantly in the short term.	0	None required
Provision of essential infrastructure	To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.	Will the strategy/policy ensure that appropriate infrastructure keeps pace with population growth, in particular: • transport • green infrastructure • flood defences	Measures will support these factors by enabling more efficient use of transport infrastructure, although extent is dependent on the location and design of schemes delivered.	?	Encourage scheme design to include green infrastrucutre.
Regeneration and efficient use of land	To stimulate regeneration that maximises benefits to the most deprived areas and communities, and to improve efficiency in land use through the re-use of previously developed land and existing buildings, taking into account constraints such as	Will the strategy/policy… • have benefits to the most deprived areas and communities? • help make people feel positive about the area they live in? • ensure the provision of adequate quantities and type of public realm? • protect the Borough's soil resource?	Measures will support these factors.	+	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal LIP 3-year indicative programme		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Safety and security	To contribute to safety and security and generate the perceptions of safety	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	Measures will support these factors.	+	Measured focused on areas with highest levels of crime and anti-social behaviour.
Tackling worklessness	To increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.	Will the strategy/policy… • improve accessibility to employment, especially for local people? • Help all young people have opportunities to achieve their ambitions?	Measures will support these factors	+	None required.

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5.4.7   Local Implementation Plan – Longer term actions

The LIP also include significant investments will be required to ensure the economic and social vitality of Lambeth during the period up to 2014. These are:

- Orbital rail connections (2020-2041) including platform lengthening and new platform/interchange in Brixton area;

- Brixton Mainline Station Upgrade (2020-2024) to provide step free access;

- Tulse Hill Station Access (2020-2024) to provided step free access;

- Streatham Station Access (2019-2024) to provide step free access;

- Vauxhall Highway Improvements (2020-2024) to provide improved access and environment adjacent to the Nine Elms and Vauxhall Opportunity Area;

- Waterloo Public Realm (2020-2024) to provide improvements to Spine route, Victory Arch Square, The Cut, etc.

- Loughborough Junction Public Realm (2018-2022) environmental, cycling and walking improvements;

- Brixton Liveable Neighbourhood (2019-2022) environmental, cycling and walking improvements;

- Healthy Route Network (2018-2041) improvements for walking and cycling borough-wide;

- Low Traffic Neighbourhoods (2019-2041) area wide neighbourhood traffic reduction schemes; and

- Bus Priority (2018-2041) targeted interventions to improve bus speeds.

Table 5.8 following sets out our assessment of these longer-term proposals.

Table 5.8: LIP Longer Term Proposals - SEA Matrix

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Air Quality	To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality, and reduce exposure	Will it help to reduce emissions of priority pollutants (e.g. PM_{10}, NO_x, NO_2)?	Mode shift due to these measures are unlikely to reduce emissions of pollutants in addition to effects of changes in vehicle technology and other MTS policies.	0	None required
		Will it help to achieve national and international standards for air quality?	Mode shift due to these measures are unlikely to reduce emissions of pollutants in addition to effects of changes in vehicle technology and other MTS policies.	0	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Mode shift due to these measures are unlikely to reduce emissions of pollutants in addition to effects of changes in vehicle technology and other MTS policies.	0	None required
		Will it result in air quality changes which negatively impact the health of the public?	No negative effects from these measures.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce the number of premature deaths caused by poor air quality?	Mode shift due to these measures are unlikely to reduce emissions of pollutants in addition to effects of changes in vehicle technology and other MTS policies.	0	None required
		Will it improve air quality around areas which may have high concentrations of vulnerable people such as schools, outdoor play areas, care homes and hospitals?	Mode shift due to these measures are unlikely to reduce emissions of pollutants in addition to effects of changes in vehicle technology and other MTS policies.	0	None required
Attractive neighbourhoods	To create attractive, mixed use neighbourhoods, ensuring new buildings and spaces are appropriately designed that promote and enhance existing sense of place and distinctiveness, reducing the need to travel by motorised transport.	Will it protect and enhance the character, integrity and liveability of key streetscapes and townscapes, including removing barriers to use?	Public realm improvements at both key locations and across a wider network will improve streetscapes and townscapes.	++	None required
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Public realm improvements at both key locations and across a wider network will improve attractiveness and access.	++	None required
Climate change adaptation	To ensure London adapts and becomes more resilient to the	Will it protect London from climate change impacts?	Measures are unlikely to have any direct effect in this respect.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	impacts of climate change and extreme weather events such as flood, drought and heat risks	Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?	Dependent on the design of specific schemes delivered.	?	Encourage design of measures to include climate adaption.
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it improve access to services during severe weather events?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it reduce exposure to heat during heatwaves?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it enable those vulnerable during severe weather events to recover?	Measures are unlikely to have any direct effect in this respect.	0	None required
Climate change mitigation	To help tackle climate change through reducing greenhouse gas emissions and moving	Will it help reduce emissions of greenhouse gases (including from transport), and help London meet its emission targets?	Measures will contribute to reduction of GHG through mode shift, although not to a significant extent.	+	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	towards a zero carbon London by 2050	Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	Measures are unlikely to have any direct effect in this respect.	0	None required
Energy use and supply	To manage and reduce demand for energy, achieve greater energy efficiency, utilise new and existing energy sources effectively, and ensure a resilient smart and affordable energy system	Will it reduce the demand and need for energy, whilst not leading to overheating?	Mode shift will lead to more energy efficiency, although not to a significant extent.	+	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Mode shift will lead to more energy efficiency, although not to a significant extent.	+	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Unlikely to have any direct impacts in this respect.	0	None required
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	Unlikely to have any direct impacts in this respect.	0	None required
		Will it provide infrastructure to make a better use of renewable energy sources?	Dependent on the design of specific schemes delivered.	?	Encourage design of measures to include provision for renewable energy.

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	Unlikely to have any direct impacts in this respect.	0	None required
Fairness and inclusivity	To make London a fair and inclusive city where every person is able to participate, reducing inequality and disadvantage and addressing the diverse needs of the population.	Will it enable deficiencies of access to facilities to be positively addressed?	Access will be improved.	+	None required
Green Infrastructure	To create, manage and enhance green infrastructure	Will the policy: • enhance/create good quality and accessible green infrastructure or open spaces? • promote increased access to green infrastructure where appropriate?	Access will be improved.	+	Encourage design of measures to include green infrastructure.
Historic Environment	To conserve and enhance the existing historic environment, including sites, features, landscapes and areas of historical, architectural, archaeological and cultural value	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Dependent on the location of schemes delivered.	?	None required
		Will it improve the wider historic environment and sense of place?	Dependent on the location of schemes delivered.	?	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	in relation to their significance and their settings.	Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Dependent on the location of schemes delivered.	?	None required
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Dependent on the location of schemes delivered.	?	None required
Mental and physical Wellbeing	To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.	Will it improve connectivity to key services by promoting active modes of transport, thereby helping to reduce emissions from road transport?	Active travel will be promoted, although emissions from road transport are unlikely to be reduced significantly in addition to effects of changes in vehicle technologies and other MTS policies.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Unlikely to have direct impacts in this respect.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Poor air quality unlikely to be reduced significantly in addition to effects of changes in vehicle technologies and other MTS policies.	0	None required
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	Unlikely to have direct impacts in this respect.	0	None required
		Will it improve access to greenspaces for recreational and health benefits?	Dependent on the location of schemes delivered.	?	None required
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Unlikely to have direct impacts in this respect.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Mobility	To integrate planning and transport decisions, reduce reliance on the private car and the overall level of road traffic whilst prioritising walking, cycling and use of public transport.	Will the strategy/policy… • encourage a modal shift to more sustainable forms of travel: walking, cycling and public transport as well as encourage efficiency (e.g. through car sharing)? • encourage greater efficiency in the transport network, such as through higher load factors? • integrate new development, especially residential development, with sustainable transport choices? • improve accessibility to work by public transport, walking and cycling? • reduce road traffic accidents, especially involving cyclists?	Measures will to improve station access and improve key locations on the road network will encourage more use of public transport, walking and cycling.	++	None required
Natural Capital and Natural Environment	To protect, connect and enhance London's natural capital (including important habitats, species and landscapes) and the	Will it enhance the potential for the green space network to provide ecosystem services?	Unlikely to have direct impacts in this respect.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	services and benefits it provides, delivering a net positive outcome for biodiversity	Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	Unlikely to have direct impacts in this respect.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	Unlikely to have direct impacts in this respect.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	Unlikely to have direct impacts in this respect.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	Dependent on the design of specific schemes delivered.	?	Encourage design of measures to include green infrastructure.
		Will it create better access to green space to enhance mental and physical health benefits for all Londoners, particularly those with existing mental health conditions?	Dependent on the location of specific schemed delivered.	?	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it result in a greener public realm that can enhance mental health benefits?	Measures will support this.	+	None required.
Noise and vibration	To minimise noise and vibration levels and disruption to people and communities across London and reduce inequalities in exposure	Will it improve access to quiet and tranquil places for all?	Access will be improved generally.	+	None required
		Will it reduce levels of noise generated?	Mode shift due to measures unlikely to reduce noise levels significantly.	0	None required
		Will it reduce inequalities in exposure to ambient noise?	Mode shift due to measures unlikely to reduce noise levels significantly.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Mode shift due to measures unlikely to reduce noise levels significantly.	0	None required
		Will it reduce night time noise in residential areas?	Mode shift due to measures unlikely to reduce noise levels significantly.	0	None required
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?	Mode shift due to measures unlikely to reduce noise levels significantly.	0	None required

Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Mode shift due to measures unlikely to reduce noise levels significantly.	0	None required
Provision of essential infrastructure	To ensure that the necessary infrastructure is planned or in place to meet current or likely future demands.	Will the strategy/policy ensure that appropriate infrastructure keeps pace with population growth, in particular: • transport • green infrastructure • flood defences	Measures will provide improved transport infrastructure and improve the efficiency of existing transport infrastructure.	+	Encourage design of measures to include green infrastructure.
Regeneration and efficient use of land	To stimulate regeneration that maximises benefits to the most deprived areas and communities, and to improve efficiency in land use through the re-use of previously developed land and existing buildings, taking into account constraints such as	Will the strategy/policy… • have benefits to the most deprived areas and communities? • help make people feel positive about the area they live in? • ensure the provision of adequate quantities and type of public realm? • protect the Borough's soil resource?	Measures will support these factors.	+	None required

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Topic	Objective	Assessment guide questions	Strategy/LIP Proposal Longer term proposals up to 2041		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
Safety and security	To contribute to safety and security and generate the perceptions of safety	Will it promote the design and management of green spaces that helps to reduce crime and anti-social behaviour?	Dependent on the design of specific measures.	?	Encourage designs to include measures for increased electronic and natural surveillence.
Tackling worklessness	To increase the amount of and access to employment generating activities and offer all residents the opportunity for rewarding, well-located and satisfying employment.	Will the strategy/policy… • improve accessibility to employment, especially for local people? • Help all young people have opportunities to achieve their ambitions?	Measures will improve accessibility generally.	+	None required.

5.5   Monitoring

The draft Strategy and LIP do not currently include specific proposals for environmental monitoring. However, in relation to the effects identified in the SEA, Temple and Steer recommend that key indicators from the set compiled by the London Sustainable Development Commission (LSDC) on Quality of Life issues be used by Lambeth Council to monitor the environmental effects of the final Strategy and LIP. The LSDC indicator set is designed to gauge how London is performing against key measures of a sustainable city that supports and enhances quality of life. It has been specifically designed to be used by policy-makers to monitor trends and to inform future policy-making.

The recommended indicators for monitoring set out in **Table 5.9** following:

Table 5.9: Recommended indicators for monitoring the SEA for the draft Transport Strategy and LIP

No.	Indicator	Measure
	Environment	
1, 2	CO_2 emissions	Total CO_2 emissions in London
4	Oxides of nitrogen emissions	Tonnes of NO_x emitted in London
5	Particulate emissions	Tonnes of $PM_{2.5}$ and PM_{10} emitted in London
8b	Flood risk (surface water)	Properties at risk of surface water flooding
	Social	
10	Healthy Life Expectancy	Healthy life expectancy at birth for men and women
N/A[14]	Child Obesity	Percentage of overweight and obese children in Reception Year (aged 4-5) and Year 6 (aged 10-11)
15	Happiness	Self-reported levels of happiness
16	Satisfaction with London	% of Londoners satisfied with the capital as a place to live
18	Social integration	% of people who think their local area is a place where people from different backgrounds get on well together
	Economic	
19	Gross Value Added	Gross Value Added (GVA) per head (£) in London
20	Employment	Employment rate in London
24	Income inequality	Disposable income differentials in London
25	Child poverty	Children living in households below 60 per cent median income
27	London Living Wage	% of people earning less than London Living Wage (LLW) per hour in London

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[14]   Department of Health statistics on prevalence of childhood obesity available at www.data.london.uk.

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6.0   Next Steps

6.1   Development of the LIP and LTS

A draft of the LIP and LTS was submitted to Transport for London in November 2018 for comment. Lambeth Council is also presently conducting a public consultation exercise on the draft Strategy and LIP proposals.

Taking account of the comments received from TfL and the outcomes of the consultation, together with the analysis presented in this Environmental Report, Lambeth Council will then make any revisions to the LIP that may be necessary, and a final version will be sent to the Cabinet Member for Environment & Clean Air for approval in January 2019.

6.2   Remaining Stages in the SEA Process

The stages that Temple and Steer are following in the SEA process are illustrated in **Figure 6.1** below:

Table 6.1: Stages in the SEA Process
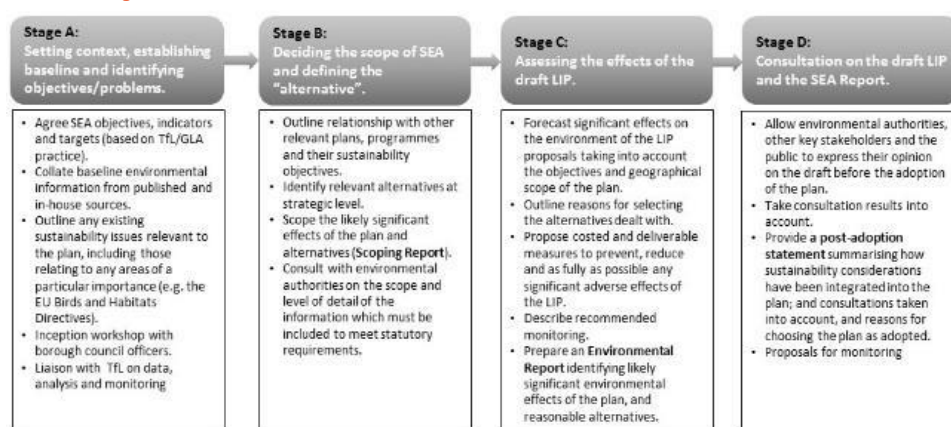
Adapted from: ODPM (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive**

This Environmental Report represents the output from Stage C of the process illustrated above.

During Stage D, Temple and Steer will prepare the Post-Adoption Statement on behalf of Lambeth Council, who will publish this in turn. The Post-Adoption Statement will clearly summarise the way that consultation has influenced the assessment process, demonstrating how feedback has been considered, changes that have been made, and reasons for choosing the preferred policies and options. We will ensure this is clearly and sensitively set out, avoiding potential difficulties with interested stakeholders.

In line with the requirements of the SEA Regulations, the Borough Council will monitor the effects of the LIP. This will feed into any future LIP progress reporting.

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