

London Borough Of Lambeth

Strategic Environmental Assessment of Lambeth's Draft Transport Plan

Draft Environment Report – January 2011

1. Non Technical Summary

- 1.1 A Strategic Environmental Assessment (SEA) of Lambeth's Transport Plan (also known as a Local Implementation Plan) is required under EU legislation. This document is the Environment Report that details the SEA process and the outcomes of the process, as required under the Directive. The Environment Report analyses both existing transport policies and programmes and alternatives and evaluates them with respect to SEA topics and identified borough baseline data.
- 1.2 This report is to be used as an aid to decision making and to ensure that environmental considerations have been incorporated in the development of the Lambeth Transport Plan. This Environment Report represents stage C and D of the SEA process. It compiles baseline environmental data to determine existing trends for each environmental topic area, identifies existing council environmental protection objectives from other plans and programmes, and highlights problems and opportunities to be addressed by Lambeth's Transport Plan.

2. Background to the SEA and objectives of the Environment Report

- 2.1 On an EU level, the Strategic Environmental Assessment (SEA) Directive (2001/42) requires that responsible authorities ensure that due regard for environmental and sustainability impacts are comprehensively integrated when drawing up any plans.
- 2.2 The objective of the SEA Directive is "to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development".
- 2.3 The SEA process has a wide remit in terms of assessing the environmental impact of Lambeth's Transport Plan. It needs to consider the following issues:
- Biodiversity, flora and fauna
 - Population and human health
 - Soil and Water
 - Air
 - Climate
 - Material assets
 - Cultural heritage, including archaeological and architectural heritage, landscape and townscape

- And the interrelationship between these factors

2.4 However, in line with the requirements of the SEA Directive, Lambeth’s SEA process will focus on “significant” negative impacts from Lambeth’s Transport Plan only.

2.5 From the SEA Directive, the stages A-E are summarised below.

| | |
|---------|--|
| Stage A | Context, relevance to other plans, environmental baseline data, establish objectives, identify problems and opportunities. |
| Stage B | Discuss alternatives, significant environmental impacts, consultation plans, prepare scoping report and therefore the outline of environmental report, consult with statutory bodies |
| Stage C | Assess effects of the plan |
| Stage D | Produce environmental report Main consultation on draft LIP and the environmental report Final statement to accompany LIP |
| Stage E | Monitoring strategies Monitoring results of significant effects of LIP implementation. |

2.6 In July 2010, a scoping report was put together; this incorporates Stages A-B above. The scoping report documented the process by which Lambeth’s Transport Plan objectives were developed, ensuring the integration of SEA aspects likely to be affected by Lambeth’s Transport Plan. This scoping report is available to download at www.lambeth.gov.uk/transportplan

2.7 The scoping report was sent out for consultation with 3 main bodies and was made available on Lambeth’s website for the public. The 3 main bodies consulted were:

- Natural England
- English Heritage
- Environment Agency

At the time of writing only Natural England had responded. There comments can be found in Appendix 1.

2.8 The following document is the Environment Report; this is a vital part of the SEA process and represents Stages C-D as summarised above. The main objectives of the Environment Report are as follows:

- Predict any significant effects of the various alternative strategies and measures included in Lambeth's Transport Plan.
- Outline any reasons for selecting alternatives.
- Propose suitable measures that can help reduce or offset any significant adverse environmental effects predicted from implementing Lambeth's Transport Plan.
- Provide a description of measures that could be put in place to monitor the effects of Lambeth's Transport Plan.

3. Lambeth's Transport Plan – Objectives and relationship to other plans

3.1 What is a Local Implementation Plan?

Under the Greater London Authority (GLA) Act 1999, all London local authorities are required to produce a plan to implement the Mayor's Transport Strategy (MTS). The first MTS was published in 2001 and Lambeth produced a Local Implementation Plan in 2006 to set out their transport policies for the next 5 years, in line with the MTS requirements.

In May 2010, the Mayor's Transport Strategy was revised (MTS2) and covers the next 20 years, setting out new targets and requirements for all the London boroughs. Accordingly, Lambeth are now required to produce another Local Implementation Plan to show in detail how the Council plan to deliver the Mayor of London's Transport Strategy (MTS2). This document will be called Lambeth's Transport Plan

Lambeth's Transport Plan is required to contain the following information:

- Borough Transport Objectives: covering the period 2011-2014 and beyond, reflecting the timeframe of the revised MTS
- Delivery Plan: a costed and funded plan of interventions, covering the period 2011-2014 and beyond
- Performance Monitoring Plan: identifying a set of performance indicators and locally specific targets which can be used to assess whether the Plan is delivering its objectives and to determine the effectiveness of the Delivery Plan

Lambeth's Draft Transport Plan will be available between January and March 2011 for consultation, along with the Draft Environment Report (this document). Subject to comments from relevant stakeholders and TfL the draft will then be approved by Lambeth Cabinet and will be published around July 2011. To view Lambeth's Draft Transport Plan please see www.lambeth.gov.uk/transportplan

3.2 Objectives of Lambeth's Transport Plan

Lambeth's Transport Plan is required to fulfil the objectives of the MTS2. Table 1 below sets out a number of thematic goals, challenges and outcomes included in this strategy.

Table 1: MTS goals, challenges and outcomes

| Thematic Goals | Challenges | Outcomes (those relevant to LIPs are highlighted in bold) |
|---------------------------------|---|---|
| Economic Development and Growth | Supporting population and employment growth | <ul style="list-style-type: none"> • Balancing capacity and demand for travel through increasing public transport capacity and / or reducing the need to travel |
| | Improving transport connectivity | <ul style="list-style-type: none"> • Improving employers' access to labour markets • Improving access to commercial markets for freight movements and business travel |
| | Delivering an efficient and effective transport system for goods and people | <ul style="list-style-type: none"> • Smoothing traffic flow (reducing road congestion and traffic journey time reliability) • Improving public transport reliability • Reducing operating costs • Bringing and maintaining all assets to a state of good repair |
| Quality of Life | Improving journey experience | <ul style="list-style-type: none"> • Improving public transport customer satisfaction • Improving road user satisfaction • Reducing public transport crowding |
| | Enhancing the built and natural environment | <ul style="list-style-type: none"> • Enhancing streetscapes, improving the perception of urban realm and developing shared space initiatives |
| | Improving air quality | <ul style="list-style-type: none"> • Reducing air pollutant emissions from ground based transport, contributing to EU air quality targets |
| | Improving noise impacts | <ul style="list-style-type: none"> • Improving perceptions and reducing impacts of noise |
| | Improving health impacts | <ul style="list-style-type: none"> • Facilitating an increase in active travel |

| | | |
|-------------------------|---|---|
| Safety and Security | Reducing crime, fear of crime and anti-social behaviour | <ul style="list-style-type: none"> • Reducing crime rates (and improved perceptions of personal safety and security) |
| | Improving road safety | <ul style="list-style-type: none"> • Reducing the numbers of road traffic casualties |
| | Improving public transport safety | <ul style="list-style-type: none"> • Reducing casualties on public transport networks |
| Transport Opportunities | Improving accessibility | <ul style="list-style-type: none"> • Improving the physical accessibility of the transport system • Improving access to jobs and services • Ensuring the affordability of public transport fares |
| | Supporting regeneration and tackling deprivation | <ul style="list-style-type: none"> • Supporting wider regeneration outcomes |
| Climate Change | Reducing CO2 emissions | <ul style="list-style-type: none"> • Reducing CO2 emissions from ground based transport, contributing to a London-wide 60% reduction by 2025 |
| | Adapting for climate change | <ul style="list-style-type: none"> • Maintaining the reliability of transport networks |

The goals, challenges and outcomes outlined above in Table 1 have been cross referenced with Lambeth priorities from a number of key documents. These include the Sustainable Community Strategy, Local Area Agreement, Local Development Framework and the Comprehensive Area Assessment process (National Indicator Set). From this review of documents a list of SEA objectives have been identified, which will also form the main objectives of Lambeth's Transport Plan. Table 2 below shows the links that the SEA/Lambeth Transport Plan objectives have with other Lambeth documents and highlights the importance of co-ordination between these plans to ensure objectives contained within the various Council documents are all complementary to one another (where practicably feasible).

Please note, that since the Scoping Report was consulted on in July 2010 some of Lambeth's Transport Plan objectives have had slight changes made to them. This has included the streamlining of the objectives that were contained previously. As a result the new objectives have been grouped together to ensure that Lambeth's Transport Plan more closely mirrors the objectives of the Mayor's Transport Strategy whilst also reflecting those of Lambeth's own Council priorities. The new objectives are:

1. Promote sustainable healthy travel behaviour
2. Improve the condition of principal roads
3. Improve Air Quality

4. Reduce the real and perceived danger on Lambeth's roads
5. Reduce CO2 emissions

Table 2: Lambeth Objectives

| | Links to other Lambeth Documents | | | | | | | |
|--|---|---|---|---|--------------------------------|--|--|--|
| LambethSEA/Lambeth Transport Plan Objectives | Our 2020 Vision- Lambeth's Sustainable Community Strategy (2008) | Lambeth's Local Area Agreement 2008-2011 | Comprehensive Area Assessment (National Indicator set) | Draft Local Development Framework (2010) | Air Quality Plan (2009) | Cycle Action Plan 2005- currently being revised | Sustainable Modes of Travel Strategy (2010) | Lambeth's Draft Road Danger Reduction Plan 2011 |
| Objective 1) | Promote sustainable healthy travel behaviour | | | | | | | |
| Interventions | | | | | | | | |
| | | | | | | | | |
| Facilitating an increase in active travel (walking and cycling) through educational and awareness programmes | ↙ | ↙ | ↙ | ↙ | ↙ | ↙ | ↙ | ↙ |
| Facilitating an increase in active travel (walking and cycling) through improved infrastructure | ↙ | ↙ | ↙ | ↙ | ↙ | ↙ | ↙ | ↙ |
| Enhancing streetscapes, | ↙ | ↙ | ↙ | ↙ | | ↙ | | |

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| improving the perception of urban realm and developing shared space initiatives | | | | | | | | |
| Objective 2) Improve the condition of principal roads | | | | | | | | |
| Interventions | | | | | | | | |
| Bringing and maintaining all assets to a state of good repair | ✓ | | | | ✓ | | | |
| Smoothing traffic flow (reducing road congestion and traffic journey time reliability) | ✓ | ✓ | ✓ | ✓ | ✓ | | | |
| Objective 3) Improve Air Quality | | | | | | | | |
| Interventions | | | | | | | | |
| Promote and facilitate the use of more efficient fuels for motorised forms of transport – such as electric charge points. | ✓ | | | | ✓ | | | |
| Encouraging the reduction of trips by single occupancy vehicles. Either by promoting switching journeys to walking or cycling, or by public transport and use of car | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

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| clubs | | | | | | | | |
| Objective 4) Reduce the real and perceived danger on Lambeth's roads | | | | | | | | |
| Interventions | | | | | | | | |
| Reducing the numbers of road traffic casualties | | | ✓ | | | ✓ | ✓ | ✓ |
| Facilitating an increase in active travel (walking and cycling) – to encourage critical mass of such modes. | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |
| Introduction of physical engineering measures to improve safety | | | ✓ | | | | | ✓ |
| Promotion of training such as cycle confidence skill, bike safe for powered 2 wheelers, HGV/Cyclist training | ✓ | | | | ✓ | ✓ | ✓ | ✓ |
| Objective 5) Reduce CO2 emissions | | | | | | | | |
| Interventions | | | | | | | | |
| Reducing CO2 emissions from ground based transport | ✓ | ✓ | ✓ | | ✓ | | | |
| Facilitating an increase in active travel (walking and | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | |

| | | | | | | | | |
|---|---|--|--|---|--|--|--|--|
| cycling) through education and physical measures | | | | | | | | |
| Improving the physical accessibility of the transport system (bus stop accessibility, step free access etc) | ✓ | | | ✓ | | | | |

4. State of the environment

Baseline information comes from a number of sources already published by Lambeth showing how environmental issues are considered in taking forward the borough's policies and programmes. At the end of the report is a list of these publications and sources of further information. Where Lambeth's Transport Plan is not expected to interact strongly, readers are simply directed to the appropriate source.

To put the baseline information into context below provides a snapshot of the borough, for more detailed demographics and statistics please see Draft Second LIP 2010 section 2.0

4.1 Lambeth Context

- Lambeth is one of a ring of thirteen local authorities which constitute Inner London. It measures seven miles north to south, and about two and a half miles east to west.
- Population: Lambeth's population was recorded at 272,000 in 2006 and is forecast to grow by 12.9% in the next twenty years to 2028 (GLA 2007 Round population projections). Almost half (45 per cent) of Lambeth's population were aged between 20 and 39 years in 2001.

- Density: Lambeth is among the most densely populated areas in the country, with over 99 people per hectare compared to nearly 46 per hectare across London as a whole.
- Diversity: Approximately 38% of Lambeth's population are from ethnic minority backgrounds, with over 150 languages spoken in the borough
- Deprivation: Lambeth combines areas of affluence with areas of severe poverty and deprivation. However, the 2007 Index of Multiple Deprivation (IMD) places Lambeth as the fifth most deprived borough in London and 19th most deprived in England.
- Housing: Lambeth's housing stock is typical of inner London, with a large proportion of flats - 73 per cent in total of which about two thirds are purpose built and one third conversions - and a correspondingly small proportion of houses (approximately 26 per cent) (Lambeth Residential Conversions Study 2009).
- Economy: There are around 10,000 businesses in Lambeth of which three quarters have fewer than five employees. Over 99 per cent of businesses in the borough are Small and Medium Enterprises (SMEs). However, there is a cluster of large employers in the north of the borough – around South Bank/Waterloo and Vauxhall – which is a key part of central London. Forty eight of these employ more than 200 people, including IBM, Shell, ITV, Guy's and St Thomas' Hospital, MI6 and Lambeth Council (which also has offices in Brixton and Streatham). Over half of Lambeth's existing jobs are located in the South Bank/Waterloo area alone (SOB report 2008).
- Employment: The borough suffers from relatively high rates of unemployment – 71 per cent of the population of working age were classified as employed in 2007/08, compared with 70 per cent across London and 74 per cent nationally. Lambeth has one of the highest numbers of Employment Support Allowance claimants in London (SOB report 2008).
- Education: Lambeth has 87 schools of which five are nursery, sixty two primary, thirteen secondary (including two new academies), five special schools and two pupil referral units. Over a third of primary schools in Lambeth are voluntary aided. Demand for primary school places is strong and there are currently very few surplus places in Lambeth primary schools. The Building Schools for the Future (BSF) programme and the opening of the two new academies is helping to address an historic shortage of secondary school places in the borough. It is estimated that approximately half of the 11-15 aged secondary pupils currently resident in Lambeth attend schools in neighbouring local authorities, or in the independent sector.
- Environment: see baseline environmental information in section 4.2

4.2 Lambeth baseline information

In order to enable a fair judgement on the environmental implications of Lambeth's Transport Plan, data relating to the current state of the environment is presented below, however due to resources the data deals with varying time scales.

4.3 Biodiversity Flora and fauna

Lambeth is home to many wildlife habitats and species which are relatively common and abundant in London, which add variety and colour to the lives of people living in, working in or visiting the borough. Though not under any immediate threat, these habitats and species still need looking after and managed so they don't get out of control or put their future at risk by inappropriate management or neglect.

Lambeth also contains a number of wildlife habitats and species that are relatively uncommon in London or the UK, or are even declining in area or abundance due to changes in the way the environment or other factors is managed. Some of these rare or threatened habitats and species have important historical or social links with London and Lambeth, such as the house sparrow, or act as important 'indicators' of the health of the natural and physical environment, and so arresting or reversing their decline or loss could result in improvements to the quality of our own lives and that of future generations living or working in Lambeth.

The Lambeth Biodiversity Action Plan, or 'Lambeth BAP', adopted by Lambeth Council in October 2005, is our commitment, made in partnership with residents, businesses and other organisations, to protect Lambeth's wildlife and biodiversity. The BAP contains a set of action plans for named wildlife habitats and species which are important to Lambeth and the people who live and work in the borough.

The Lambeth BAP has identified a number of priority species and habitats. For instance the built environment is the super-dominant habitat in Lambeth, far in excess of any other type of 'environment' in the borough. However the public have a poor perception on built environment as a haven for wildlife which creates a risk that built features are not protected adequately.

The effects of pollution from motor vehicles (which are high in nitrogenous gases and salts) is also thought to be exerting an adverse effect on acid grassland and heath on the outskirts of London, as a result of enriching soils and affecting species assemblages. However, this has yet to be proved nationally and especially in Lambeth where vehicle-derived pollution is already prevalent

The BAP has also highlighted a number of species and habitats within Lambeth that need protecting including Bats, Blackbirds, House Sparrow, Mistletoe, Parks and Greenspaces and Allotments and Community Gardens. In addition, 'green corridors' are often created along the length of railway lines, these are given protection in the Revised Deposit UDP (2004).

To access the BAP to find out more about the individual action plans please go to:

<http://www.lambeth.gov.uk/Services/Environment/ParksGreenSpaces/BAPdocuments.htm>

4.4 Population and Human Health

Lambeth is one of 14 local authorities which make up Inner London. It measures seven miles north to south, and about two and a half miles east to west. It is one of the most densely populated inner London boroughs, with a population of around 270,000. Based on the 2001 census, 38 per cent of Lambeth's population are from ethnic minorities, the seventh highest figure for a London borough. Approximately 150 languages are spoken in the borough. After English the main languages spoken are: Portuguese, Yoruba, French, Spanish and Twi.

Public Health: Lambeth's Annual Public Health Report (2008/9) highlights a number of health inequalities within the borough which are a result of socio-economic factors. These include:

- Lambeth has a significantly high proportion of vulnerable people:
- Fifteen percent of working age people received out of work benefits in 2008.
- One in twenty Lambeth residents lives in fuel poverty spending over 10% of their income to maintain a warm home (Source: State of the Borough).
- Almost 2 in 10 Lambeth adults depend on benefits.
- One in 3 children in Lambeth lives in a family on key benefits compared to 24% in London.
- More children live 'in care' in Lambeth than across the capital and the rest of the country (110 per 10,000 children under 18 were Looked After, compared to 70 in London and 55 in England).
- Almost 4 in 10 secondary school pupils are eligible for free school meals, the fifth highest proportion in England

- The vast majority of Lambeth's residents think they are currently in good health (72% compared with 71% in London). While the risk of dying from cancer, circulatory diseases and infectious diseases are decreasing. Lambeth has a high level of unhealthy lifestyle choices: alcohol and tobacco consumption, drug misuse and sexually transmitted diseases.
- Life expectancy at birth has improved for both men and women in Lambeth. The life expectancy gap between Lambeth and England is a measure of how important inequalities are in England. In 10 years (1995 - 07 to 2005 - 07) the life expectancy gap between Lambeth and England has reduced by 41% in males and 9% for females. The life expectancy gap is projected to reduce by 48% for men but worsen by 3% for women.

Movement of residents: Lambeth has low car ownership compared with the rest of London (49%) and the borough has a relatively good transport network with a high level of public transport usage. There is also a network of cycle routes within the borough, including Cycle Superhighway Route 7 and the London Cycle Hire scheme (in the north of the borough) from July 2010. There are also many off street walking routes through major open spaces such as Streatham Common and Clapham Common and alongside the River Thames.

However traffic congestion on main roads remains a serious concern for many residents and air quality in the borough is poor in certain areas (see section on Air Quality below).

The government's 10 year strategy, Tomorrow's Roads, Safer for Everyone, set casualty reduction targets for local authorities to meet by the end of 2010. Percentage reductions were set against a baseline of the average casualty figures for 1994-98.

The targets were

- 40% reduction in all people killed or seriously injured on the roads
- 50% reduction in children killed or seriously injured
- 10% reduction in all people slightly injured on the roads.

Many London boroughs had met these targets by the end of 2004, so the Mayor of London announced more challenging targets in March 2006 to be achieved by the end of 2010:

- 50% reduction in all people killed or seriously injured on the roads
- 50% reduction in pedestrians killed or seriously injured

- 50% reduction in cyclists killed or seriously injured
- 40% reduction in motorcycle users killed or seriously injured
- 60% reduction in children killed or seriously injured
- 25% reduction in all people slightly injured on the roads.

The table below shows that Lambeth has achieved all the DfT's casualty reduction targets, and is well on the way to meeting the Mayor's targets for a 50% reduction in all those killed or seriously injured and a 60% reduction in the number of children killed or seriously injured.

Table 3. Casualty Reduction Targets

| Killed and Seriously injured (KSI) | 1994-1998 Average | 2007 | 2008 | Confirmed data for 2009 | Target Number by 2010 | Target % Reduction Mayor (DfT) | % Reduction by end 2007 | % Reduction by end 2008 | % Reduction by end 2009 |
|------------------------------------|-------------------|------|------|-------------------------|-----------------------|--------------------------------|-------------------------|-------------------------|-------------------------|
| Total KSI's | 313 | 185 | 164 | 173 | 156 | 50% (40%) | 41% | 48% | 45% |
| Pedestrians | 124 | 65 | 53 | 51 | 62 | 50% | 48% | 57% | 59% |
| Children | 45 | 14 | 12 | 21 | 22 | 60% (50%) | 69% | 73% | 53% |
| Cyclists | 36 | 38 | 26 | 33 | 18 | 50% | -1% | 28% | 8% |
| Motorcycles | 51 | 46 | 39 | 49 | 26 | 40% | 14% | 23% | 4% |
| Slight Casualties | 1832 | 944 | 1023 | 1112 | 1648 | 25% (10%) | 49% | 44% | 39% |

However, the reduction for motorcyclists was just 4%, well below the London borough target of 40%. The target for cyclists also fell below the target. This trend corresponds with a significant increase in the numbers of people cycling and riding motorbikes in recent years across London and sets us a particular challenge in reducing casualties. Cycling rates are set to increase even further as part of the Mayor's 'Cycling Revolution' through Cycle Superhighways and Cycle Hire Scheme. These areas will shape our priorities for the coming years, and are an integral part of our new Draft Road Danger Reduction Strategy.

The new national road safety strategy, "A safer Way", proposes the following targets, set against a baseline of the 2004-2008 average:

- 33% reduction in the number of people killed
- 33% reduction in the number of people seriously injured

- 50% reduction in the number of people under 18 killed or seriously injured
- 50% reduction in the combined rate of death or serious injury for pedestrians and cyclists per 100m km walked or cycled

It also proposes the following 7 key performance indicators (KPIs):

- Rate of road deaths per 100m vehicle kms
- Rate of KSI for pedestrians per 100m km walked
- Rate of KSI for pedal cyclists per 100m km cycled
- Rate of KSI for motorcyclists per 100m vehicle kms
- Rate of KSI for car users per 100m vehicle kms
- Number of KSI resulting from collisions involving drivers under 25
- Number of people over 70 KSI per 100,000 of population over 70.

The proposed new targets represent a very challenging prospect to local authorities, coming on top of the very substantial reductions that have already been made. The target to reduce the number of deaths by 33% is particularly challenging as road deaths happen in a random and unpredictable way and are often due to a unique combination of circumstances. The number of deaths each year is thankfully very small, so a small variance from year to year would show as a huge percentage decrease or increase.

The proposal in the new strategy to include rate based targets and KPIs is a move which supports the road danger reduction view that casualty numbers should be measured with reference to the numbers of people using these forms of transport, showing the relative risk of different forms of transport. These proposals represent a new way of measuring the safety of the roads which show more clearly the risks to different groups of road users and allow us to gauge the overall danger on the roads.

4.5 Soil and Water

Transport projects have minimal impact on water and soil. However, run-off from road surfaces can contain a number of chemicals causing harm such as oil, hydrocarbons and metals. Run off from roads can cause harm to major waterways.

Further information on aspects of soil and water quality are dealt with in other Borough documents such as the Biodiversity Action Plan and UDP.

4.6 Air Quality

Road traffic is the primary cause of air pollution in Lambeth, as well as the rest of London. The vehicle emissions of greatest concern are Nitrogen Dioxide, Fine Particulates (PM10), Carbon Monoxide and Volatile Organic Compounds (VOC's) such as Benzene. High levels of any of these pollutants can affect health, making breathing problems, such as asthma, and heart problems worse. An inventory of all air pollution emissions in London was compiled by the London Research Centre. The inventory estimates that vehicles in Lambeth emit over 20,000 tonnes of the above pollutants every year. This represents 90% of air pollution emissions from all other sources in the borough. In addition vehicles in Lambeth create nearly a quarter of a million tonnes of the greenhouse gas carbon dioxide which contributes to global warming.

Lambeth has been monitoring air pollution throughout the borough since 1993 and publishes the results annually. These can be found at <http://search.lambeth.gov.uk/kbroker/lambeth/lambeth/search/search.lsim?sr=0&nh=10&cs=iso-8859-1&sc=lambeth&sm=0&mt=0&ha=1311&qt=air+quality>. Currently nitrogen dioxide, sulphur dioxide and benzene are monitored using diffusion tubes at 15 sites around the borough. Ozone and lead in air are also monitored at some of these sites. In addition Lambeth operates 4 continuous air quality monitoring stations that monitor for nitrogen dioxide, sulphur dioxide, fine particulates (PM10) and carbon monoxide (at one site only).

In order to tackle the problem the Council has been carrying out a detailed air pollution study of the Borough. This review and assessment of air quality in Lambeth looked at the pollution monitoring results, for seven key pollutants, from a large number of sites across the borough and the whole of London. This information together with data on traffic levels and weather conditions was used to predict future air pollution levels in the borough.

The latest Air Quality Plan was published in 2009 covering data for 2008. The Council is making good progress in implementing the Air Quality Action Plan and adopting a wide range of innovative local initiatives, local air quality is not significantly improving. This is common across the London area.

Key points of the Air Quality Plan: The introduction of the London Low Emission Zone in February 2008 does not appear yet to have produced a step change reduction in levels of NO₂ and PM₁₀ at any of the monitoring stations in Lambeth. However the historical analysis of average NO₂ and PM₁₀ levels in Lambeth over the past eight years does offer some hope that 2008 may have seen the start of a downward trend in overall levels.

In 2008, as in previous years, the borough along with much of the southeast of England was also affected by pollutants, which originate from continental Europe and the Saharan sub-continent.

The 2008 Lambeth data confirms:

- The UK air quality objectives for Carbon Monoxide, Benzene, 1, 3-Butadiene, Lead and Sulphur Dioxide were met throughout the borough.
- A previously identified risk that the air quality objectives for NO₂ and PM₁₀ particles would be likely to continue to be exceeded at least at some parts of the borough has been shown to be correct.
- The Lambeth 5 site failed to meet all the PM₁₀ and NO₂ objectives
- The Lambeth 4 site failed to meet both the NO₂ objectives and the daily limit value for PM₁₀. The annual mean objectives for PM₁₀ were however met for the first time in 3 years.
- The Crystal Palace roadside site met all of the PM₁₀ objectives and the daily limit value for NO₂, however it failed to meet the annual mean NO₂ objective.
- The Christchurch Road site (Lambeth 1) failed to meet the annual mean objective for NO₂ but met all the other AQ objectives.
- The Loughborough Junction site (Lambeth 3) met all of the objectives.
- That the Council was justified in re designating an Air Quality Management Area across the whole of Lambeth in 2007.

For more details on the air quality please refer to <http://search.lambeth.gov.uk/kbroker/lambeth/lambeth/search/search.lsim?sr=0&nh=10&cs=iso-8859-1&sc=lambeth&sm=0&mt=0&ha=1311&qt=air+quality>

4.7 Climate

Carbon dioxide is recognised as a major contributing factor to climate change. Road transport contributes approximately 24% of the overall CO2 emissions and tackling this is a challenge faced by all London authorities including Lambeth. Trends in car ownership and use mean that levels of CO2 from road transport are increasing, hence the need to reduce the demand for private, car-based transport.

4.8 Material Assets

These refer to materials used in and on the borough's streets and highways. The Council are in the process of finalising a design guide. The purpose of this manual is to provide guidance on how Lambeth's streets should look. This guide will help to ensure consistency and raise the standard of street works throughout the borough of Lambeth.

The Design Guide sets the standards for the Council's own highways and street works team but is also intended as a guide for contractors, developers, public utility companies as well as other private agencies working on Lambeth's streets.

Integral to the Design Guide is an emphasis on sustainability. For instance Lambeth's current Highways contractors FM Conway recycle 95% of all arisings from their work by processing materials at their recycling plant. These are then used as the base layer for footway and carriageway reconstructions and resurfacing. In addition, where possible the Council also reuses kerb and paving stones when reconstructing footways.

Street Lighting: With regard to street lighting in the borough, Lambeth entered into a private finance initiative (PFI) in 2005 to update, renew and maintain street lights in the borough. This partnership has been completed six months ahead of schedule and will now be used as an example of best practice to other boroughs.

The renewal and upgrading of street lights improves the environment for Lambeth residents by:

- enabling night time collection of refuse and street cleaning which allows the council to deliver a cleaner borough
- providing more effective public lighting at lower levels of energy consumption in line with the council's carbon reduction commitment
- creating a safer environment in the borough's parks and streets with new and improved lighting helping to reduce crime, road traffic and personal injury accidents

- enabling the quick repair and replacement of damaged lights by having the council's call centre number displayed on each lighting column.

Over 9,300 new columns have been installed in over 880 roads, 7,900 redundant columns have been removed and recycled, over 2,000 signs, beacons and bollards have been replaced and 10 parks have had their lighting upgraded. The entire Lambeth Lighting PFI programme runs for 25 years and the next steps will focus on maintaining the new fixtures.

Asset Condition: Along with other boroughs, the council is required to maintain and improve the condition of the roads and footways. The bad weather during the winter months of 2010 have severely affected the road conditions in Lambeth (as is the case for the majority of the country). February and March 2010 saw the Borough's emergency and responsive repair programme spike exponentially by 300% as a result of frost damage to already damaged roads.

In 2009/10 we were fortunate enough to have the foresight to build up a contingency in the event of severe weather – to this end the responsive maintenance budgets were sufficient enough to cater for demand.

However, another severe winter could have a negative impact on the roads and highways. To this end the Council will be working with other departments to synergise projects across the Council which will optimise budgets and enable Highways to resurface more roads.

The indicators below are an effective means of measuring the condition of the borough's material assets. A reduction in levels represents improvement.

Table 4: Lambeth Condition Surveys 2006/7- 2009/10

| LBL Highways - CVI / DVI Surveys | 2006/07 | 2007/08 | 2008/09 | 2009/10 |
|---|----------------|----------------|----------------|----------------|
| | | | | |
| Principal Roads (22.5kms) | | | | |
| Index Group length | 25.532km | 25.885 | | |
| Possib. Surv. Ln. lngth.. | 58.390km | 48.543 | | |
| Actual surv. Ln lngth | 58.390km | 47.936 | | |
| Asset survey. | Yes | Yes | | |
| BV223 -CVI | 17% | 13% | 8% | 8% |
| BV223 NI168- TTS/Scanner | 16% | 12% | 8% | 8% |

| | | | | |
|---|------------|-----------|-----|-----|
| Forecasts | | | 14% | |
| Classified B & C Roads (41.7kms) | TTS | | | |
| Network length | 47.229km | 47.341 | | |
| Possib. Surv. Ln. lngth.. | 91.193km | 91.777 | | |
| Actual surv. Ln lngth | 82.915km | 76.013 | | |
| Asset surv. | No | No | | |
| BV224a - CVI/DVI | No | No | | 10% |
| BV224a / NI169- Scanner | 17% | 5% | 8% | 12% |
| Forecast | | | 6% | |
| Unclassified Roads (241.6kms) | DVI(Symol) | (Barrats) | | |
| Network length | 285.665km | | | |
| Possib. Surv. Ln. lngth.. | 298.245km | | | |
| Actual surv. Ln lngth | 284.445km | 62.671 | | |
| Lngth. Surveyed in year | 74.074km | 62.671 | | |
| Asset surv. | No | No | | |
| BV224b - DVI | 11% | 13.61% | | |
| Condition of 1,1a & 2 Footways(37.768km) | Sym./DCL | | | |
| Non Principal Road Footways(19.824km) | | | | |
| Network length | | | | |
| Possible Network Lngth. | | | | |
| Surveyed Network length | 6.044km | 19.724 | | |
| Possible Surv. Ln. lngth. | 11.948km | 39.448 | | |
| Actual Surv. Ln. lngth | 11.358 | 39.448 | | |
| Asset Survey | No | No | | |
| BV187 | 7.16% | 27.56% | | |
| Principal Road Footways((17.944km) | | | | |

| | | | | |
|---------------------|----------|----------|-----|--|
| Index Group length | 25.532km | 25.885km | | |
| Footway Lane length | 42.853km | 42.907km | | |
| Asset survey | Yes | Yes | | |
| Bv187 | 62% | 45% | 21% | |

4.9 Noise

Noise from transport is a major source of ambient noise throughout Lambeth. The major source of noise is road traffic, as a result of vehicle use being the dominant means of transport in the Borough.

As part of the National Ambient Noise Strategy, the London Road Traffic Noise map was completed in March 2004. The Government is yet to confirm the level at which it will determine people are exposed to unacceptable levels of noise. Because of this, it is difficult to present meaningful baseline road traffic noise data in the context of the EU approach to noise management. Further details of the noise maps, including a postcode search of road traffic noise in a particular area can be found at www.noisemapping.org.

4.10 Cultural heritage, including archaeological and architectural heritage and Landscape & Townscape

As a borough Lambeth is extremely proud of its cultural heritage and takes the responsibility of protecting it very seriously. The Council's Adopted Unitary Development Plan 2007 formalises a number of policies designed to enhance and protect a range of sites. For more details generally please see:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/PlanningPolicy/UnitaryDevelopmentPlan.htm>

Listed Buildings: Lambeth have over 2,000 statutory listed buildings. They represent the best of the borough's buildings of historical or architectural interest, and range from post boxes and water troughs to the Royal Festival Hall and the Georgian terraces of Kennington. Buildings on the statutory list are deemed nationally important and are protected by law. The Council would generally wish to see the original structure and historic fabric of any listed building or group preserved.

Lambeth also has a number of buildings that make an important contribution to the character of the Borough, but are not eligible for the inclusion in the Statutory List. However as these buildings are of architectural or historic interest they will be considered for retention in line with the criteria and guidance produced by English Heritage. For more information please see:

<http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/ConservationDesign.htm>

Conservation Areas: Lambeth have over 50 conservation areas which cover over a quarter of the borough. Indeed Lambeth has an outstanding heritage which spans over 500 years of development. Whilst some of these areas have been neglected in the past, efforts have been made in the last 3 years to improve these. This includes the appointment of a dedicated Conservation Team and continual review of these areas. For more information please see: <http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/ConservationDesign.htm>

Archaeological Heritage: The Greater London Archaeology Advisory Service has identified 17 Archaeological Priority Areas in Lambeth. Lambeth believe that archaeological remains are a key asset and act as an educational, recreational and tourist resource; and that they should be preserved. For more information please see: <http://www.lambeth.gov.uk/Services/HousingPlanning/Planning/ConservationDesign.htm>

Open Spaces: Parks and open spaces play a vital role in the lives of Lambeth residents, providing usable open space for sports and concerts and also more formal historic gardens. There are 64 officially designated 'parks and public greenspaces' which are managed by Lambeth Parks and Greenspaces Unit, making up about 270 ha of the total land area for Lambeth. There are also a number of small sites which although privately owned, are managed as parks for the public to use and enjoy. Many of the larger parks are designated Metropolitan Open Land (MOL) or Urban Open Spaces, and the borough has eight landscapes included on the National Register of Historic Parks and Gardens, a system designed to protect and enhance historically important landscapes, the amenity value that they offer, and their importance in respect of nature conservation. For more details please see: <http://www.lambeth.gov.uk/Services/Environment/ParksGreenSpaces/BAPdocuments.htm>

4.11 The interrelationship between these factors

It is not thought that Lambeth's Transport Plan will have significant negative impacts on the interrelationship of the various environmental issues noted above.

5. Alternative options.

5.1 The SEA Directive requires that "...reasonable alternatives, taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated". The purpose of this is to assess whether the best environmental options are being

pursued. The alternatives should be limited to those that are realistic, and which have a real chance of delivering the policy objectives of the plan.

5.2 The SEA process must identify the alternatives considered for achieving the LIP objectives. Table 5 sets out the types of interventions that will be contained with Lambeth’s Transport Plan, and suggested alternatives. These are then scored with either a + positive impact or a – negative impact on the various environmental factors that are contained within the Environment Report. Where the cell is left blank this means the proposal is neutral. Accompanying text to the table can be found on pages 30-33

:

Table 5: Assessment of alternative options

| Interventions | | Environmental factors | | | | | | |
|--|--|------------------------|-----------------------------|----------------|--------------------|---------|-----------------|-------------------------------|
| | | Biodiversity and flora | Population and human health | Soil and Water | Air Quality, noise | Climate | Material assets | Culture, Heritage & landscape |
| Promote sustainable healthy travel behaviour | | | | | | | | |
| Proposed interventions: | <p>Facilitating an increase in active travel (walking and cycling) through educational and awareness programmes: i.e weekly Dr Bike programme, led walks and walking promotions, cycling campaigns, cycle training, driver awareness training.</p> <p>Facilitating an increase in active</p> | | + | | + | + | | |
| | | | + | | + | + | | |

| | | | | | | | | |
|--|---|--|---|--|--|--|--|---|
| | <p>travel (walking and cycling) through improved infrastructure: i.e local safety schemes, cycle parking, cycle routes, 20mph zones, Priority to pedestrians and cyclists through traffic calming and junction improvements</p> <p>Enhancing streetscapes, improving the perception of urban realm and developing shared space initiatives i.e area based schemes, improved and maximized pedestrian spaces, reduction of street clutter.</p> | | + | | | | | + |
| Alternative intervention | <ul style="list-style-type: none"> - segregation of cyclists from motorised forms of transport - provision of personal alarms and high-visibility arm bands - more segregation of pedestrians from motorised forms of transport i.e guardrailing | | + | | | | | - |
| Improve the condition of principal roads | | | | | | | | |
| Proposed intervention | Bringing and maintaining all Assets to a state of good repair: i.e | | + | | | | | + |

| | | | | | | | | |
|--------------------------|--|--|---|--|---|---|---|--|
| | <p>principal road maintenance and bridge strengthening, regular maintenance schedule,</p> <p>Smoothing traffic flow (reducing road congestion and traffic journey time reliability: management of road works (new permit scheme), up to date information on diversionary routes etc</p> | | + | | + | + | + | |
| Alternative intervention | <p>-place weight/size limits on stretches of road to limit damage</p> <p>-improve sequencing of lights at junctions</p> <p>- do nothing</p> | | + | | + | + | + | |
| | | | - | | | | - | |
| Improve Air Quality | | | | | | | | |
| Proposed intervention | <p>Promote and facilitate the use of more efficient fuels for motorised forms of transport – such as electric charge points: awareness campaigns, installation of electric charge points.</p> | | + | | + | + | | |

| | | | | | | | | |
|---|---|--|---|--|---|---|--|--|
| | Encouraging the reduction of trips by single occupancy vehicles. Either by promoting switching journeys to walking or cycling, or by public transport and use of car clubs: awareness campaigns, weekly Dr Bike programme, led walks and walking promotions, cycling campaigns, cycle training, driver awareness training, installation of car club bays. | | + | | + | + | | |
| Alternative intervention | - congestion charging -localised emission zone for Lambeth -do nothing | | + | | + | + | | |
| Reduce the real and perceived danger on Lambeth's roads | | | | | | | | |
| Proposed intervention | Reducing the numbers of road traffic casualties: education and awareness campaigns Facilitating an increase in active travel (walking and cycling) – to encourage critical mass of such | | + | | + | + | | |
| | | | + | | + | + | | |

| | | | | | | | | |
|--------------------------|---|--|---|--|---|---|--|---|
| | <p>modes: i.e weekly Dr Bike programme, led walks and walking promotions, cycling campaigns, cycle training, driver awareness training.</p> <p>Introduction of physical engineering measures to improve safety: i.e local safety schemes, cycle parking, cycle routes, 20mph zones, Priority to pedestrians and cyclists through traffic calming and junction improvements</p> <p>Promotion of road risk training: such as cycle confidence skill, bike safe for powered 2 wheelers, HGV/Cyclist training.</p> | | + | | + | + | | |
| Alternative intervention | <ul style="list-style-type: none"> - segregation of cyclists from motorised forms of transport - provision of personal alarms and high-visibility arm bands - more segregation of pedestrians from motorised forms of transport i.e guardrailing | | + | | | | | - |
| Reduce CO2 emissions | | | | | | | | |

5.3 Assessment of alternatives by priority area

The SEA stipulates that where necessary alternative options should be considered. The following commentary assesses in more detail the alternatives suggested to the interventions above, as outlined in Table 5.

1) Promote sustainable healthy travel behaviour:

Suggested alternatives:

- Segregation of cyclists from motorised forms of transport.

Whilst this option is often seen as a safer alternative for cyclists unfortunately this is not an option for the majority of roads in Lambeth as there isn't sufficient space for proper segregated facilities. Where sufficient space is available, it is difficult to gain approval at consultation stage from residents or other key stakeholders such as the emergency services to remove either car parking or road space from motorised forms of vehicles.

- Provision of personal alarms and high-visibility clothing

As part of our road danger reduction policy, we seek to encourage safe and sustainable modes of transport. Safer modes are deemed those which cause the least damage to others. In view of casualty rates this means that walking and cycling are the safest modes as they cause the least amount of harm to other road users. Conversely, motorised forms of vehicles such as cars are the most dangerous mode as they cause the most harm. As part of this policy we will seek to tackle the source of danger on the roads rather than equipping vulnerable users with safety equipment. Whilst the use of personal alarms and high visibility can play a part in encouraging users to feel safer using modes such as walking and cycling they will not form an integral part of our policy.

- More segregation of pedestrians from motorised forms of transport i.e guard railing

We do not believe that the installation of guard railing is in the best interest of pedestrians or cyclists. Research shows that on roads with guard railing, speeds of vehicles are higher as the presence of a physical barrier between vehicles and pedestrians often results in cars thinking they can safely travel at higher speeds as pedestrians are unable to step out to cross. Similarly, the presence of guard railing can also be a hazard to cyclists as they can become trapped between guard rails and vehicles (particularly HGVs) if travelling on the inside of vehicles and are not seen. The presence of guard railing in such cases leaves no where for the cyclist to escape. Moreover, the Council has a policy of reducing street clutter where possible and these are seen (in many cases) as unnecessary and unsightly street furniture. Nevertheless it is apparent that guard railing is often used by cyclists to park their bicycles, so where removal occurs it is prudent to try and ensure adequate cycle parking replaces this where possible.

2) Improve the condition of principal roads

Suggested alternatives:

- Place weight/size limits on stretches of road to limit damage

Whilst this would undoubtedly have some benefits, the likelihood is that weight restrictions would just remove the problem somewhere else in the borough. Therefore it is believed that focusing on regular maintenance and achieving the aims of Objective 1 through a reduction of car use are more suitable options for improving the condition of principal roads.

- improve sequencing of lights at junctions

Transport for London have responsibility for traffic light sequencing. Whilst the borough can lobby for changes there is currently a 2 year waiting list across London for non-urgent changes. Therefore whilst Lambeth will seek to push for improvements where possible, this will not be the main focus of our strategy.

3) Improve Air quality

Suggested alternatives:

- congestion charging

Whilst Lambeth support the current congestion charge zones, it would be outside of our current powers to create additional congestion charging zones in Lambeth.

- localised emission zone for Lambeth

Whilst Lambeth suffers from poor air quality and currently has an Air Quality Management Action Plan in place it is not feasible for the council to create an emission zone within the boundaries of Lambeth. As above with the congestion zone it is outside of our current powers to do this.

4) Reduce the real and perceived danger on Lambeth's roads

Suggested alternatives:

- segregation of cyclists from motorised forms of transport
- provision of personal alarms and high-visibility arm bands
- more segregation of pedestrians from motorised forms of transport i.e guardrailing

Please see comments above in 1) promote sustainable healthy travel behaviour.

5) Reduce CO2 emissions

Suggested alternatives:

- congestion charging
- localised emission zone for Lambeth

Please see comments above in 3) Improve air quality

6. Assessment of Significant Effects and Mitigation (SEA Stage C)

6.1 This section provides a detailed evaluation of the likely impacts of each of the Council's transport proposals on the borough's environment taking into account levels of risk and uncertainty associated with each option.

- Biodiversity, Flora And Fauna
- Population and Human health
- Soil and Water
- Air and Climatic factors
- Material assets
- Cultural Heritage, including Archaeological and Architectural Heritage and Landscape
- And the interrelationship between these factors.

Table 7 contains the five main objectives contained in Lambeth's Transport plan including their impacts on the environment. Each policy identifies whether there would be a positive (+) or a negative (-) effect on the SEA objective. Accompanying text to the table can be found on pages 35-38.

| | | |
|-----------------|-----|--|
| Symbol Impact - | ++ | Very positive |
| | + | Positive |
| | +/- | Neutral / uncertain depending on scheme detail |

- Negative
- Very negative

Table 7. LTP impact on environment

| Lambeth SEA/LIP Objectives | Biodiversity and flora | Population and human health | Soil and Water | Air Quality | Climate | Material assets | Culture, Heritage & landscape |
|---|-------------------------------|------------------------------------|-----------------------|--------------------|----------------|------------------------|--|
| Promote sustainable healthy travel behaviour | +/- | ++ | +/- | ++ | + | +/- | +/- |
| Improve the condition of principal roads | +/- | + | +/- | +/- | +/- | ++ | + |
| Improving air quality | + | + | +/- | ++ | + | +/- | +/- |
| Reduce the real and perceived danger on Lambeth's roads | +/- | ++ | +/- | +/- | +/- | +/- | +/- |
| Reduce CO2 emissions | + | + | +/- | + | ++ | +/- | +/- |

Also incorporated into this section are possible mitigation measures that need to be taken into consideration. The SEA Directive also requires that measures be identified to mitigate any significant adverse environmental impact within the LIP. These measures include looking at prevention, reduction and offsetting. Whilst the scoping procedure highlighted that none of the measures included in the LIP will have significant adverse environmental impacts, a list of potential problems and accompanying preventative measures will be listed and taken into consideration.

6.2 Proposed impact of the LTP on biodiversity

It is not anticipated that Lambeth's Transport Plan (LTP) will have significant negative impacts on bio-diversity, or the borough's flora & fauna. The majority of objectives within the LTP are designed to reduce single occupancy car use which if realised will have a positive impact on air quality and this will result in possible improvements to biodiversity. The potential loss of land for transport schemes such as new cycle routes or local safety schemes could have either a positive or negative impact on biodiversity which is impossible to predict without specific scheme designs. However, such schemes will be carried out in consultation with key stakeholders to ensure any negative effects are managed and that the benefits from any scheme outweigh the negatives.

6.3 Proposed impact of the LTP on population and human health

It is not anticipated that Lambeth's Transport Plan will have negative impacts on population and human health. Rather, if a 'do nothing' approach was allowed a deterioration of the current situation could occur instead i.e increased road casualties and a worsening of air quality. Lambeth's Transport Plan, and in particular the inclusion of a road danger reduction approach will have a number of positive benefits. These will be achieved by tackling danger at its source which will result in safer modes such as walking and cycling increasing. This in turn will have a number of positive impacts as on the one hand programmes and schemes designed to encourage people to take more exercise such as walking and cycling as a result of travel awareness and through the control of the school run, will have positive impacts on the population's health. Similarly measures designed to reduce the volume of cars on the road and speeds at which they travel will have a positive impact on casualty figures. Moreover, increases in walking and cycling will help reduce emissions thus improving air quality which can have negative effects on certain members of the population such as the elderly and those vulnerable to respiratory problems like asthma.

6.4 Proposed impact of the LTP on soil and water

It is not anticipated that Lambeth's Transport Plan will have significant impacts on the borough's soil. Indeed a reduction in motorised vehicles could be seen to have positive effects on acid grassland and heath on the outskirts of London. Similarly, it is unlikely that Lambeth's Transport Plan will have significant impacts on the borough's water. Reducing traffic levels and encouraging greener vehicles should marginally reduce contamination of road surfaces and so reduce polluted run-off.

6.5 Proposed impact of the LTP on Air Quality

Lambeth's Transport Plan should deliver some improvements in air quality. Demand management should reduce overall traffic volumes and hence emissions of air pollution. Encouraging greener forms of transport and cleaner vehicles should have a similar effect, although in most cases the impact of individual schemes would be too small to have a measurable effect. This is partly because of the high levels of background air pollution from the rest of London and the South-East, and because of the complex atmospheric chemistry of some pollutants.

High volumes of traffic are compounding the reduced air quality but Lambeth's Transport Plan objectives of improving air quality through increasing more environmentally benign forms of transport and encouraging the use of public transport will have positive effects. Air quality is a cross boundary issue and offers the opportunity to work in collaboration with neighbouring boroughs. Overall Lambeth's Transport Plan is anticipated to have a considerable positive effect on air quality.

6.6 Proposed impact of the LTP on Climate

Similar to the impact of Lambeth's Transport Plan on Air Quality it is expected that Lambeth's Transport Plan should deliver some improvements in relation to climate change. For instance demand management should reduce overall traffic volumes and encouraging greener forms of transport and cleaner vehicles should have a similar effect.

Some schemes within Lambeth's Transport Plan will also seek to encourage integrating equipment which is energy efficient or powered by renewable energy such as solar powered parking meters and energy efficient street lighting etc which will also positively contribute to the achievement of climate change objectives.

6.7 Proposed impact of the LTP on material assets

In this context the material assets can be said to consist of the borough's streets, highways and highways structures. Lambeth's Transport Plan includes programmes designed to both maintain and improve these assets, and it is to be hoped that Lambeth's Transport Plan will deliver considerable positive impact, should the required funding be delivered.

However, the majority of transport schemes albeit new infrastructure or maintenance of the existing network, involve a considerable quantity of material being used. In order to ensure the sustainability of such schemes, the use of sustainable materials in new constructions, renovations and in general "green" purchasing are needed. The Council is in the process of finalising a design guide to ensure the sourcing of construction materials for transport maintenance and improvement activities have limited environmental implications. Whilst this already happens to a large degree, it is hoped the design guide will help to formalise this approach. As such it is unlikely that the implementation of Lambeth's Transport Plan will result in any significant environmental affects.

6.8 Proposed impact of the LTP on Cultural heritage, including archaeological and architectural heritage and Landscape & Townscape

It is unlikely Lambeth's Transport Plan will promote any further adverse effect upon cultural heritage, rather is likely to have a positive impact upon the cultural heritage and landscape / townscape primarily by promoting the use of sustainable transport and streetscape improvements.

In relation to schemes within Lambeth's Transport Plan around public realm and public open spaces, it is hoped to incorporate a greater element of urban design and that designs will not only maintain but also seek to improve the physical built environment and townscape. Improved working links between the transport, regeneration and planning teams will contribute to ensuring the cultural heritage is maintained or improved.

Traffic signage and clutter associated with transport is one of the most damaging intrusions into historic areas. Lambeth's Transport Plan will contain references to existing Lambeth policies on the reduction of unnecessary street clutter.

6.9 Interrelationship between the above factors

Whilst the LTP is assessed as not having significant negative effects on the environment, the above section has highlighted some potential problems and has demonstrated that proposals/schemes may have the potential for negative significant effects, in particular during scheme construction. Accordingly measures envisaged to prevent, reduce or offset any significant adverse effects will be proposed on a measure/scheme basis and will include the following:

1. Carry out project level Environmental Impact Assessments where necessary.
2. Measures to ensure design and compatibility of soft infrastructure with local townscape character, notably during construction;
3. During construction mitigation measures to minimise the adverse impact on biodiversity and water resources will be required.

7. **Monitoring (SEA Stages D & E)**

The SEA requires the borough to monitor the significant environmental effects of the implementation of plans and programmes in order to identify, at an early stage, unforeseen adverse effects, and to be able to undertake appropriate remedial action.

However this Environment Report has identified that it is unlikely that the LTP will result in any significant environmental impacts. This coupled with the LTP already containing a number of core and local targets (see Tables 8 and 09) and indicators to be measured, means that no additional monitoring will be required. However as noted above in section 6.9 the majority of schemes carried out under the LTP will be subject to consultation and EIA where necessary, which will act as another means to monitor the environmental impacts of schemes.

Table 8 – LTP Core Targets

| Core Indicator | Definition | Year Type | Units | Base Year | Base year Value | Target Year | Target Year Value | Trajectory Data | Data Source |
|----------------|------------|-----------|-------|-----------|-----------------|-------------|-------------------|-----------------|-------------|
|----------------|------------|-----------|-------|-----------|-----------------|-------------|-------------------|-----------------|-------------|

| | | | | | | | | | | | | |
|-----------------------------------|--|--------|-----------------|-------------------|---------|---------|---------|-------------|-------------|-------------|-------------|--------------------------|
| Mode share of residents | % of trips by walking | Annual | % | 2008/09 | 28% | 2013/14 | 29% | 2010 | 2011 | 2012 | 2013 | LTDS |
| | | | | | | | | 28% | 28% | 29% | 29% | |
| Mode share of residents | % of trips by cycling | Annual | % | 2008/09 | 3% | 2013/14 | 4% | 2010 | 2011 | 2012 | 2013 | LTDS |
| | | | | | | | | 3% | 3% | 4% | 4% | |
| | | | | | | | | Or TBC | Or TBC | Or TBC | Or TBC | |
| Bus service reliability | Excess waiting time in minutes | Annual | Minutes | 2009/10 | 1.1mins | 2013/14 | 1.1mins | 2010 | 2011 | 2012 | 2013 | iBus |
| | | | | | | | | 1.1mins | 1.1mins | 1.1mins | 1.1mins | |
| Asset condition – principal roads | % length in need of repair | Annual | % | 2009/10 | 9.5% | 2013/14 | 8% | 2010 | 2011 | 2012 | 2013 | DVI data supplied by TfL |
| | | | | | | | | 9.5% | 9% | 8.5% | 8% | |
| Road traffic casualties | Total number of people killed or seriously injured (KSI's) | Annual | Number | 2004-2008 average | 175 | 2013 | 145 | 2010 | 2011 | 2012 | 2013 | London Road Safety Unit |
| | | | | | | | | 168 | 160 | 153 | 145 | |
| CO ₂ emissions | CO ₂ emissions (Tonnes) | Annual | Kilotonnes/year | 2008 | 180.0 | 2012 | 170.2 | 2010 | 2011 | 2012 | 2013 | LEGGI – from TfL |
| | | | | | | | | 174.06 | 172.14 | 170.2 | 168.38 | |

Table 9 – LTP Local Targets/indicators

| Local indicator | Definition | Year type (Annual/ Financial) | Units | Base year | Base year value | Target year | Target year value | Trajectory data | | | | Data source |
|-----------------------------|---|-------------------------------|--------|-----------|----------------------------|-------------|---|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|----------------------------|
| Road & Footway satisfaction | | A | % | 2008 | 56% | 2013 | | 2010 | 2011 | 2012 | 2013 | Lambeth Resident Surveys |
| | | | | | | | | 51% | 46% | 40% | 35% | |
| Traffic Volumes (Indicator) | | A | mVkm | 2009 | 840 | 813 | 796 | 2010 | 2011 | 2012 | 2013 | DfT |
| | | | | | | | | 809 | 806 | 800 | 796 | |
| Street Trees | Number of trees planted per year through LTP projects | F | Units | N/A | N/A | 2013 | 50 | 2010 | 2011 | 2012 | 2013 | Lambeth |
| | | | | | | | | 50 | 50 | 50 | 50 | |
| Cycle Parking | Number of cycle stands installed through LIP schemes | F | Spaces | N/A | N/A | 2013 | 2013 On Street – 150 Residential - 50 | 2010 | 2011 | 2012 | 2013 | Lambeth |
| | | | | | | | | On Street – 150 Residential - 50 | |
| Cycle Training | Number of people completing cycle training | F | People | 2009 | Adults 501 Children 895 | 2013 | Adults 650 Children 895 | 2010 | 2011 | 2012 | 2013 | Lambeth |
| | | | | | | | | Adults 650 Children 1000 | Adults 650 Children 1000 | Adults 650 Children 1000 | Adults 650 Children 1000 | |
| Car Clubs bays | Total number of car club bays in Borough | F | Spaces | 2010 | 73 | 2013 | 178 | 2010 | 2011 | 2012 | 2013 | Lambeth |
| | | | | | | | | 35 | 35 | 35 | 35 | |
| Car Club Membership | Number of members of car club in Borough | A | Units | 2010 | 9000 | 2013 | 10500 | 2010 | 2011 | 2012 | 2013 | Lambeth car club operators |
| | | | | | | | | 500 | 500 | 500 | 500 | |

| Road Danger Reduction Training | Number of drivers and cyclists that have received training in Borough | F | People | 2009 | 2013 | 2010 | 2011 | 2012 | 2013 | Lambeth |
|--------------------------------|---|---|--------|------------------|------------------|------|------|------|------|---------|
| | | | | Cyclists | Cyclists | 350 | 350 | 350 | 350 | |
| | | | | HGV Drivers | HGV Drivers | 50 | 50 | 50 | 50 | |
| | | | | Driving for Work | Driving for Work | 50 | 50 | 50 | 50 | |

8. Next Steps:

The LTP is being consulted on formally between February and March 2011. This environment report is part of that consultation and will be updated as necessary at the end of the consultation period. The SEA regulations 16.3c (iii) and 16.4 require that an 'environmental statement' be made available to accompany the LTP, as soon as possible upon its adoption. The statement is to include the following information:

- How environmental considerations have been integrated into the LTP
- How the Environmental Report has been taken into account
- How consultation responses have been taken into account
- Reasons for choosing the policies in the LTP, in the light of other reasonable alternatives
- Measures that are to be taken to monitor the significant environmental effects of the implementation of the LIP

The Environmental statement will be produced and made available on Lambeth's website alongside the final adopted LTP in July 2011.

If you would like to make comments on this document please email: lip@lambeth.gov.uk or write to Transport Policy, Manager, 2nd Floor Blue Star House, 234-244 Stockwell Road, London, SW9 9SP.

Natural England comments on Lambeth’s Local Implementation Plans including scoping stage of the Strategic Environmental Assessment

Natural England regrets that it is not in a position to provide the Council with detailed comments on the SEA of LTPs and will also be unable to do provide specific comments for individual LTPs as and when they are published. Please accept this letter as our consultation response relating to the LTP and SEA of the LTP.

Local Transport Plan

Natural England has set out its priorities for LTPs in its ‘Guidance on Local Transport Plans and the Natural Environment’, 2009 (www.naturalengland.org.uk/Images/local-trans-plans_tcm6-15159.pdf) Adoption of these priorities within the LTP will help to maximise the benefits for the natural environment as assessed in the SEA.

Strategic Environmental Assessment

We would expect to see the following elements and considerations included within the Strategic Environmental Assessment (SEA) of your Local Transport Plan (LTP).

Baseline information

Baseline information should include:

- Landscape (and townscape) character and quality including:
 - reference to the London Landscape Framework (<http://www.naturalengland.org.uk/regions/london/ourwork/londonnaturalsignatures.aspx>)
- Biodiversity and geodiversity including;
 - BAP species and habitats

- Location of Special Protection Areas (SPA's), Special Areas of Conservation (SAC's) and Sites of Special Scientific;
- Access including:
 - Thames Path national trail (where relevant)
 - Other access e.g. permissive access
 - Public Rights of Way
- The natural environment resource of the area including green spaces and the links between them

SEA objectives

We would expect the SEA objectives to cover the following issues relating to the natural environment:

- Conserve and enhance landscape and townscape character and quality; and local distinctiveness;
- Conserve and enhance biodiversity, including both habitat and species;
- Conserve and enhance geodiversity and soils;
- Provide and enhance opportunities for public access to a good quality rights of way and open space.

Habitats Regulations Assessment (HRA)

DfT guidance on LTPs outlines the necessity to undertake HRA screening to determine whether the plan is likely to have a significant effect on a European site alone or in combination with other plans and projects. In this respect we would like to draw your attention to the latest consolidation of the Habitats Regulations - the *Conservation of Habitats and Species Regulations 2010*. As in earlier versions of the regulations, this confirms that if it cannot be determined that a significant effect will not arise, the plan must then be subject to an Appropriate Assessment (Regulation 102).

Whilst the SEA and HRA processes are separate processes and should be reported upon individually, there are a number of linkages between the two processes. For example, evidence gathered for the HRA on European sites can be fed into the SEA process and the findings of HRA can feed into the SEA assessment.

I hope that this makes Natural England's position clear but if you have any further questions about this letter or require further information please hesitate to contact me.

Yours Sincerely,

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