

Wandsworth Council's Third Local Implementation Plan

Strategic Environmental Assessment

Adoption Statement

April 2019

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1 Introduction

1.1 Background

1.1.1 Under the Greater London Act 1999 each London Borough Council is required to prepare a Local Implementation Plan (LIP) detailing how the authority intends to implement the Mayor of London's Transport Strategy (MTS) within its area. Wandsworth's third LIP contains details of the Borough's transport programmes and funding requirements. It covers the same period as the third MTS (up to 2041) and includes specific delivery proposals for the three year period 2019/20 – 2021/22.

1.1.2 Under European Union Directive 2001/42/EC (the 'SEA Directive'), authorities within the UK must carry out an Strategic Environmental Assessment (SEA) of the effects of a wide range of plans and programmes on the environment. The Directive has been implemented in England through Statutory Instrument 2004 No. 1633 on the Environmental Assessment of Plans and Programmes Regulations 2004 (the 'SEA Regulations'). TfL's LIP guidance indicates that LIPs are considered as falling under the scope of the SEA Regulations.

1.2 SEA Process

1.2.1 In 2018, Wandsworth Council consulted the Environment Agency, Historic England and Natural England on the proposed scope of the SEA of the third LIP.

1.2.2 Feedback from this process influenced the production of the SEA Environmental Report, which was made available for comment during the LIP consultation period, and which can also be viewed via the Council's website at www.wandsworth.gov.uk/lip.

1.2.3 Consultation on the LIP ran from 30th November 2018 until 11th January 2019. Following consultation, a number of revisions were made to the LIP, and the resulting Final LIP was approved on 12th April 2019. The Final LIP includes a summary of how the SEA has influenced the LIP, including mitigation of potential adverse environmental impacts for a small number of LIP proposals.

2 The SEA Environmental Report

2.1 Contents

2.1.1 The SEA Environmental Report is the main element of the SEA process. Full details of the assessment are included in that report, but in summary, the following items were examined and presented in the report:

- Background information on the LIP and its main objectives
- Relationship of the LIP to other plans, programmes and environmental protection objectives
- The environmental baseline
- The SEA Framework of objectives
- The compatibility of LIP objectives with the SEA objectives
- Assessment of the environmental effect of the LIP and its alternatives
- Proposed mitigation measures
- Monitoring measures

2.2 SEA Objectives and Assessment of Environmental Effects

2.2.1 An SEA framework of objectives was used to assess the environmental effects of the Wandsworth LIP in the SEA Environmental Report:

1. Conserve biodiversity and maintain and develop a diverse range of trees and open spaces that meet residents' needs.
2. Improve local air quality.
3. Minimise emissions of greenhouse gases from transport.
4. Encourage the efficient use of energy and the use of renewable energy.
5. Prevent and control noise nuisances.
6. Reduce road traffic injuries and fatalities.
7. Minimise the impact of transport on soils.
8. Conserve and enhance all cultural and heritage assets and the wider historic environment and increase the enjoyment of the historic environment
9. Protect, conserve and enhance the existing varied character and heritage of the Borough.
10. Protect assets of economic value.
11. Protect the water environment.
12. Reduce water pollution by reducing traffic volumes and promoting cleaner fuels.
13. Reduce the risk of flooding.

2.2.2 Given TfL's comprehensive LIP guidance and the need for the LIP to contribute to a range of defined MTS goals and desired outcomes, the scope for realistic alternatives was quite narrow. Some alternative approaches/schemes were however considered and assessed for likely environmental effects, along with the schemes selected for inclusion in the draft LIP.

2.2.3 For the purpose of assessing the likely environmental effects of the LIP, the preferred options for transport initiatives within the LIP were grouped under their respective programmes:

- Corridors and Neighbourhoods
- Cycling
- Safety and Vision Zero
- Environment
- Supporting measures.

2.2.4 Assessment matrices were used to determine the significant environmental effects of each preferred LIP option within the Borough's programme as well as the 'alternative' options identified for further consideration. The assessment findings show that the majority of the LIP programme scored positively in relation to the SEA objectives and few adverse environmental effects are anticipated.

2.2.5 The following effects were identified for SEA topic areas:

- Biodiversity, flora and Fauna: The assessment findings suggest no significant adverse impacts to biodiversity, flora and fauna from the LIP programme. Several initiatives within the LIP programme should help to reduce the proportion of trips undertaken by car and thus reduce pollution which could negatively impact on biodiversity.
- Air Quality: Encouragement for mode shift and cleaner fuels proposed by the LIP is anticipated to have positive effects for air quality in the Borough.
- Climatic factors: Similarly, encouragement for mode shift and cleaner fuels proposed by the LIP is anticipated to have positive effects in terms of reducing CO2 emissions from transport.
- Population and Human Health: Temporary noise impacts from construction activities are anticipated for some schemes within the LIP programme. Overall, the LIP is anticipated to have a small beneficial effect on preventing and controlling noise nuisance, e.g. by encouraging a switch from petrol or diesel to electric vehicles. Schemes in the LIP are anticipated to have a positive impact on road safety, and the LIP adopts the Mayor's Vision Zero aim of eliminating road death and serious injury by 2041.
- Soil Quality: In some instances there may be minor disturbance of soil and possible low levels of soil sealing from the construction of LIP schemes. However, overall it is anticipated that the LIP programme will have a beneficial effect on soil quality through measures which result in reduced pollution and emissions from road transport.
- Cultural Heritage: It is likely that the LIP will have a largely neutral effect on heritage assets within the Borough, though transport initiatives within the LIP programme which result in reducing air pollution, traffic volumes and vehicle speeds should prove beneficial in the long term.
- Landscape and townscape: The assessment findings suggest that the transport initiatives within the LIP, in particular those focused on public realm and streetscape improvements, should have a largely positive effect on landscape and townscape features within the Borough. A small number of proposals may need mitigation as referred to below.
- Material Assets: The investment proposed within the LIP will help to preserve and enhance important assets within the Borough. Proposals seek to improve the quality of the built environment with neighbourhood and corridor schemes focused on enhancing the public realm and streetscape, junction improvements, walking and cycling improvements, bus infrastructure, landscaping and street tree planting. Future LIP maintenance programmes are subject to funding from TfL.
- Water environment: It is anticipated that the LIP will have a beneficial effect on the water environment in the Borough, through reduced levels of traffic pollution. Overall the LIP proposals are anticipated to have minimal impact on flooding and flood risk

2.3 Mitigation

2.3.1 A small number of proposals included in the draft LIP were assessed as having "Negotiable" environmental effects in sensitive locations. These schemes were:

- Cycle Parking
- Cycling schemes
- Redeployable vehicle-activated signs programme
- Electric Vehicle Charging Points

2.3.2 Details of mitigation included in the Final LIP are shown in section 3 below.

3 Consultation and Mitigation

3.1 Consultation

3.1.1 This SEA Environmental Report was published alongside the draft LIP for consultation, with comments sought by 7th February 2019.

3.1.2 Consultation on the LIP itself is summarised in Appendix 1 to the Final LIP, which is available at www.wandsworth.gov.uk/lip. No comments were received in response to the SEA Environmental Report.

3.2 Mitigation

3.2.1 A small number of proposals included in the draft LIP were assessed as having “Negotiable” environmental effects. These proposals were included in the Final LIP, along with mitigation measures as set out in Table 3.1 below.

Table 3.1: Summary of Mitigation for Proposals in the Final LIP

LIP Proposal	Nature of Possible Adverse Impact	Proposed Mitigation
Cycle Parking	Cycle parking in public places could detract from the character of an area, e.g. in historic parks or in the vicinity of listed buildings or structures . Cycle parking could detract from the character of an area, including conservation areas.	Through appropriate design and placement. Through appropriate design and placement.
Cycling schemes	New cycle routes through parks and open spaces could have a potential adverse impact on biodiversity by providing hard surfacing instead of grass/soil. New cycle routes through parks and open spaces could have a potential adverse impact on soil by providing hard surfacing instead of grass/soil New cycle routes through parks and open spaces could have a potential adverse impact on historic or cultural assets (e.g. historic parks, commons) by providing hard surfacing instead of grass/soil Cycling infrastructure could detract from the character of an area, including conservation areas.	Via design e.g. choice of appropriate materials for cycle routes that do not harm biodiversity or the quality of open spaces, e.g. permeable surfacing. Via design e.g. choice of appropriate materials for cycle routes that minimise the adverse impact on open spaces. Note that there is also a positive benefit for soils as the proposal contributes to mode shift from car leading to reduced levels of vehicular pollution reaching soil. Via design e.g. choice of appropriate materials for cycle routes that minimise impact on open spaces, e.g. permeable surfacing. Through appropriate design.
Redeployable vehicle-activated signs programme	Signage and camera infrastructure could have a negative impact on the character of an area	Proposal is for temporary signs to be redeployed in different areas of the borough so any adverse impact would only be for a short period
Electric Vehicle Charging Points	Electric vehicle charging infrastructure could detract from the character of an area, including conservation areas.	Through appropriate design and placement.

4 Monitoring

4.1 Monitoring measures

4.1.1 It is requirement of the LIP that it will be measured against various performance indicators relating to desired outcomes of the Mayor's Transport Strategy.

4.1.2 In addition, the SEA Regulations also require that a description of measures envisaged for monitoring the environmental effects of the plan or programme are identified..

4.1.3 A range of possible SEA monitoring measures were included in the SEA Environmental Report. These have subsequently been refined, based on the availability of data, as shown in Table 4.1.

Table 4.1: SEA Monitoring Measures

SEA Topic Area	Performance indicator	Data Source
Biodiversity, flora and Fauna	Number of street trees in the Borough	Monitored by LB Wandsworth and TfL
Air	Emissions from roadside air quality monitoring	Monitoring as part of the Air Quality Action Plan
Climatic factors	Number or % of journeys made by sustainable modes	Monitored as part of the Performance Monitoring for the LIP
	% of CO ₂ emitted from road transport	Monitored as part of the Performance Monitoring for the LIP
Population and Human Health	Progress towards national and London targets for reductions in casualties and casualty rates	Monitored as part of the Performance Monitoring for the LIP
Soil	Number of transport schemes affecting soil	Number of LIP schemes delivered
Cultural heritage	Number of heritage sites affected by LIP proposals	Number of LIP schemes delivered
Landscape and townscape	Number of projects aimed at improving landscape and streetscape	Number of LIP schemes delivered
Material assets	% of highway condition in satisfactory or better condition	LB Wandsworth annual surveys of highways condition
Water	Number of schemes affecting the water environment	Number of LIP schemes delivered
	Total area at risk of flooding	LB Wandsworth Strategic Flood Risk Assessment

5 Conclusions and Contact Details

5.1 LIP Approval and Publication of the SEA Adoption Statement

- 5.1.1 Wandsworth Council's Third LIP was approved by the Mayor of London on 12th April 2019. This SEA Adoption Statement summarises the actions taken during the development of the SEA and LIP to produce a better environmental outcome. It shows that the environment has been considered at every stage and that the information collated has influenced the final shape of the LIP and SEA process.

5.2 Contact details

- 5.2.1 The LIP, SEA and supporting documents are available online at www.wandsworth.gov.uk/lip. Queries relating to the LIP or SEA can be emailed to transportation@wandsworth.gov.uk, or alternatively write to:

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