Report

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Report for – London Borough of Camden
Draft Local Implementation Plan 2019 and Camden Transport Strategy 2019-2041
Strategic Environmental Assessment – Environmental Report

Document version control

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London Borough of Camden
Draft Camden Transport Strategy and Local Implementation Plan
Strategic Environmental Assessment
Environmental Report

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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 Camden's draft Transport Strategy 2019-41 which is also its third Local Implementation Plan (LIP3). 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: and

- Good Growth: 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 LIP

A key part of the LIP will be the Delivery Plan. This will align Camden's projects and programmes with the MTS, and the Camden Transport Strategy (CTS) objectives and supporting policies that will be outlined in it. Camden Council's approach over several years has been to deliver what the MTS now defines as the 'Healthy Streets' agenda. The Council is committed to providing streets and spaces which prioritise sustainable, healthy active travel choices (specifically, pedestrians and cyclists) and public transport modes before private and other forms of inessential motorised vehicles. Pursuing this approach has resulted in falling car ownership, and some of the highest active travel mode shares in London.

The LIP will enable the Council to implement schemes that will take it further in delivering the MTS priority of Healthy Streets and achieving ambitious targets, with funding dedicated to walking, cycling and public transport and initiatives to reduce the continued dominance of motor vehicles on many of Camden's streets.

TfL projects that have implications for Camden include:

- **Addressing air pollution.** Ensuring all buses meets Euro VI emissions standards by September 2020, complemented by further local air quality measures outlined in the LIP to reduce transport-based emissions and all other sources within the Council's control;

- **Bus Priority,** Implementing bus priority measures so buses are a high quality, reliable public transport network that sustains a growing city. Camden Council's actions to support this will include highways improvement measures, amendments to bus stops to give buses priority, new

bus lanes/ bus gates where feasible, and consolidation of bus stops in appropriate locations to reduce unnecessary delays;

- **Transforming streets through Liveable Neighbourhoods, cycling programmes and the Vision Zero approach to road safety.** The LIP identifies complementary works to be carried out in Camden to deliver transformational upgrades to streets to benefit sustainable modes at an increased pace of delivery;

- **Underground line capacity upgrades and Crossrail (Elizabeth Line).** This will assist in easing congestion in Camden, and help the Council achieve its objective of ensuring that economic growth both supports, and is supported by, sustainable transport. The Council will also be identifying and delivering measures to enable and encourage switching of trips from public transport to active travel modes where possible, especially in the more central parts of the Camden to reduce overcrowding;

- **Station upgrades and increasing accessibility.** Proposed upgrades to Holborn and Camden Town stations (though both currently delayed from original plans) will, if progressed, improve capacity and provide step-free access at these stations. Camden Council will also identify priorities based on local contexts to inform future funding bids/ potential developer contributions for step-free upgrades in the Borough. A Walking and Accessibility Action Plan will identify further actions to improve access for all to transport networks in the Borough; and

- **Ultra-Low Emission Zone (ULEZ), Santander Cycles and Dial-a-Ride.** ULEZ will be introduced in central London in April 2019 and extended to the north/ south circular for all vehicles by 2021. The existing Low Emission Zone, covering the majority of London, will have more stringent standards for lorries, coaches and buses in 2020. TfL have recently launched a new bike under the Santander scheme, and will roll out around 500 per year while integrating the system better with other TfL services. Dial-a-Ride operations will have better online resources, a new booking and scheduling system in 2020, and trialling 'assisted transport allowances' with Borough partners to help allocate funding for door-to-door services. Policies and schemes in the LIP will help the ULEZ to reduce transport-based emissions in Camden and complement accessibility proposals.

Specific measures proposed in the LIP include those listed below.

- Area-wide Healthy Streets Projects and Liveable Neighbourhoods Programmes (2019/20 to 2021/22) at:

  - o Cantelowes and Camley;

  - o Gospel Oak;

  - o Kilburn;

  - o Farringdon;

  - o Kentish Town;

  - o Camden Town; and

  - o Holborn (Liveable Neighbourhood).

- Borough Wide Schemes (2019/20 to 2021/22):

    o Cycling infrastructure schemes;

    o Walking infrastructure schemes;

    o Road Safety infrastructure schemes;

    o Electric Vehicle Charging Points programme; and

    o School Travel Plan infrastructure schemes.

- Complementary Smarter Travel & Behaviour Change Initiatives.

- Strategic Projects as outlined in the Transport Strategy (outwith the LIP Delivery Plan) including:

    o Capacity upgrades on Piccadilly, Northern, Central and Hammersmith & City/ Metropolitan/ Circle lines;

    o

    o West London Orbital Link to West Hampstead; and

    o Step-free station access at West Hampstead (underground) and Kentish Town stations.

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 issues 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 data pack 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 CTS and LIP were used to identify the existing relevant sustainability issues.

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.

There are three European designated sites within a 10km radius of Camden which fall under the Habitat Regulations. This assessment has concluded that there would be no significant environmental effects arising from the implementation of the LIP on these designated areas that would affect the conservation objectives of those sites. On this basis no further assessment work has been undertaken.

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1.4   Outcomes of the SEA

The SEA concludes that no significant adverse environmental effects will result from the implementation of the CTS and LIP in Camden. 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 a few cases, the CTS and 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 assessment has emphasised where positive benefits can be strengthened for some of the objectives, including:

- Objective 5. CTS and LIP Short term interventions. Promote the use of energy from renewable sources;

- Objective 7. Measures to improve public transport networks, reliability and accessibility should encourage uptake of green/cleaner fuels across all transport providers;

- Objective 7. Measures should be focused on areas near to greenspace;

- Objective 7. Encourage design of measures to include green infrastructure; and

- Objective 7 Measures should be focused on areas with highest levels of crime and anti-social behaviour.

The main effects of the CTS and LIP, together with the actions and outcomes associated with them, are briefly summarised below.

1. **Objective 1. To transform our streets and places to enable an increase in walking and cycling. and Objective 3. To deliver a sustainable transport system and streets that are accessible and inclusive for all**. The objectives, policies and associated measures will directly support healthy active travel, streetscape and Liveable Neighbourhood improvements, Healthy Streets and use of sustainable transport with significant environmental benefits including supporting emissions reduction and associated air quality improvements.

2. **Objective 2. To reduce car ownership and use, and motor traffic levels in Camden and Objective 4. To substantially reduce all road casualties in Camden and progress towards zero Killed and Seriously Injured (KSI) casualties.** The objectives, policies and associated measures will support traffic reduction and improve road safety, significantly improving the quality of the urban environment and making this safer, healthier and more pleasant.

3. **Objective 5. To reduce and mitigate the impact of transport-based emissions and noise in Camden and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.** The objectives, policies and associated measures will directly support improvements to the quality of Camden's environment in terms of air and noise quality particularly.

4. **Long term interventions and Objective 7: To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network.** The objectives, policies and associated measures will support improvements to sustainable

transport provision in Camden directly supporting housing and employment growth and bringing environmental benefits.

5. **Short term interventions.** The short-term measures in the LIP delivery plan will bring incremental environmental improvements to Camden over the next three years, though these will be small in impact in comparison with the longer-term measures.

1.5   Monitoring

The CTS and LIP includes some proposals for environmental monitoring, specifically in relation to emissions of carbon dioxide (CO_2), oxides of nitrogen (NOx) and particulates from road transport. In addition to those which form part of MTS implementation, Camden specific local strategic targets and indicators are included in the CTS and LIP. Given these targets, it is not proposed that further additional targets and indicators should be included to monitor the effects of the SEA.

1.6   Next Steps

The draft LIP was submitted to Transport for London in autumn 2018 for comment. Taking account of the comments received from TfL together with the analysis presented in this Environmental Report, Camden Council will make any revisions to the LIP that may be necessary, and a final version of the LIP will be approved in early 2019 with the LIP taking effect from April 2019.

Following this, Camden Council will publish a Post-Adoption Statement to summarise the way that consultation has influenced the assessment process, demonstrating how feedback has been considered, identifying changes that have been made and the 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.

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 Camden's third Local Implementation Plan (LIP3), 2019/20-2021/22 and Transport Strategy 2019-2041.

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 forwarded to the consultation bodies by the London Borough of Camden in October 2018. This report takes account of the comments received from these bodies on the Scoping Report and updates and extends 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 (MTS)[3] 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 three overarching MTS outcomes set out below.

- **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 and secure;

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

[2]   Temple and Steer (2018) - **Local Implementation Plan: Strategic Environmental Assessment Scoping Report** – London Borough of Camden, October 2018.

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

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

- 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; and

  - 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; and

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

The rationale and detail of each of these outcomes is set out in the third MTS. The LIP responds to the third MTS, Camden's Local Plan and other relevant policies. This LIP will replace the council's second LIP. The third round of LIPs will become effective from April 2019.

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

2.3   Compliance with the SEA Regulations

Table 2.1 below sets out the requirements of the SEA Regulations and where this information can be found in this report.

Table 2.1: SEA Requirements[4] and the location 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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4   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 5.11
A non-technical summary	Section 1.0

2.4　Report Structure

Following this introductory section, the structure of this 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 Transport Strategy and LIP for the London Borough of Camden are described based on work completed by the Council to date. This sets out:

- The scope and content of the LIP;

- The area to be covered by the LIP and therefore forming the assessment area for the SEA;

- The timescales of the LIP, Transport Strategy and the SEA; and

- Other relevant policies, plans and programmes.

3.2 The MTS and Camden's Transport Strategy and LIP

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 is for London not only to be home to more people, but also a better place for all Londoners. This requires an average of 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 Camden Transport Strategy 2019-2041

To tackle these issues and other issues identified as affecting the borough, and to deliver an aspiration for inclusive growth set out the Camden Plan, the Council has prepared the draft Camden Transport Strategy (CTS) which is also the Local Implementation Plan. In the CTS, the Council commits to assist in, or deliver, projects that will transform the borough's transport infrastructure. It also will reflect the changes that have taken place in the Borough since the Council published its last Strategy[5], help it respond to current and forthcoming challenges and opportunities, and meet statutory requirements set by the Mayor. These will include:

- Multiple development sites coming forward in the Borough in the Euston, Kentish Town, King's Cross, West Hampstead, and Holborn/Tottenham Court Road areas, as outlined in the Local Plan;

- The opening of Crossrail (the Elizabeth Line) services;

- Planning and catering for growth in cycling trips generated both from within and travelling into/through the Borough;

- Recognising patterns of travel, and travel times, are changing and ensuring that Camden's public transport network is fit for current and future purposes;

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[5]   London Borough of Camden (2011) – **Camden's Transport Strategy** – August 2011.

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- The significant growth of the technology-based on-demand economy for everything from food deliveries to laundry and cleaning, alongside ride and car sharing services;

- Continued improvements in road safety; and

- Recognising the multiple health implications of poor air quality.

3.3   Summary of the LIP

A key part of the LIP will be the Delivery Plan. This will align Camden's projects and programmes with the MTS, and the CTS objectives and supporting policies that will be outlined in it. Camden Council's approach over several years has been to deliver what the MTS now defines as the 'Healthy Streets' agenda. The Council is committed to providing streets and spaces which prioritise vulnerable road users (specifically, pedestrians and cyclists) and public transport modes before private and other forms of motorised vehicles. Pursuing this approach has resulted in falling car ownership and some of the highest active travel mode shares in London.

The LIP will enable the Council to implement schemes that will take it further in delivering the MTS priority of Healthy Streets, with funding dedicated to walking, cycling and public transport and initiatives to reduce the continued dominance of motor vehicles on many of Camden's streets.

TfL projects that have implications for Camden include:

- **Addressing air pollution.** Ensuring all buses meets Euro VI emissions standards by September 2020, complemented by further local air quality measures outlined in the LIP to reduce transport-based emissions and all other sources within the Council's control;

- **Bus priority.** Implementing bus priority measures so buses are a high quality, reliable public transport network that sustains a growing city. Camden Council's actions to support this will include highways improvement measures, amendments to bus stops to give buses priority, new bus lanes/bus gates where feasible and consolidation of bus stops in appropriate locations to reduce unnecessary delays;

- **Transforming streets through Liveable Neighbourhoods, cycling programmes and the Vision Zero approach to road safety.** The LIP identifies complementary works to be carried out in Camden to deliver transformational upgrades to streets to benefit sustainable modes at an increased pace of delivery.

- **Underground line capacity upgrades and Crossrail (Elizabeth Line).** This will assist in easing congestion in Camden and help the Council achieve its objective of ensuring that economic growth both supports, and is supported by, sustainable transport. The Council will also be identifying and delivering measures to enable and encourage switching of trips from public transport to active travel modes, especially in the more central parts of the Camden.

- **Station upgrades and increasing accessibility.** Proposed upgrades to Holborn and Camden Town stations (though both currently delayed from original plans) will, if progressed, improve capacity and provide step-free access at these stations. Camden Council will also identify priorities based on local contexts to inform future funding bids/ potential developer contributions for step-free upgrades in the Borough. A Walking and Accessibility Action Plan will identify further actions to improve access for all to transport networks in the Borough.

- **Ultra-Low Emission Zone (ULEZ), Santander Cycles and Dial-a-Ride.** The ULEZ will be introduced in central London in April 2019 and extended to the north/ south circular for all vehicles by 2021. The existing Low Emission Zone, covering the majority of London, will have more stringent standards for lorries, coaches and buses in 2020. TfL have recently launched a new bike under the Santander scheme and will roll out around 500 per year while integrating the system better with other TfL services. Dial-a-Ride operations will have better online resources, a new booking and scheduling system in 2020, and trialling of 'assisted transport allowances' with Borough partners to help allocate funding for door-to-door services. Policies and schemes in the LIP will help the ULEZ to reduce transport-based emissions in Camden and complement accessibility proposals.

Specific measures proposed in the LIP include those below.

- Area-wide Healthy Streets projects and Liveable Neighbourhoods Programmes (2019/20 to 2021/22) at:

  - Cantelowes and Camley;

  - Gospel Oak;

  - Kilburn;

  - Farringdon;

  - Kentish Town;

  - Camden Town; and

  - Holborn Liveable Neighbourhood.

- Borough Wide Schemes (2019/20 to 2021/22):

  - Cycling infrastructure schemes;

  - Walking infrastructure schemes;

  - Road Safety infrastructure schemes;

  - Electric Vehicle Charging Points programme; and

  - School Travel Plan infrastructure schemes.

- Complementary Smarter Travel & Behaviour Change Initiatives.

- Strategic Projects as outlined in the Transport Strategy (outwith the LIP Delivery Plan) including:

  - Capacity upgrades on Piccadilly, Northern, Central and Hammersmith & City/Metropolitan/ Circle lines;

  - West London Orbital Link to West Hampstead; and

  - Step-free station access at West Hampstead (underground) and Kentish Town stations.

3.4 Defining the assessment area

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

Figure 3.1: London Borough of Camden area and adjoining boroughs

Source: London Councils website
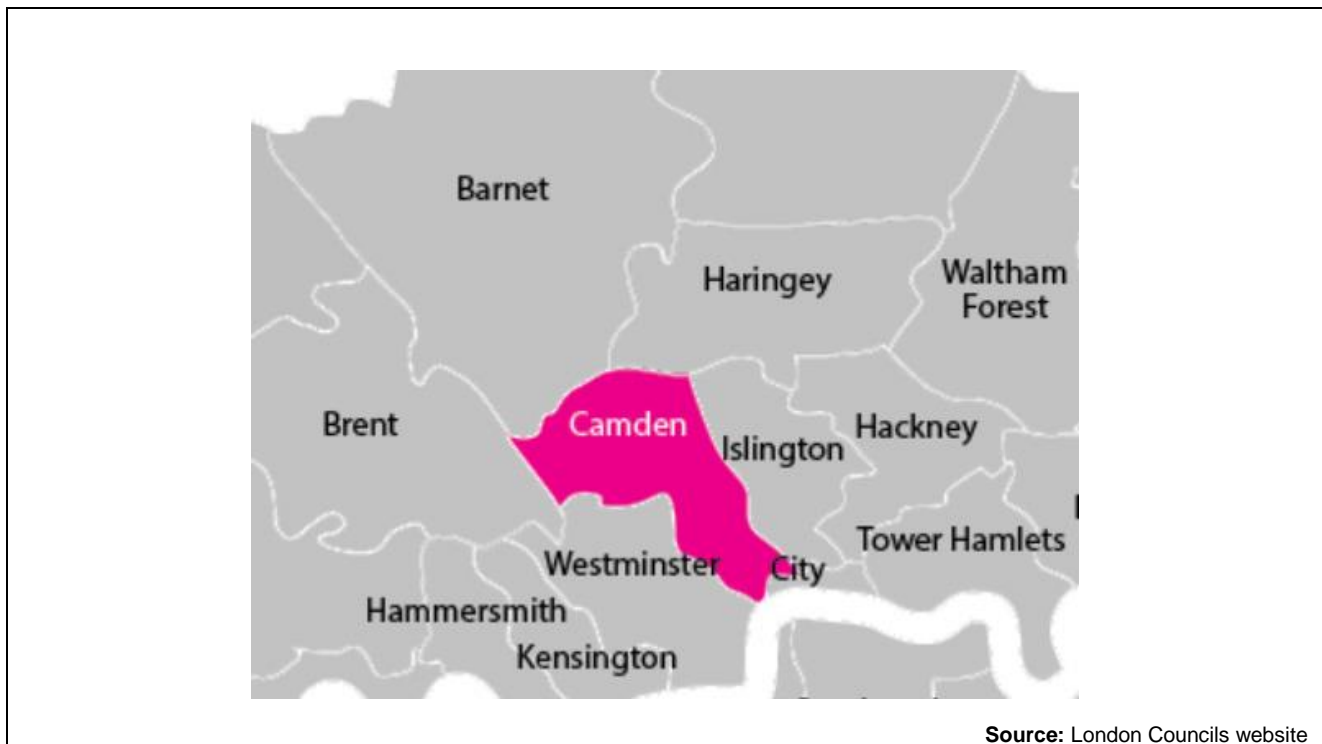
3.5 Timeframe for the Plan

The CTS and LIP includes policies that cover the period up to 2041. The LIP delivery programme is focused on a three-year programme of investment from 2019/20 – 2021/22. The CTS includes both short-medium term measures and longer-term proposals with more of a focus on the former. The timeframe for the SEA therefore also considers the whole period from 2019-2041.

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 2.1 below.**

Table 2.1: 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)
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
	The European Convention on the Protection of Architectural Heritage
	The Convention for the Protection of the Archaeological Heritage of Europe
	Manual for Streets (Department for Transport)
	Streets for All (Historic England, 2017)
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
	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)

Topic	Policy Document
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 Camden Policies

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

- London Borough of Camden (2018) – Our Camden Plan

- London Borough of Camden (2017) – Camden Local Plan.

- London Borough of Camden (2019) – draft Clean Air Action Plan 2019 – 2022.

- London Borough of Camden (2016) – Camden Local Plan Evidence. Report Fast food takeaways and health – February 2016

- London Borough of Camden (2015) – Camden Character Study – June 2015.

- London Borough of Camden (2013) – Camden's Key Statistics.

- ARUP (2010) - Camden Geological, Hydrogeological and Hydrological Study – November 2010.

4.0 Baseline Environmental Conditions

4.1 Air Quality

In common with other local authorities, air quality in Camden is monitored at several specific locations. This information is also used to model the quality of air across the borough. The standards for particulate matter (PM_{10}) are being met but Camden continues to breach the UK Government's air quality objectives for nitrogen dioxide (NO_2) in the southern part of the Borough[6].

In late 2018 LB Camden published a draft new Clean Air Action Plan (2019 to 2022)[7] outlining air quality priorities informed by the work of the new Camden Clean Air Partnership. The actions are also informed by the new Camden Transport Strategy, and modelling conducted by King's College London in relation to Camden's targeted World Health Organization pollution guideline values by 2030.

The TfL MTS3 LIP Outcomes Borough data pack 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** below.

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

Pollutant	2013	2021	2041
Oxides of Nitrogen (NO_x)	660	190	30
Particulates (PM_{10})	51	36	20
Particulates ($PM_{2.5}$)	30	17	10

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

Camden Council has conducted a characterisation study[8] in the borough which identifies fifteen broad neighbourhoods based on physical characteristics, history and social identity. These are identified in **Figure 4.1** and can be characterised as set out below. The numbers below refer to those on the map.

- **5.1 North Kilburn/ Cricklewood:** This area is defined by Cricklewood Broadway/ Shoot Up Hill (A5) to the west, by the main railway line out of St Pancras Station to the east and by the London Overground and Jubilee lines which run overhead to the south of the area. The area was laid out as a Victorian neighbourhood in the late 19th Century and the network of

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6   London Borough of Camden (2016) – **Air Quality Action Plan 2016-18.**

7   London Borough of Camden (2018) draft Clean Air Action Plan 2019-2022

8   London Borough of Camden (2015) – **Camden Character Study** – June 2015.

Figure 4.1: Neighbourhoods in London Borough of Camden

Source: : Camden Character Study
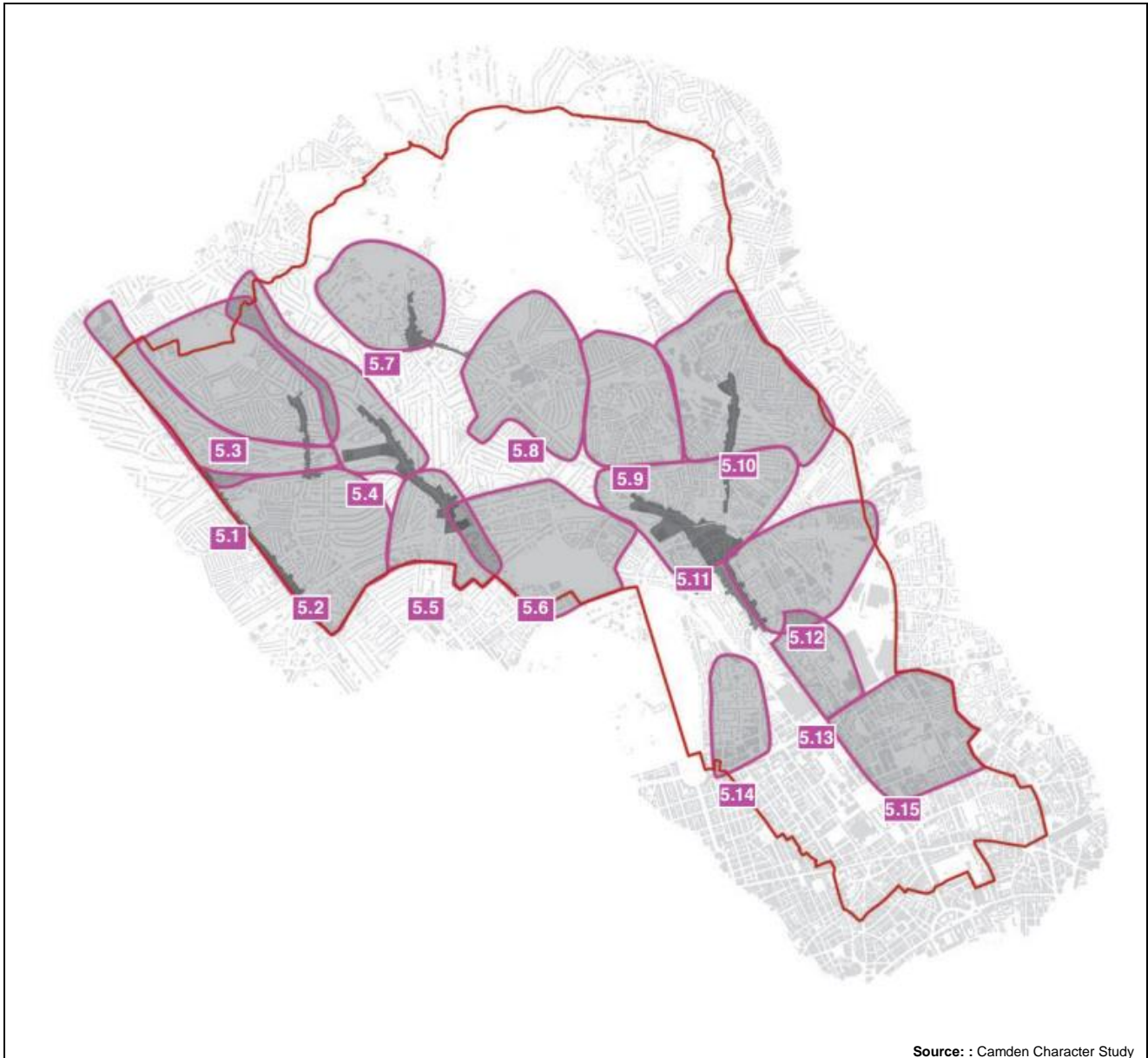
connected streets lined by Victorian terraced and semi-detached properties of varying scales is largely intact.

- **5.2 Kilburn:** This area is defined by the busy Kilburn High Road (A5) to the west, by the London Overground and Jubilee lines to the north, by St John's Wood to the south and South Hampstead to the east. The neighbourhood is laid out as a connected network of Victorian streets but there are several post-war estates, notably along the mainline rail corridor out of Euston Station and close to Kilburn High Road.

- **5.3 West Hampstead/ Fortune Green:** This area is defined by the mainline rail corridor out of St Pancras Mainline Station to the south and west, by Hampstead Cemetery and the Borough

boundary to the north and by Finchley Road to the east. West End Green and Future Green centres provide an attractive and lively character to the area, with their historic streets and open spaces.

- **5.4 Finchley Road:** Finchley Road (A41) is a strategic route that extends from Central London via Swiss Cottage to Hendon and ultimately the A1. The character of Finchley Road varies along its length. The northern section is tree lined and this serves to reduce the impact of the traffic. Behind the trees is a Victorian fabric with larger properties set back within a green environment or presenting themselves as terraces hard up to the footway. Further south and within Finchley Road town centre the Victorian fabric is more mixed with later interventions adding to the street. The street in this section is lined by shops with residential uses above but many frontages are run down, and the quality of the public realm treatment is poor. To the west of Finchley Road centre a mix of residential estates and workspaces have been developed.

- **5.5 Swiss Cottage:** This area is defined by the edge of The Swiss Cottage Town Centre to the east by Fairfax Road to the west and by the Borough boundary with Westminster at Boundary Road to the south. The centre is bisected by Finchley Road (A41). For much of its length Finchley Road is flanked by post-war residential estates developed over parades of shops. Beyond the main street the character of the area changes to either side. To the east it is characterised by Victorian neighbourhoods and modern residential developments, to the west it is dominated by 8-10 storeys post-war estates, while to the south it is defined by large houses fronting leafy streets, creating a contrasting urban form.

- **5.6 Primrose Hill/ Adelaide Road:** This area is defined by Harley Road in Swiss Cottage to the west,by Eton Road to the north, Chalk Farm to the east and by the Borough boundary with Westminster to the south. The area wraps around one of London's most significant and well-loved open spaces, Primrose Hill. The neighbourhood is broadly residential with a range of Victorian and post-war homes and laid out as a network of connected streets. New development is providing a contemporary addition to the leafy streets to the south-west of Primrose Hill, although most of the area has been designated as Conservation Area. The local centre on Regents Park Road in Primrose Hill provides a mix of cafes and boutiques catering for visitors and the local population.

- **5.7 Hampstead:** Hampstead Village is one of the most desirable neighbourhoods in London and is known for its artistic, musical, and literary associations. The area is hilly and elevated above most of Greater London with expansive views across the city from Hampstead Heath and Parliament Hill. The majority of Hampstead and its immediate surroundings were developed historically and have been designated as a Conservation Area.

- **5.8 Hampstead Heath/ Belsize Park:** This area is defined by Hampstead Heath to the north by Malden Road / Southampton Road to the east and extends southwards and westwards to the west of Haverstock Road. Local shops are clustered in a parade at Belsize Park along Haverstock Road. The area is predominantly residential with a mix of historic streets and post-war interventions and dis designed as Conservation Area; the campus of the Royal Free Hospital is also a significant feature in the area, bringing significant employment and further visitors to the area.

- **5.9 Gospel Oak:** The Gospel Oak area is defined by the London Overground rail line to the north and east by Prince of Wales Road to the south and by Maitland Park to the west. The

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area has seen considerable change through the 20th Century with much of the historic housing and street pattern replaced by a series of post-war estates of varied form and character. The focus of local services is Queens Crescent where a historic parade of shops is enlivened by a street market. This centre receives local footfall only. Talacre Gardens provides the areas main open space; a local space is located at Lismore Circus, a historic space within the area.

- **5.10 Kentish Town/ Tufnell Park:** The Kentish Town and Tufnell Park area is defined by London Overground lines to the north and west, by Brecknock Road to the east and Prince of Wales Road to the south. Kentish Town Road / Fortess Road extends north–south through the area connecting with Camden Town; it is a vibrant street and is lined along its route by shops and bars. The neighbourhood is largely composed of connected streets fronted by Victorian housing, in places interspersed with 20th Century estates.

- **5.11 Chalk Farm/ Camden Town North:** Chalk Farm is located at the western edge of this area which is defined to the north by Prince of Wales Road, to the east by Camden Road and to the south takes in land to the north of Camden Town underground station. The area is extremely diverse with parts of the historic street fabric retained in some areas but replaced in others by post-war estates laid out in a variety of forms that sometimes create additional barriers. Camden Town to the south is a vibrant and cosmopolitan town centre that draws people from across the city. The main routes leading to it, and in particular Chalk Farm Road, also provide focus and activity. The Regents Canal passes through Camden Town and is a further focus for activity.

- **5.12 Camden Town South:** Camden Town South is defined by Camden High Street to the west, Crowndale Road / Somers Town to the south, the mainline rail corridor from St Pancras station to the east and Agar Grove to the north. The area is characterised by the Regent's Canal and infrastructure, train lines emanating from St Pancras mainline station and the London Overground, which create a fragmented urban fabric. Much of the historic fabric has been replaced by post-war estates, while employment uses remain alongside the canal. Interspersed with the housing are several substantial and impressive Victorian factories now converted to workspace.

- **5.13 Somers Town:** The Somers Town area is defined by Euston Road to the south, Eversholt Street and Euston Station to the west, Crowndale Road to the north and Midland Road and St Pancras station to the east. The area is laid out as a grid of streets and is largely residential; towards Euston Road substantial hotel and office buildings create a contrasting character. They comprise large scale structures like the British Library and the Francis Crick Institute. Heavy bombing meant that little of the early historic fabric remains within this area and much of what is seen today derives from the early 20th Century. Residential properties range from robust early 20th century blocks to lower density post war estates. Chalton Street forms the focus of the area with shops along its length and a regular street market.

- **5.14 Regents Park:** This area is defined by Euston Road to the south, Albany Street to the west, Park Village East to the north and Hampstead Road to the east. The Regents Park area is a contained neighbourhood characterised by internalised estate routes; Robert Street is the only connected street and provides for local services.

- **5.15 King's Cross:** The area provides a robust historic character of street blocks and city squares. It is very diverse with Euston Road lined by offices, hotels, shops and cafes and the

streets behind offering a mix of residential and employment functions. The wider area is laid out as a grid of streets with buildings generally fronting directly onto them. The form of development is mixed in both scale and architecture and ranges from tight terraces of Victorian homes to large and impressive mansion blocks. Several post war estates contrast with the prevailing context and disrupt the connected street pattern and frontage condition.

In addition to these, the borough extends south to Holborn and Covent Garden, an area steeped in history and characterised by restaurants, cafes and numerous tourist attractions, and north east to Highgate, defined by Highgate village, a collection of largely Georgian shops, pubs, restaurants and residential streets, interspersed with diverse landmarks.

Camden is also home to many prestigious universities, including the London School of Economics (LSE), University College London (UCL), King's College London and SOAS University of London.

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 Camden were of 1,117 kilotonnes per annum (kpa). Of these 61 % were from non-domestic uses, 26 % from dwellings uses and 13 % from transport.

The most recent figures available, for 2016[9], indicate that levels of CO_2 emissions have steadily decreased in Camden, with the exceptions of a peak of 1,820 kpa in 2006 and a marginal growth in 2012 related to growth in the commercial and industrial sector.

The TfL LIP3 MTS Borough Data pack indicates that as a result of a combination of changes to the vehicle fleet and MTS policies, CO_2 emissions from road transport in Camden will reduce from 159.8 kta in 2013 to 129.2 kta in 2021 and to 32.0 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 and CTS policies.

4.4   Energy use and supply

In 2016 (the latest figures available), Government statistics[10] indicated that 381,500 tonnes of oil equivalent (ktoe) energy was consumed in the London Borough of Camden. This is higher than the average energy consumption for boroughs across Inner London. Of this, gas consumption accounted for 49.5 %, while 37 % was electricity consumption and 13 % petroleum products. 58 % of energy consumed was by industry, and 29.5 % 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 Camden was just over 220,338 at the 2011 Census. This is estimated to have risen to 252,638 people by 2018, an increase of almost 13%. Camden is a

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[9]   Department of Energy and Climate Change (2018) - **2005 to 2016 UK local and regional CO_2 emissions: Statistical Release**.

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

culturally diverse area, with around 34% of residents from 'Other White', Black and other minority communities.

The increase in population will largely be due to more births and fewer deaths in future years, although migration will also play a part; Camden has a relatively young population, with a concentration of people (73%) in the working ages (16- 59/64), perhaps partly due to the prominence of the student population in the borough. Camden has the largest student population in London, with nearly a third of the population classified as full-time students in 2011 Census.

The breakdown of Camden's population by ethnicity is indicated in **Table 3.1** below.

Table 3.1: Ethnic makeup of London Borough of Camden 2018

Ethnicity	Number	%
White - British	97,798	38.7
White - Irish	7,354	2.9
Other White	60,298	23.9
White and Black Caribbean	2,479	1
White and Black African	2,081	0.8
White and Asian	4,304	1.7
Other Mixed	5,424	2.1
Indian	8,113	3.2
Pakistani	2,018	0.8
Bangladeshi	12,607	5
Chinese	8,906	3.5
Other Asian	12,028	4.8
Black African	10,747	4.3
Black Caribbean	3,753	1.5
Other Black	4,009	1.6
Arab	4,406	1.7
Any other ethnic group	6,313	2.5
Total	**252,638**	**100**

Source: Census of Data

Camden is a borough of diversity and contrasts. It contains wide inequalities in household income, health and other characteristics and every part of the borough has areas of relative affluence alongside areas of relative poverty, making it one of the most polarised boroughs in London with some of the wealthiest as well as some of the most deprived areas in England.

There are marginally more women and girls than men and boys living in the borough, but no significant differences from the proportions at London and national levels.

4.6   Flood risk

Flood zones for planning purposes are defined by the Environment Agency, based on the likelihood of an area flooding. 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); and

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

The flood risk zones in the London Borough of Camden are illustrated in **Figure 4.2** below and are principally along Regent's Canal. More information on water resources in the borough is provided in **Section 4.14**Error! Reference source not found. below.

Figure 4.2: Flood Risk Areas in the London Borough of Camden

Source: The Environment Agency

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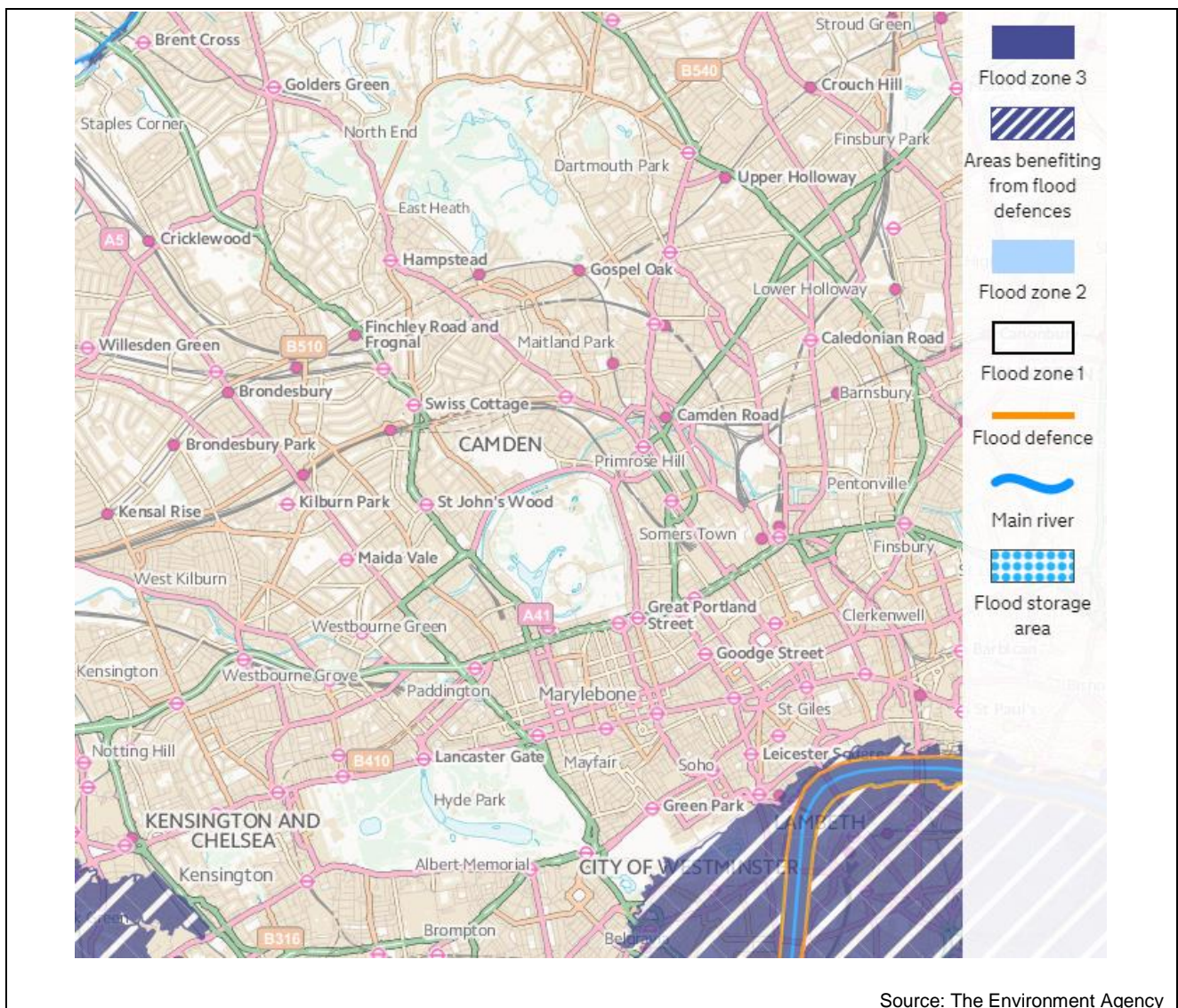
4.7   Geology and soils

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. Eight geological types are found within the Borough, i.e. Langley Silt Deposits, River Terrace Deposits, Alluvium, Bagshot Formation, London Clay including the Claygate Member, Lambeth Group, Thanet Formation, and Chalk Group.

The geology and soils of the Borough are illustrated in **Figure 4.3** below.

Figure 4.3: Geology and Soils in the London Borough of Camden

Source ARUP (2010) - **Camden Geological, Hydrogeological and Hydrological Study** – November 2010.

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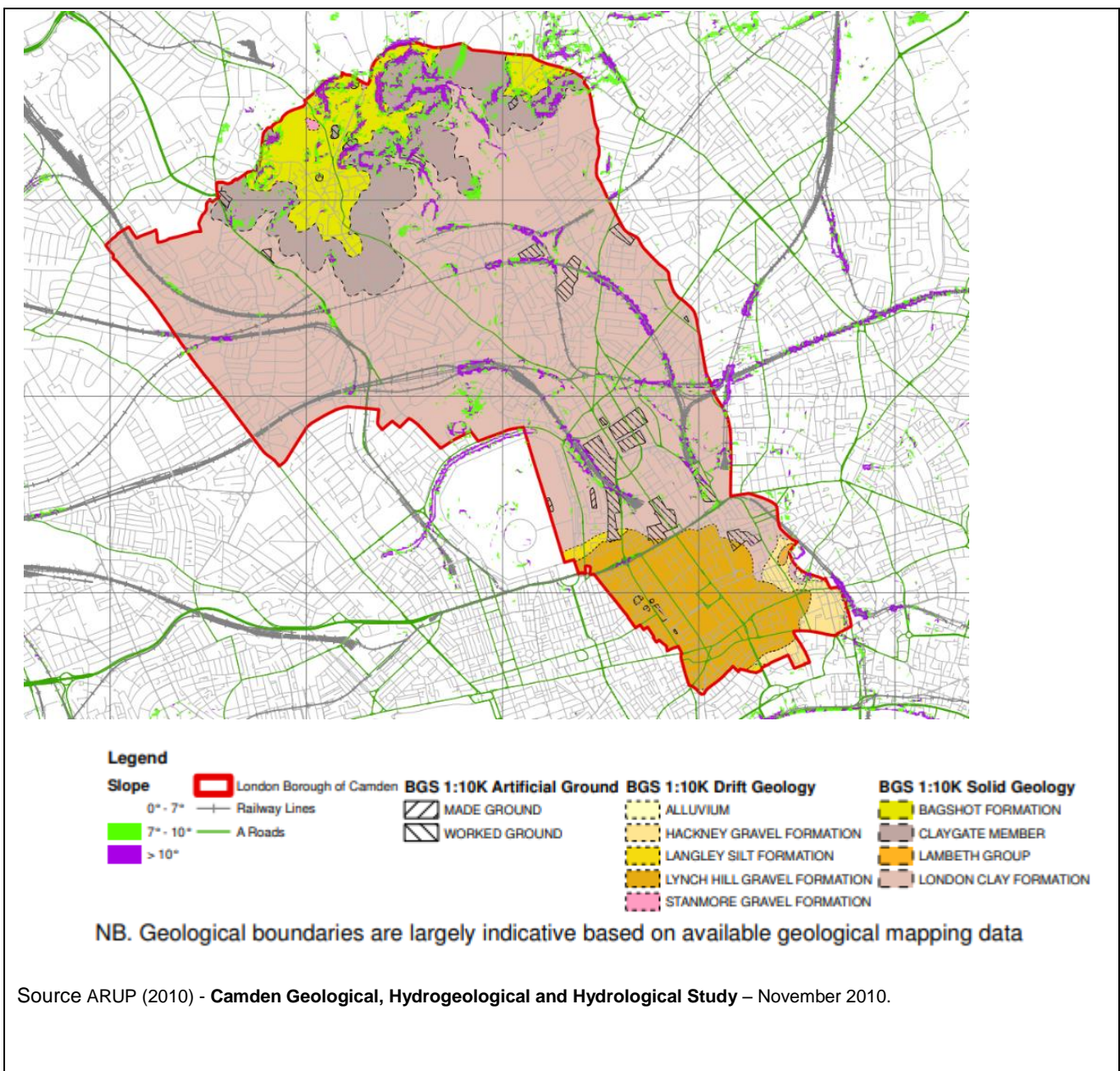
4.8 Historic environment

The London Borough of Camden has a rich architectural heritage with many special places and buildings from throughout Camden's history. A total of 39 areas, covering much of the borough, are designated as conservation areas recognising their special architectural or historic interest and their character and appearance.

Over 5,600 buildings and structures in Camden are nationally listed for their special historical or architectural interest and 53 of the boroughs squares are protected by the London Squares Preservation Act 1931. In addition, Camden has 14 open spaces on Historic England's Register of Parks and Gardens.

4.9 Materials and waste

Historically, recycling rates have been low across London and England. Recycling in the borough has been increasing and over 30% of household waste was recycled in 2012/13, up from 16% in 2002/3.

The borough is part of the North London Waste Authority which is responsible for the disposal of waste collected in the boroughs of Barnet, Camden, Enfield, Haringey, Hackney, Islington and Waltham Forest. The North London boroughs are together expected to deal with a total of 1,211,000 tonnes of waste in 2021, rising to 1,479,000 tonnes in 2031.

4.10 Mental and physical wellbeing

Health and well-being in Camden is typically are higher than the London average although there are wide differences within the borough. Life expectancy is increasing for men and women and is now 82.1 years for men and 86.8 years for women. Health inequalities are most evident in the more deprived areas in the east of the borough where people tend to experience the poorest health. Mental illness, levels of physical activity and obesity are a greater concern in more deprived parts of the borough. Men and women from the most deprived areas have a life expectancy of 10.8 and 9.9 years less respectively than those from the least deprived areas.

Childhood obesity rates in the borough are higher than the London and England average. The proportion of overweight and very overweight reception year children in the borough increased from 21.2% in 2006/07 to 24.2% in 2011/12 when it peaked. The proportion of overweight and very overweight reception year children in Camden declined to 20.4% in 2014/15, moving towards a pattern that is more like England as a whole.

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

There are two European Sites within a 10 km radius of Camden, namely:

- **Epping Forest Special Area of Conservation.** Epping Forest was designated as a SAC in 2005. It comprises a large ancient wood-pasture with habitats of high nature conservation value including ancient semi-natural woodland, old grassland plains, wet and dry heathland

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and scattered wetland. The forest is primarily beech on acid soils, which are important for a rare mosses, fungi, invertebrates and insects (including stag beetles) associated with decaying timber.

- **Lee Valley Special Protection Area and Ramsar Site.** Lee Valley comprises nearly 450 ha. of embanked water supply reservoirs, sewage treatment lagoons and former gravel pits that display a range of man-made and semi-natural wetland and valley bottom habitats. The area comprises the Sites of Special Scientific Interest (SSSIs) at Amwell Quarry, Rye Meads, Turnford and Cheshunt Pits, and Walthamstow Reservoirs. SPA status was granted in 2000 because of the site's European ornithological interest. It is used regularly by rare species such as Bittern and migratory birds like shoveler and gadwall. Other species of interest are cormorant, great crested grebe, tufted duck, pochard and grey heron.

The borough has nearly 415 ha of designated sites of nature conservation. These include: the Hampstead Heath Woods, Camden's only SSSI; 36 Sites of Importance for Nature Conservation (SINC); and four nationally designated Local Nature Reserves (LNR) which host a rich variety of flora and fauna and provide opportunities for local communities to access and engage with nature – Adelaide, Belsize Woods, Westbere Copse and Camley Street Natural Park.

4.12   Noise and vibration

Little information is available on noise and vibration generally across the borough. **Figure 4.4**. 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 results are shown for LAeq,16h, which is the annual average noise level (in dB) for the 16-hour period between 0700-2300.

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

Source: http://extrium.co.uk/noiseviewer.html
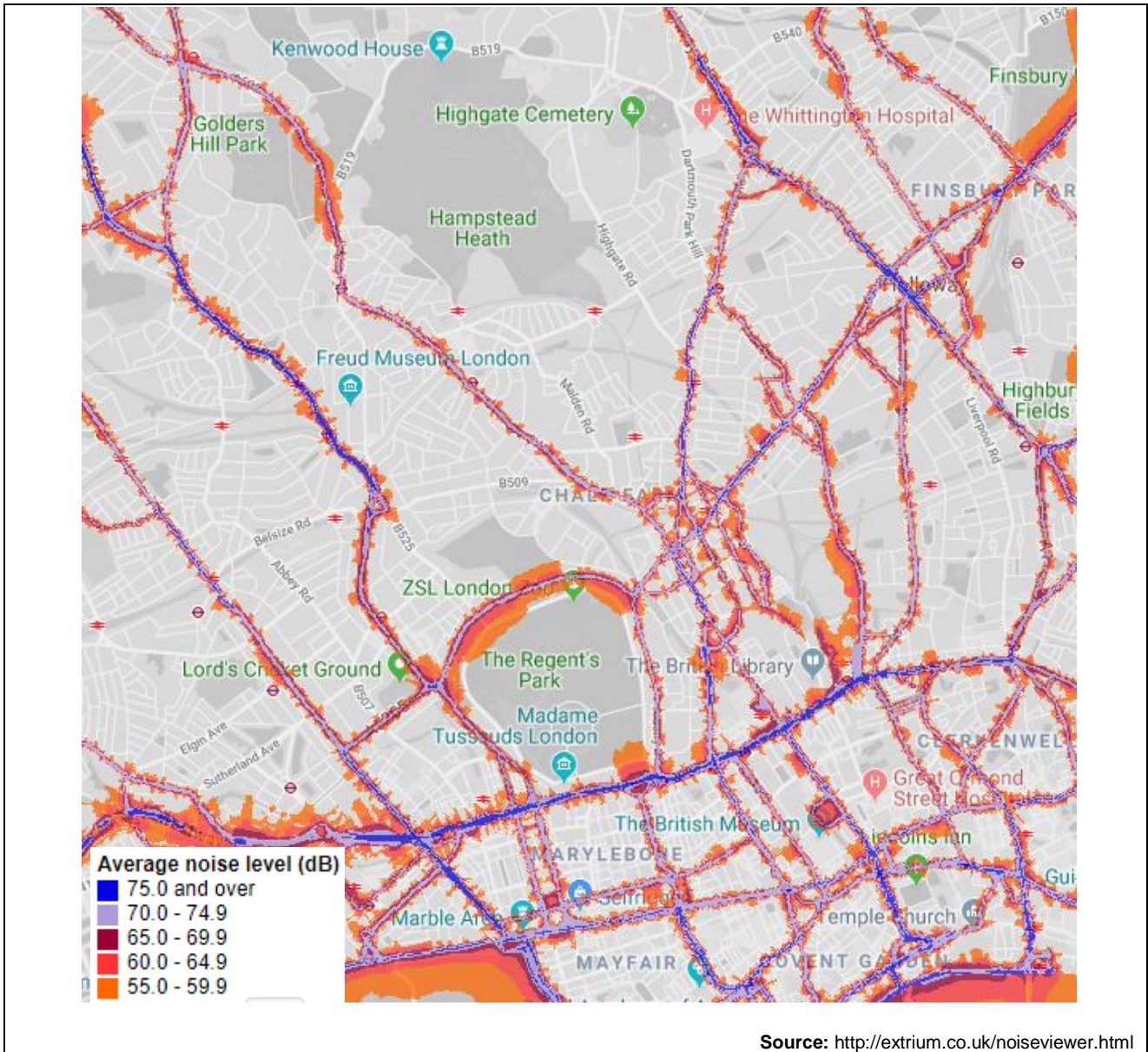
As can be seen, the principal source of noise in Camden is road traffic; the main areas affected are where sensitive receptors are close to the main road network, particularly along the A501 Euston Road, A41 Finchley Road, and A400 Kentish Town Road.

The TfL MTS LIP3 Borough Data Pack indicates that the amount of traffic on roads in Camden may reduce by up to 20% by 2041, due to the MTS policies. However, this reduction is unlikely to be sufficient to lead to a significant decrease in noise from road traffic.

4.13   Safety and security

Overall recorded crime levels in the London Borough of Camden have been falling in recent years but are still above the average for London. The three most common crimes are theft and handling,

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violence against the person and burglary. The levels of theft and handling crimes in Camden have been steadily growing in the 2017/2018 period and are only second to Westminster across all 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. 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 and sub-surface water features have shaped the topography of the London Borough of Camden. The rivers within the borough include:

- River Fleet and several of its tributaries running from Hampstead Heath south and south-east toward the central and east of the Borough.

- River Tyburn running from south of Hampstead Heath in a southerly direction before passing out of the borough to the north-west of Regent's Park.

- River Westbourne and several of its tributaries run from the south west of Hampstead Heath in a southerly direction before passing out of the borough near Kilburn.

On Hampstead Heath there are more than 25 ponds which form four chains of interlinked water features. Most of the ponds were constructed in late 17th century to provide a clean water supply to London. The ponds no longer serve as reservoirs for water supply and have a mixture of uses including recreational swimming and wildlife habitats.

The Regent's Canal is the only significant open watercourse in Camden and runs through the borough from Regent's Park through Camden Town and King's Cross. The canal provides a link from the Paddington Arm of the Grand Union Canal to the Limehouse Basin and River Thames in the east. It is well used by the local community, boaters, and commuters and is also a place of ecological diversity..

5.0 SEA Objectives and Framework

5.1 Objectives

Temple and Steer have agreed with Camden Council 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.

The SEA topics indicated as in scope in **Section 4.0** above and the objectives against which the proposals set out in the CTS and LIP have been evaluated are set out in **Table 5.1** below.

Table 5.1: TfL/GLA environmental objectives for SEA

Environmental topic	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; and
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.
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
Safety and security	To contribute to safety and security and generate the perceptions of safety;

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We have reviewed the baseline information collated, together with the outcomes of the IIA undertaken for MTS3 and other information on the specific proposals likely to come forward through each 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 CTS and 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 and Transport Strategy proposals is the "do-nothing" scenario. On this basis, it was identified that it was not appropriate to develop other alternatives simply for comparison in the SEA.

The proposals set out in the CTS and LIP have been identified through a structured appraisal and evaluation of candidate projects. Project ideas were generated through discussion with internal stakeholders, considering the council's Camden Plan objectives and other related priorities. In parallel, the Council reviewed the transport evidence base to identify key issues to be addressed and trends such as clusters of accidents or locations where high traffic speeds were consistently recorded. The Council then combined the evidence base and stakeholder feedback to identify correlations. This generated a 'long list' of projects for further evaluation considering 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 measures and schemes forms the basis of the proposals set out in the CTS and in the 3-year delivery programme for the LIP. The public and key stakeholders were also consulted on these matters through the consultation on the draft CTS in autumn 2018.

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.

Taking note of the reasons for designation of the sites described in **Section 4.11** above, the proximity of these 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 the protected areas that may affect their conservation objectives[11,12] will be likely to arise from implementation of the LIP. On this basis, no further assessment has been undertaken.

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[11]   Natural England (2014) - **European Site Conservation Objectives for Epping Forest Special Area of Conservation** - Site Code: UK0012720.

[12]   Natural England (2014) - **European Site Conservation Objectives for Lee Valley Special Protection Area** - Site Code: UK9012111.

5.4 SEA Framework Matrices

5.4.1 Approach

To evaluate the effects of the CTS and LIP, Temple and Steer have used the adapted GLA SEA framework in this section. The borough transport objectives of the CTS and LIP, together with the long-term and short-term programmes of proposals identified, are assessed in turn in the matrix tables in this section. For simplicity the objectives and targets have been grouped together according to the headings in Table 5.2 which also provides a list of the five matrices.

Table 5.2 Summary of SEA Matrices and Camden LIP objectives

SEA Matrix	Objectives/proposals
1	Objective 1: To transform our streets and places to enable an increase in walking and cycling. and Objective 3: To deliver a sustainable transport system and streets that are accessible and inclusive for all.
2	Objective 2: To reduce car ownership and use, and motor traffic levels in Camden and Objective 4: To substantially reduce all road casualties in Camden and progress towards zero Killed and Seriously Injured (KSI) casualties.
3	Objective 5: To reduce and mitigate the impact of transport-based emissions and noise in Camden and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.
4	Long term interventions and Objective 7: To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network.
5	Short term interventions

The likely effects of implementing the CTS and LIP have been based on the professional judgements of our SEA team, evidenced by information from the LIP3 MTS Outcomes Borough data pack that was provided to the London Boroughs by TfL. This data pack 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 the purpose of the LIP is to implement the MTS in 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 5.3** 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).

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Table 5.3: 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 includes: • The current schemes underway including the Elizabeth Line, 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 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	Description
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 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

There are elements in most of the packages that reflect the details contained in the LIP. However, it is Package E that is most closely related to the proposals 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 below 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 CTS 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
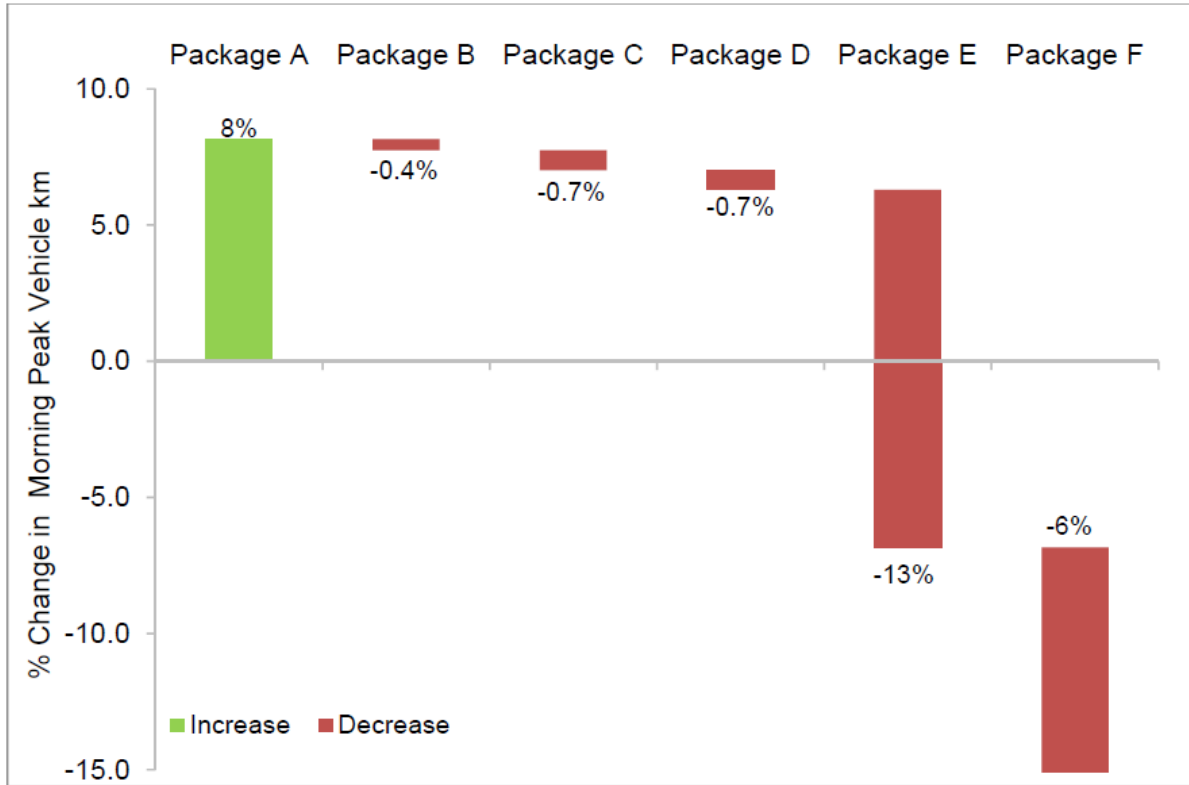
For public transport use, **Figure 5.2** following shows that the expected London-wide increase is primarily associated with Package A. However, Package E is expected to further increase public transport use, albeit by a smaller amount. This indicates that the policies in the CTS and LIP are likely to 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
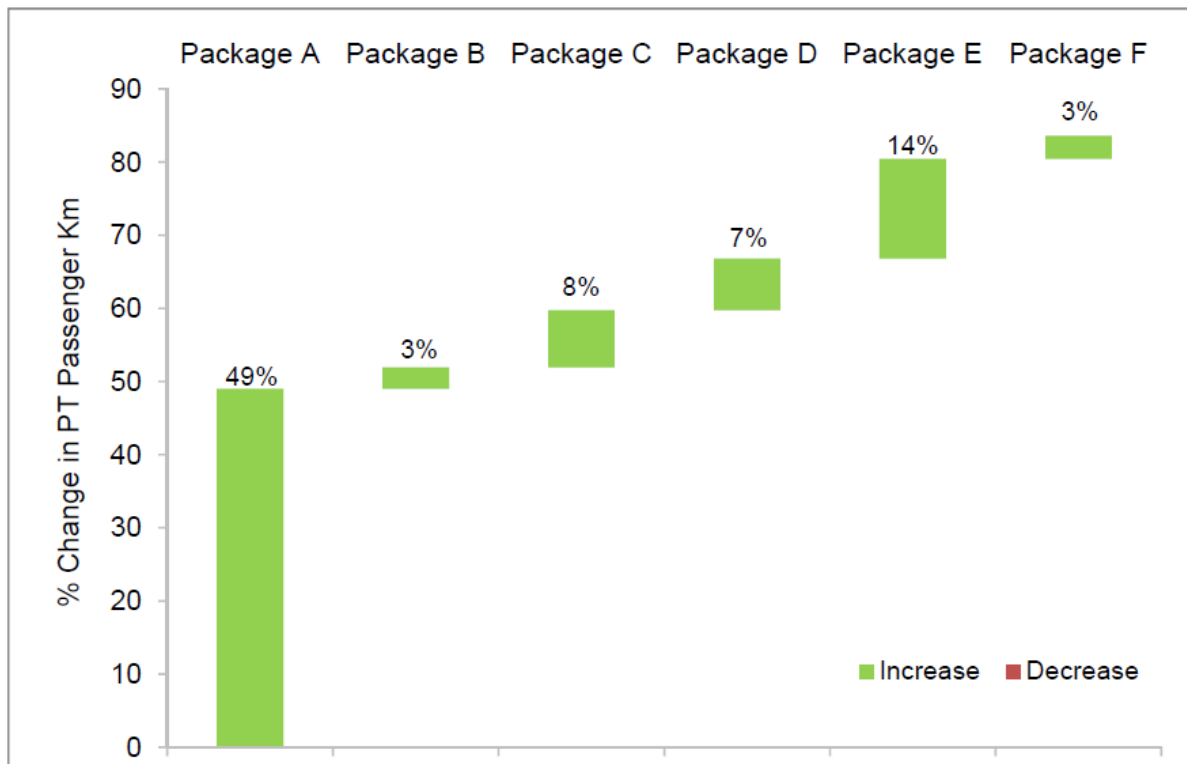
Source: Transport for London (2017) - Mayor's Transport Strategy: Supporting Evidence Outcomes Summary Report, July 2017

In terms of greenhouse gas and local air pollutant emissions from transport, **Figure 5.3** below 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 CTS 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: CO$_2$, PM$_{2.5}$, PM$_{10}$ and NO$_X$ emissions from road-based transport, 2041 for packages A to F
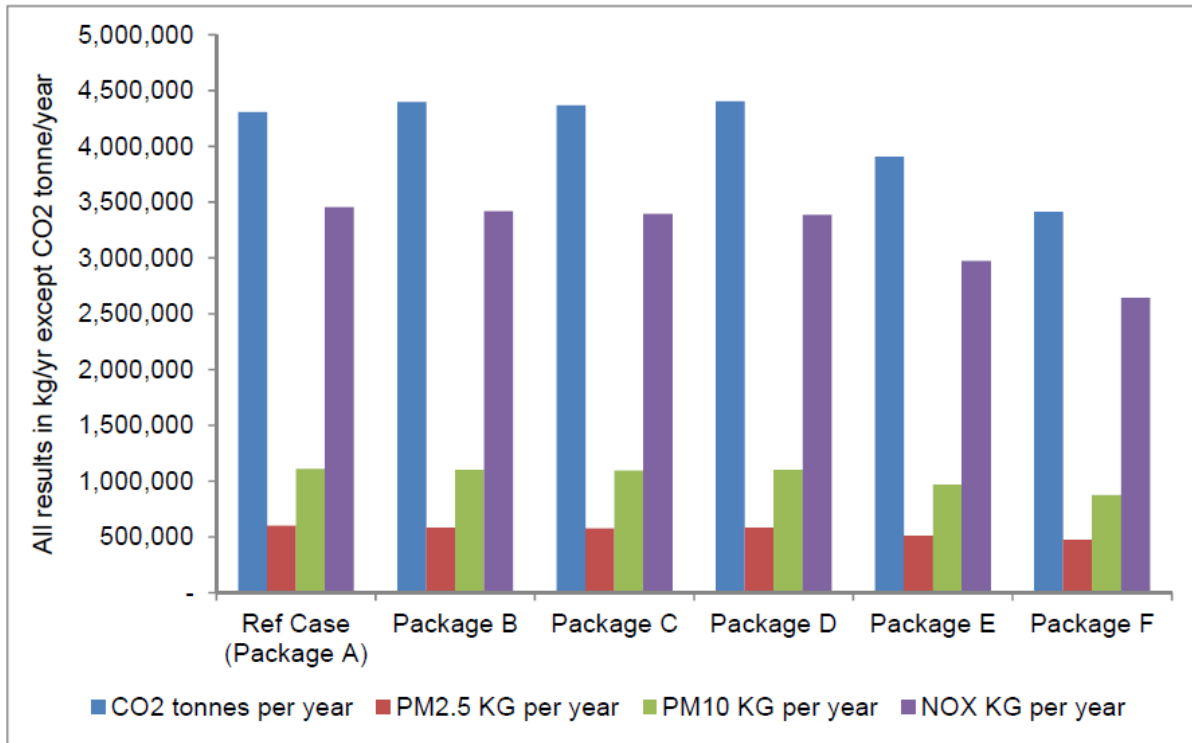
Source: Transport for London (2017) - Mayor's Transport Strategy: Supporting Evidence Outcomes Summary Report, July 2017

In the SEA framework matrix, effects have been evaluated using the scale set out in **Table 5.4** below.

Table 5.4: 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

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5.4.2 Matrix 1: Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport

Objective 1: To transform our streets and places to enable an increase in walking and cycling; and

Objective 3: To deliver a sustainable transport system and streets that are accessible and inclusive for all

Table 5.5: SEA Matrix 1. Objectives 1. walking and cycling and 3. Sustainable and inclusive transport

Topic	Objective	Assessment guide questions	CTS and LIP Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport		
			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)?	Multiple measures including giving priority to active, healthy travel, liveable neighbourhoods, increased use of the public realm and reducing traffic dominance will support emissions reduction.	++	None required
		Will it help to achieve national and international standards for air quality?	Proposed measures will support these though changes in vehicle technology will be the main contributor to emissions reduction.	+	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Multiple measures including giving priority to active, healthy travel, liveable neighbourhoods, increased use of the public realm and reducing traffic dominance, will positively contribute to an improvement in air quality and reduction in exposure.	+	None required
		Will it result in air quality changes which negatively impact the health of the public?	The proposed measures should not have a negative impact on health.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce the number of premature deaths caused by poor air quality?	Multiple measures will positively contribute to this though the extent will be difficult to quantify.	+	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?	Multiple measures including giving priority to active, healthy travel, liveable neighbourhoods, improvements to the walking and cycling environment, travel mode shift, as well as reducing traffic dominance will support improvements in air quality including areas with high concentrations of vulnerable people.	++	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?	Greater emphasis on walking, cycling and public transport, improvements to road safety and public realm and traffic restriction and vehicle dominance reduction measures will positively impact key streetscapes and townscapes.	+	None required
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Greater emphasis on walking and cycling, improvements to the walking and cycling environment and better-connected transport will positively impact the attractiveness and use of the public realm	++	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport		
			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 improve resilience to climate change induced extreme weather are likely to be modest in terms of absolute protection from climate change.	+	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 help London function during extreme weather are not likely to be significant.	0	None required
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	Changes to improve resilience to climate change are not likely to reduce health inequalities or benefit at-risk groups significantly.	0	None required
		Will it improve access to services during severe weather events?	Changes to services will improve access generally, though there will not be a difference during severe weather.	0	None required
		Will it reduce exposure to heat during heatwaves?	Changes to services will improve provision generally, though there will not be a discernable difference during heatwaves	0	Not required
		Will it enable those vulnerable during severe weather events to recover?	Not applicable	0	Not required

Topic	Objective	Assessment guide questions	CTS and LIP Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport		
			Assessment	Scale of Effect	Mitigation or Enhancement
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?	Encouragement of healthy travel, support for liveable neighbourhoods, improvements to the walking and cycling environment, travel mode shifting, as well as reducing traffic dominance support the overall emissions targets for London.	+	None required
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	Improvements to the walking and cycling environment, improved access to the transport network, encouragement of healthy travel and support forliveable neighbourhoods will positively contribute to health inequalities or benefit at-risk groups.	+	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, while not leading to overheating?	Encouragement of healthy travel, support for liveable neighbourhoods, improvements to the walking and cycling environment, travel mode shifting will directly support reductions in the demand and need for energy for transport.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Multiple measures including giving priority to active, healthy travel, liveable neighbourhoods, improvement to walking and cycling environment and modal shift to walking and cycling will directly support reductions in the demand and need for energy for transport.	+	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	It is unlikely measures will have a direct impact on this.	0	None required
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	It is unlikely measures will have a direct impact on this.	0	None required.
		Will it provide infrastructure to make a better use of renewable energy sources?	It is unlikely measures will have a direct impact on this.	0	None required.
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	It is unlikely measures will have a direct impact on this.	0	None required

Topic	Objective	Assessment guide questions	CTS and LIP Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport		
			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?	Improvement to public transport operation and accessibility, greater emphasis on healthy and active travel, improvements to the walking and cycling environment, as well as enhanced accessibility options for vulnerable groups and reducing the step-free penalty will help address deficiencies of access.	++	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?	Greater emphasis on active and healthy travel, improved accessibility of public transport, providing high quality cycling links and enhancing the pedestrian environment, as well as implementation of liveable neighbourhoods will enable or support these improvements.	+	None required
		Will it improve the wider historic environment and sense of place?	Greater emphasis on active and healthy travel, improved accessibility of public transport, providing high quality cycling links and enhancing the pedestrian environment, as well as implementation of liveable neighbourhoods approach will enable or support these improvements.	+	None required

Topic	Objective	Assessment guide questions	CTS and LIP Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Greater emphasis on active and healthy travel, improved accessibility of public transport, providing high quality cycling links and enhancing the pedestrian environment, as well as implementation of liveable neighbourhoods scheme will enable or support these improvements.	+	None required
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Greater emphasis on active and healthy travel, improved accessibility of public transport, providing high quality cycling links and enhancing the pedestrian environment, as well as implementation of liveable neighbourhoods will enable or support these improvements.	+	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	Improvement of walking and cycling environment, giving priority to active, healthy travel, liveable neighbourhoods, travel mode shifting, as well as reducing traffic dominance will support improvements, will directly support this.	++	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Greater emphasis on active travel, improvements to the walking and cycling environment as well as increase accessibility to public transport and provision for this should provide a modest contribution to this.	+	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Multiple measures including giving priority to active, healthy travel, liveable neighbourhoods, improvements to the walking and cycling environment, travel mode shifting, as well as reducing traffic dominance will support improvements in air quality including for areas with high concentrations of vulnerable people.	+	None required
		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?	Greater emphasis on and improvements to the walking and cycling environment and improved access to public transport will lead to improved accessibility to or via green spaces supporting recreational and health benefits.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport		
			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?	Greater emphasis on walking and cycling, plus better connected green spaces and public realm and the liveable neighbourhoods approach should provide a small contribution to this.	+	None required
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	Will it enhance the potential for the green space network to provide ecosystem services?	Improvement to walking and cycling environment will improve connectivity between green spaces this will provide a small contribution to this in proportion to the whole borough.	+	None required
		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 effects.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	No direct effects.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	No direct effects.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport		
			Assessment	Scale of Effect	Mitigation or Enhancement
		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 connected green spaces via improvements to the walking and cycling environment will provide a small contribution to this.	+	None required
		Will it result in a greener public realm that can enhance mental health benefits?	Improvements to the walking and cycling environment will provide a small contribution to 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?	Greater emphasis on walking, cycling and public transport, together with better connected public realm will support this.	+	None required
		Will it reduce levels of noise generated?	Proposed measures are unlikely to be sufficient to notably reduce noise levels	0	None required
		Will it reduce inequalities in exposure to ambient noise?	Proposed measures are unlikely to be sufficient to reduce noise levels or inequalities in exposure.	0	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Proposed measures are unlikely to be sufficient to reduce noise pollution or protect vulnerable groups from this.	0	None required
		Will it reduce night time noise in residential areas?	Proposed measures are unlikely to reduce night time noise.	0	None required

Topic	Objective	Assessment guide questions	CTS and LIP Objective 1. walking and cycling and Objective 3. sustainable and inclusive transport		
			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?	Proposed measures are unlikely to be sufficient to reduce noise levels and associated effects.	0	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?	Greater emphasis on active travel, together with improvements to the walking and cycling environment including proposals for new and safer crossing will support this through increased "natural surveillance".	+	None required

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5.4.3 Matrix 2. Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties

Objective 2: To reduce car ownership and use, and motor traffic levels in Camden; and

Objective 4: To substantially reduce all road casualties in Camden and progress towards zero Killed and Seriously Injured (KSI) casualties.

Table 5.6: SEA Matrix 2. Objective 2. Reduce car ownership and traffic and Objective 4 Reduce road casualties.

Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			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)?	Proposed measures such as initatives to reduce car usage and ownership, behaviour change initiatives, support for car clubs and other "flexible" forms of motorised travel, implementation of Healthy School Streets program, introduction of low-emission vehicle and car free zones, as well as car parking management measures will positively contribute to this.	+	None required
		Will it help to achieve national and international standards for air quality?	Proposed measures will support this. However, it is unlikely that the reduction will be significant at the national level in addition to the effects of changes in vehicle technology and other MTS policies.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Proposed measures such as initatives to reduce car usage and ownership, promotion of healthy travel alternatives, implementation of Healthy School Streets program, introduction of low-emission vehicles and car free zones, as well as car parking management measures will positively contribute to this. However, it is likely that the reduction will be modest n addition to the effects of changes in vehicle technology and other MTS policies.	+	None required
		Will it result in air quality changes which negatively impact the health of the public?	No negative effects of these measures.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Although objectives will have positive impacts on air quality it is difficult to draw direct conclusions relating to premature deaths.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			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?	Proposed measures such as initiatives to reduce car usage and ownership, behaviour change initiatives, support for car clubs and other "flexible" forms of motorised travel, implementation of Healthy School Streets program, introduction of low-emission vehicle and car-free zones, as well as car parking management measures will positively contribute to this. However, it is likely that the reduction will be modest in addition to the effects of changes in vehicle technology and other MTS policies.	+	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?	Promotion of healthy travel alternatives, and other "flexible" forms of motorised travel, car parking management and implementation of Healthy School Streets program, as well as improvement to road safety, introduction of speed limits and change to the road layout including traffic calming and restriction measures, will positively impact this.	++	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Promotion of healthy travel alternatives, and other "flexible" forms of motorised travel, car parking management and implementation of Healthy School Streets program, as well as improvement to road safety, introduction of speed limits and change to the road layout including traffic calming and restriction measures will positively impact this.	++	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?	Proposed measures will not lead to physical changes to protect London from climate change.	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?	Proposed measures will not lead to physical changes to protect London from climate change.	0	None required
		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

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		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 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?	Proposed measures such as initiatives to reduce car usage and ownership, promotion of healthy travel alternatives, "flexible" forms of motorised travel, car parking management and implementation of Healthy School Streets program, as well as introduction of changes to the road layout including traffic calming and restriction measures will positively impact this.	+	None required
		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	Will it reduce the demand and need for energy, whilst not leading to overheating?	Measures are likely to provide a small reduction in the demand and need for energy in addition to the effects of changes in vehicle technology and other MTS policies.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	smart and affordable energy system	Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Proposed measures such as initiatives to reduce car usage and ownership, car clubs and promotion of healthy travel alternatives and other "flexible" forms of motorised travel, car parking management restriction measures will positively impact this.	+	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Measures are unlikely to have any direct effect 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?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it provide infrastructure to make a better use of renewable energy sources?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at-risk groups?	Proposed measures such as initiatives to reduce car usage and ownership, car clubs and promotion of healthy travel alternatives, and other "flexible" forms of motorised travel will provide a modest contribution to this.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			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?	Measures including promotion of healthy travel alternatives, other "flexible" forms of motorised travel, car clubs etc. will positively contribute to this.	+	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 about their significance and their settings.	Will it protect and enhance sites, features and areas of historical, archaeological and cultural value/potential?	Measures supporting behaviour change, improved parking management, traffic reductions, 20mph compliance, increasing road safety, as well as introduction of changes to the road layout will positively impact this.	+	None required.
		Will it improve the wider historic environment and sense of place?	Measures supporting behaviour change, improved parking management, traffic reduction, 20mph compliance, increasing road safety, as well as introduction of changes to the road layout will positively impact this.	+	None required.
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Measures supporting behaviour change, improved parking management, traffic reduction, 20mph compliance, increasing road safety, as well as introduction of changes to the road layout will positively impact this.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		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 achieving traffic reduction, improved parking management, increasing road safety, as well as introduction of changes to the road layout will positively contribute to this.	+	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	Proposed measures such as initiatives to reduce car usage and ownership, behaviour change initiatives, car clubs, as well as increasing road safety, as well as introduction of changes to the road layout including traffic calming and restriction measures, will positively impact this.	++	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Proposed measures including road safety initiatives, behaviour change initiatives,, and other "flexible" forms of motorised travel, and implementation of Healthy School Streets program, as well as introduction of changes to the road layout including traffic calming and restriction measures, will positively impact this.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Proposed measures such as road safety initiatives, behaviour change initiatives, and other "flexible" forms of motorised travel and implementation of Healthy School Streets program, as well as introduction of changes to the road layout including traffic calming and restriction measures, will positively impact this.	+	None required
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it improve access to greenspaces for recreational and health benefits?	Measures are unlikely to have any direct effect in this respect (Those in the related plans for cycling and walking will have direct effects though these are not assessed as part of the CTS/ LIP). .	0	None required
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Measures will positively impact this but it is difficult to quantify to what extent.	0	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?	Measures are unlikely to have any direct effect in this respect.	0	None required

Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			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?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	Measures are unlikely to have any direct effect in this respect.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	Measures are unlikely to have any direct effect in this respect.	?	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?	Proposed measures such as initiatives increasing road safety, behaviour change initiatives, as well as introduction of changes to the road layout including traffic calming and restriction measures, will positively impact this although not to a significant extent.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it result in a greener public realm that can enhance mental health benefits?	Projects like the West End Project are likely to create additional green space which is accessible to the public. It is likely to have positive effects on mental health, with the potential of even more benefit if further projects are rolled out across the borough. .	+	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?	Proposed measures such as initiatives increasing road safety, behaviour change initiatives, as well as introduction of changes to the road layout including traffic calming and restriction measures, will positively impact this.	+	None required
		Will reduce levels of noise generated?	Proposed measures such as speed restriction, implementation of Healthy School Street program and changes to the road layout including traffic calming and restriction measures will positively impact this.	++	None required
		Will it reduce inequalities in exposure to ambient noise?	Proposed measures will support this although not to a notable extent.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Proposed measures such as implementation of Healthy School Street program and changes to the road layout including traffic calming and restriction measures will positively impact this.	+	None required
		Will it reduce night time noise in residential areas?	Proposed measures such as implementation of Healthy School Street program and changes to the road layout including traffic calming and restriction measures will positively impact this, although it likely to be to a minimal extent.	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?	Proposed measures will support this, although the impact is likely to be modest.	+	None required
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Proposed measures such as speed restriction, implementation of Healthy School Street program and changes to the road layout including traffic calming and restriction measures will positively impact this.	+	None required

Topic	Objective	Assessment guide questions	CTS and LIP Objective 2. Reduce car ownership and traffic and Objective 4. Reduce road casualties		
			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 are unlikely to have any direct effect in this respect.	0	None required

5.4.4   Matrix 3. CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people

Objective 5: To reduce and mitigate the impact of transport-based emissions and noise in Camden; and

Objective 6: To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people

Table 5.7: SEA Matrix 3. CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people

Topic	Objective	Assessment guide questions	CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.		
			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)?	Measures including improvements to the council's vehicles fleet, incentives to increase uptake of EV technology, implementation of no-idling and area-based School Low Emission Neighbourhoods program, as well as control of emission from construction activities will support emissions reduction.	++	None required
		Will it help to achieve national and international standards for air quality?	Measures will contribute to the reduction of emission of priority pollutants supporting this.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Measures supporting the use of low emission vehicles and promotion of EVs technology, as well as the implementation of no-idling and area-based School Low Emission Neighbourhoods program will positively contribute to an improvement in air quality and a reduction in exposure across vulnerable communities.	++	None required
		Will it result in air quality changes which negatively impact the health of the public?	The proposed measures should not have a negative impact on health.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Although proposed measures will have positive impacts on air quality, it is difficult to draw direct conclusions relating to premature deaths.	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?	Measures such as the promotion of low emission vehicles and EVs technologies across the borough, as well as the implementation of no-idling and area-based School Low Emission Neighbourhoods will support improvements in air quality including for areas with high concentrations of vulnerable people.	++	None required

Topic	Objective	Assessment guide questions	CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
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 promoting update of low emission and EV's technologies, as well as increase green cover in the borough, including rain gardens, trees and the urban greening scheme will positively impact key streetscapes and townscapes.	++	None required
		Will it improve the use of the urban public realm by improving its attractiveness and access?	The urban greening measures will increase green cover in the borough and conversion of carriageway space to green space, as the implementation of area-based School Low Emission Neighbourhoods will support this.	++	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?	The urban greening measures will increase green cover in the borough and conversion of carriageway space to green space will support this.	+	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?	Increased green cover of the borough and implementation of a Sustainable Urban Drainage (SUDs) will mitigate the risk of flooding.	++	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	Changes to improve resilience to climate change are not likely to reduce health inequalities or benefit at-risk groups significantly.	0	None required
		Will it improve access to services during severe weather events?	Measures will unlikely to have a significant impact on this.	0	None required
		Will it reduce exposure to heat during heatwaves?	The urban greening measures will increase green cover in the borough and conversion of carriageway space to green space will support this.	+	Not required
		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?	Measures such as the promotion of low emission vehicles and EV technologies across the borough, as well as the implementation of no-idling and the area-based School Low Emission Neighbourhoods and monitoring and management of emission from construction activities will support the overall emissions targets for London.	++	None required

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			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	Measures such as the promotion of low emission vehicles and EVs technologies across the borough, as well as the implementation of no-idling and area-based School Low Emission Neighbourhoods will positively contribute to health inequalities or benefit at-risk groups.	+	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?	Measures such as the promotion of low emission vehicles and EVs technologies across different types of vehicles will support reductions in the demand and need for energy for transport.	+	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Measures such as the promotion of low emission vehicles and EVs technologies across different types of vehicles will support reductions in the demand and need for energy for transport.	+	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Promotion of the EV technology will directly support this.	+	None required

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			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?	Measures such as the promotion of low emission vehicles and EV technologies across different types of vehicles will directly support this.	+	None required
		Will it provide infrastructure to make a better use of renewable energy sources?	Effects dependent on energy sources used to supply EVs.	?	Promote use of energy from renewable sources
		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?	Promotion of car clubs and the EV technology across a range of different types of vehicles and users will positively contribute to this	+	None required

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			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?	Measures such as the promotion of low emission vehicles and EV technologies as well increase in green cover and conversion of carriageway space to green space through parklets, pockets parks and other measures will support this.	+	None required
		Will it improve the wider historic environment and sense of place?	Measures such as the promotion of low emission vehicles and EVs technologies as well increase in green cover and conversion of carriageway space to green space through parklets, pockets parks and other measures will support this.	++	None required
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Measures such as the promotion of low emission vehicles and EVs technologies as well increase in green cover and conversion of carriageway spaces to green space through parklets, pockets parks and other measures will support this.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Measures such as the promotion of low emission vehicles and EVs technologies as well increase of a green cover of the borough and conversion of carriageway spaces to green space through parklets, pockets parks and other measures will support this.	+	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	Promotion of active travel, car clubs and uptake of low emission vehicles and implementation of EV's technology will support this.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Measures such implementation of no-idling and area-based School Low Emission Neighbourhoods programs will provide a modest contribution to this.	+	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Measures such as the promotion of low emission vehicles and EV technologies, as well as the implementation of no-idling and area-based School Low Emission Neighbourhoods and Healthy Streets programs, will directly support this.	+	None required

Topic	Objective	Assessment guide questions	CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	Measures such as increase green cover of the borough and conversion of carriageway space to green space through parklets, pockets parks, as well as the implementation of Sustainable Urban Drainage (SUDs) will support this.	++	None required
		Will it improve access to greenspaces for recreational and health benefits?	The increase of a green cover of the borough and promotion of EV technology and car clubs will positively contribute to this.	+	None required
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Although proposed measures will have overall positive impacts, it is difficult to draw direct conclusions relating to premature deaths.	0	None required
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,	Will it enhance the potential for the green space network to provide ecosystem services?	Measures such as increase green cover of the borough and conversion of carriageway space to green space through, pockets parks will support this.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.		
			Assessment	Scale of Effect	Mitigation or Enhancement
	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 effects.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	No direct effects.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	No direct effects.	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?	The increase of a green cover of the borough, promotion of EV technology and car clubs will positively contribute to this.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it result in a greener public realm that can enhance mental health benefits?	Measures such as increase green cover of the borough and conversion of carriageway space to green space through parklets, pockets parks 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?	The increase of a green cover of the borough, promotion of car clubs, low emission vehicles and the EV's technology will positively contribute to this.	+	None required
		Will it reduce levels of noise generated?	Increase uptake of the EV's technology and support of the London Lorry Control Scheme will have a positive impact on this.	+	None required
		Will it reduce inequalities in exposure to ambient noise?	Increased uptake of the EV's technology and support of the London Lorry Control Scheme, as well as well conversion of carriageway space to green space under the Healthy Streets agenda will have a positive impact on this.	+	None required

Topic	Objective	Assessment guide questions	CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Proposed measures, such as increase of a green cover of the borough, promotion of EV's technology, enforcement the London Lorry Control Scheme, as well conversion of carriageway space to green space under the Healthy Streets agenda will have an overall positive impact on the whole borough.	+	None required
		Will it reduce night time noise in residential areas?	Proposed measures, such as increase of a green cover of the borough, promotion of EV technology, enforcement the London Lorry Control Scheme will have a positive impact on this.	+	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?	Proposed measures, such as increase of a green cover of the borough, promotion of EV's technology, enforcement the London Lorry Control Scheme, as well conversion of carriageway space to green space under the Healthy Streets agenda will have a positive impact on this.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Objective 5. Reduce emissions and noise and Objective 6. To deliver an efficient, well-maintained highways network and kerb-side space that prioritises the sustainable movement of goods and people.		
			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?	The increase of a green cover of the borough and as well conversion of carriageway space to green space under the Healthy Streets will support this through increased "natural surveillance".	+	None required

5.4.5 Matrix 4. Objective 7. Economic growth supported by sustainable transport and Long-term interventions

Objective 7: To ensure economic growth and regeneration is supported by, and supports, a sustainable transport network.

Table 5.8: SEA Matrix 4: Objective 7. Economic growth supported by sustainable transport and Long-term interventions.

Topic	Objective	Assessment guide questions	LIP objectives: Objective 7. Economic growth supported by sustainable transport and Long-term interventions		
			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)?	Measures related to promoting economic growth and regeneration and sustainable transport networks are anticipated to have a positive benefit on reducing growth in emissions. Long-term interventions aimed to improve public transport links will support this.	+	None required

Topic	Objective	Assessment guide questions	LIP objectives: Objective 7. Economic growth supported by sustainable transport and Long-term interventions		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		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 at a national level.	0	None required
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Measures related to promoting economic growth and regeneration and sustainable transport networks are likely to contribute to the reduction of exposure to poor air quality for vulnerable communities, although not to a significant extent.	0	None required
		Will it result in air quality changes which negatively impact the health of the public?	Promoting economic growth and regeneration through a sustainable transport network 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

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Topic	Objective	Assessment guide questions	LIP objectives: Objective 7. Economic growth supported by sustainable transport and Long-term interventions		
			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?	Measures related to promoting economic growth and regeneration and sustainable transport networks are likely to contribute to the reduction of exposure to poor air quality for vulnerable people, although not to a significant extent. Long-term interventions aimed to improve public transport links will support this.	+	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?	Promoting economic growth and regeneration supported by sustainable transport provision will have positive impacts on character and liveability including removing barriers to use.	++	None required
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Promoting a sustainable transport provision is likely to have positive impacts on public realm access and attractiveness by contributing to regeneration and economic growth.	++	None required
Climate change adaptation	To ensure London adapts and becomes more resilient to the impacts of climate change and	Will it protect London from climate change impacts?	Proposed measures will not lead to physical changes/ adaptation to climate change.	0	None required

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Topic	Objective	Assessment guide questions	LIP objectives: Objective 7. Economic growth supported by sustainable transport and Long-term interventions		
			Assessment	Scale of Effect	Mitigation or Enhancement
	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?	Proposed measures will not lead to physical changes/ adaptation to climate change.	0	None required
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	Proposed measures are not likely to have any direct impact on health inequalities.	0	None required
		Will it improve access to services during severe weather events?	Proposed measures will not have a bearing on access to services during severe weather events.	0	None required
		Will it reduce exposure to heat during heatwaves?	Not applicable	0	None reuiired
		Will it enable those vulnerable during severe weather events to recover?	Not applicable	0	None reuiired
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 large scale to give a notable reduction in GHG emissions in addition to that due to result from changes in vehicle technology.	0	None required

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Topic	Objective	Assessment guide questions	LIP objectives: Objective 7. Economic growth supported by sustainable transport and Long-term interventions		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	The promotion of economic growth and regeneration and sustainable transport networks are likely to have benefits to health inequalities in the borough, although not to a significant extent.	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?	Public transport improvements are likely to lead to greater energy efficiency, although not to a significant extent.	0	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Proposed measures on public transport improvements are likely to promote and improve greater energy efficiency in transport.	+	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	No direct effect	0	None required
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	No direct effect	0	Measures to improve public transport networks, reliability and accessibility should encourage uptake of green/cleaner fuels across all transport providers.
		Will it provide infrastructure to make a better use of renewable energy sources?	No direct effect	0	None required

Topic	Objective	Assessment guide questions	LIP objectives: Objective 7. Economic growth supported by sustainable transport and Long-term interventions		
			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 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?	Improvements of public transport reliability and accessibility will positively impact on this measure.	+	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?	Proposed measures will contribute positively to local character and distinctiveness, enhancing historic environment and cultural value.	+	None required
		Will it improve the wider historic environment and sense of place?	Proposed measures will contribute positively to local character and distinctiveness, enhancing sense of place.	+	None required
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Proposed measures will contribute positively to local character and distinctiveness, removing barriers to accessibility.	+	None required

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Topic	Objective	Assessment guide questions	LIP objectives: Objective 7. Economic growth supported by sustainable transport and Long-term interventions		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Proposed measures will contribute positively to local character and distinctiveness, supporting inclusive design associated with the historic environment.	+	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	Proposed measures to improve reliability and accessibility to the public transport network will improve connectivity to key services in the long term.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Measures unlikely to have direct impacts on this.	0	None required
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Measures unlikely to have significant impacts on this.	0	None required
		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?	Depends on the location of schemes delivered.	?	Measures should be focused on areas near to greenspace.

Topic	Objective	Assessment guide questions	LIP objectives: Objective 7. Economic growth supported by sustainable transport and Long-term interventions		
			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?	Measures unlikely to have direct impacts on this.	0	None required
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	Will it enhance the potential for the green space network to provide ecosystem services?	No direct effects.	0	None required
		Will it protect and improve the quality and extent of sites of importance for nature conservation and help restore wildlife habitats?	No direct effect.	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?	No direct effect.	0	None required

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Topic	Objective	Assessment guide questions	LIP objectives: Objective 7. Economic growth supported by sustainable transport and Long-term interventions		
			Assessment	Scale of Effect	Mitigation or Enhancement
		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 design of specific schemes.	?	Encourage design of measures to include green infrastructure.
		Will it result in a greener public realm that can enhance mental health benefits?	Dependent on the design of specific schemes.	?	Measures should be focused on areas near to greenspace.
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?	Measures unlikely to have a significant impact on noise levels	0	None required.
		Will reduce levels of noise generated?	Measures unlikely to have a significant impact on noise levels	0	None required.
		Will it reduce inequalities in exposure to ambient noise?	Measures unlikely to have a significant impact on noise levels	0	None required.
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Measures unlikely to have a significant impact on noise levels	0	None required.
		Will it reduce night time noise in residential areas?	Measures unlikely to have a significant impact on 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?	Measures unlikely to have a significant impact on noise levels	0	None required.

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Topic	Objective	Assessment guide questions	LIP objectives: Objective 7. Economic growth supported by sustainable transport and Long-term interventions		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Measures unlikely to have a significant impact on noise levels	0	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?	Measures to improve transport networks to support economic growth and regeneration will support these factors. Long-term interventions aimed to improve public transport links will contribute to this.	+	Measures should be focused on areas with highest levels of crime and anti-social behaviour.

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5.4.6   Matrix 5. CTS and LIP: Short term interventions

Table 5.9: SEA Matrix 5. Short term interventions

Topic	Objective	Assessment guide questions	CTS and LIP Short term interventions		
			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)?	Multiple measures including encouragement of active travel via walking or cycling, implementation of liveable neighbourhoods, Healthy School Streets programmes and Smarter Travel measures, as well as supporting implementation and uptake the EV's technology will support this.	+	None required
		Will it help to achieve national and international standards for air quality?	Measures will contribute to the reduction of emission of priority pollutants. However, it is unlikely that the reduction will be significant at the national level in addition to the effects of changes in vehicle technology and other MTS policies.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Short term interventions		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?	Multiple measures including encouragement of active travel via walking or cycling, implementation of liveable neighbourhoods, Healthy School Streets programmes and Smarter Travel measures, as well as supporting implementation and uptake the EV's technology will overall contribute positively, however the contribution unlikely will be significant	0	None required
		Will it result in air quality changes which negatively impact the health of the public?	The proposed measures should not have a negative impact on health.	0	None required
		Will it reduce the number of premature deaths caused by poor air quality?	Although proposed measures will have positive impacts on air quality, it is difficult to draw direct conclusions relating to premature deaths.	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?	Implementation of Liveable Neighbourhoods, Healthy School Streets, School Travel Plans programmes and Smarter Travel measures, as well as measures supporting active travel and update EV's technology will positively contribute this.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Short term interventions		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
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 promoting active travel via improving walking and cycling environment via removal of the barrier and improving connectivity and road safety, as well as Liveable Neighbourhoods, Healthy School Streets, School Travel Plans programmes will positively contribute to this.	+	None required
		Will it improve the use of the urban public realm by improving its attractiveness and access?	Measures promoting active travel via improving walking and cycling environment via removal of the barrier and improving connectivity and road safety, as well as Liveable Neighbourhoods, Healthy School Streets, School Travel Plans programmes will positively contribute to this.	+	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?	It is not expected that measures will have a direct impact on this.	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?	It is not expected that measures will have a direct impact on this.	0	None required

Topic	Objective	Assessment guide questions	CTS and LIP Short term interventions		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at-risk groups?	It is not expected that measures will have a direct impact on this.	0	None required
		Will it improve access to services during severe weather events?	Measures will improve overall connectivity and accessibility but will unlikely to have a significant impact on this.	0	None required
		Will it reduce exposure to heat during heatwaves?	It is not expected that measures will have a direct impact on this.	0	Not required
		Will it enable those vulnerable during severe weather events to recover?	It is not expected that measures will have a direct impact on this.	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?	Multiple measures including encouragement of active travel via walking or cycling, implementation of liveable neighbourhoods, Healthy School Streets programmes and Smarter Travel measures, as well as supporting implementation and uptake the EV's technology will contribute positively but are unlikely will have a significant impact on this.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Short term interventions		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts on more vulnerable communities and at-risk groups	Implementation of Liveable Neighbourhoods, Healthy School Streets, School Travel Plans programmes and Smarter Travel measures will positively contribute to this but unlikely will have a significant impact on this.	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?	Measures including encouragement of active travel and uptake of EV technology will positively contribute but unlikely will have a significant impact on this.	0	None required
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?	Multiple measures will positively contribute to the improvement of energy efficiency in transport but unlikely will have a significant impact on this.	0	None required
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?	Promotion of the EV's technology will postively contribute to this.	+	None required
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?	Promotion of the EV's technology will postively contribute to this.	+	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Short term interventions		
			Assessment	Scale of Effect	Mitigation or Enhancement
		Will it provide infrastructure to make a better use of renewable energy sources?	Effect is dependent on source of energy for EVs	0	Promote use of energy from renewable sources
		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?	Measures encouraging active travel, improvement of walking and cycling environment via removal of barrier – step free access and road safety will increase overall connectivity and accessibility across the borough.	+	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?	Measures encouraging active travel, improvement of walking and cycling environment and road safety will positively contribute to this but unlikely will have a significant impact on this.	0	None required
		Will it improve the wider historic environment and sense of place?	Measures encouraging active travel, improvement of walking and cycling environment and road safety will positively contribute to this but unlikely will have a significant impact on this.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Short term interventions		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at-risk groups?	Measures encouraging active travel, improvement of walking and cycling environment via removal barriers and road safety will positively contribute to this.	+	None required
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?	Measures encouraging active travel, improvement of walking and cycling environment and road safety will positively contribute to this but unlikely will have a significant impact on this.	0	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	Promotion of active travel, improvement of walking and cycling environment via removal barriers - step free access, implementation of behaviour changing programmes will positively contribute to this.	+	None required
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?	Promotion of active travel, implementation of Liveable Neighbourhoods, Healthy School Streets, School Travel Plans programmes and Smarter Travel measures will positively contribute to this but unlikely will have a significant impact on this but unlikely will have a significant impact on this.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Short term interventions		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?	Promotion of active travel, implementation of Liveable Neighbourhoods, Healthy School Streets, School Travel Plans programmes and Smarter Travel measures will positively contribute to this.	+	None required
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?	It is not expected that measures will have a direct impact on this.	0	None required
		Will it improve access to greenspaces for recreational and health benefits?	Promotion of active travel, improvement of the walking and cycling environment via removal barriers, as well as promotion of EV technology and car clubs will positively contribute to this.	+	None required
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?	Although proposed measures will have overall positive impacts, it is difficult to draw direct conclusions relating to premature deaths.	0	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

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Topic	Objective	Assessment guide questions	CTS and LIP Short term interventions		
			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 effects.	0	None required
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?	No direct effects.	0	None required
		Will it increase the planting of green roofs, green walls and soft landscaping?	No direct effects.	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?	Promotion of active travel, improvement of walking and cycling environment via removal barriers, increased road safety as well as promotion of EV technology and car clubs will positively contribute to this.	+	None required
		Will it result in a greener public realm that can enhance mental health benefits?	Promotion of active travel, improvement of walking and cycling environment might potively contribute but unlikely will have a significant impact on this.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Short term interventions		
			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?	Promotion of active travel, improvement of walking and cycling environment via removal barriers, increased road safety and promotion of the EV's technology will positively contribute to this but unlikely will have a significant impact on this.	0	None required
		Will it reduce levels of noise generated?	Promotion of active travel, improvement of walking and cycling environment, increased road safety, speed reduction and promotion of the EV's technology will positively contribute to this.	+	None required
		Will it reduce inequalities in exposure to ambient noise?	Promotion of active travel, improvement of walking and cycling environment, increased road safety, speed reduction and promotion of the EV's technology and implementation Healthy School Streets, School Travel Plans programmes and Smarter Travel of will positively contribute to this but unlikely will have a significant impact on this.	0	None required

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Topic	Objective	Assessment guide questions	CTS and LIP Short term interventions		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it protect vulnerable groups at risk from impacts of noise pollution?	Promotion of active travel, improvement of walking and cycling environment, increased road safety, speed reduction and promotion of the EV's technology and implementation Healthy School Streets, School Travel Plans programmes and Smarter Travel of will positively contribute to this but unlikely will have a significant impact on this.	+	None required
		Will it reduce night time noise in residential areas?	Measures will positively contribute to this but are unlikely to have a significant impact on this.	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?	Promotion of active travel, improvement of walking and cycling environment, increased road safety, speed reduction and promotion of the EV 's technology and implementation Healthy School Streets, School Travel Plans programmes and Smarter Travel of will positively contribute to this but unlikely will have a significant impact on this.	0	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?	Measures including the promotion of active travel, improvement of walking and cycling environment, increased road safety will support this through increased "natural surveillance".	+	None required

5.5   Monitoring

The CTS and LIP does not include separate proposals for environmental monitoring though many of the existing targets for monitoring will support monitoring of the environmental effects. These include the MTS indicators and targets such as those for air quality, together with the Camden specific local strategic targets including the percentage of trips made by specific active travel modes, levels of motor traffic flows and the percentage of households in Camden who do not own a car. Given these targets, it is not proposed that further additional targets and indicators should be included. However, it is important to note that in their response to the Scoping Consultation. Historic England identified that indicators which specifically monitor the impact of the implementation of the CTS and LIP on the historic environment should be developed in accordance with the Historic England guidance document on SA/ SEA[13].

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[13]   See https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/heag036-sustainability-appraisal-strategic-environmental-assessment/

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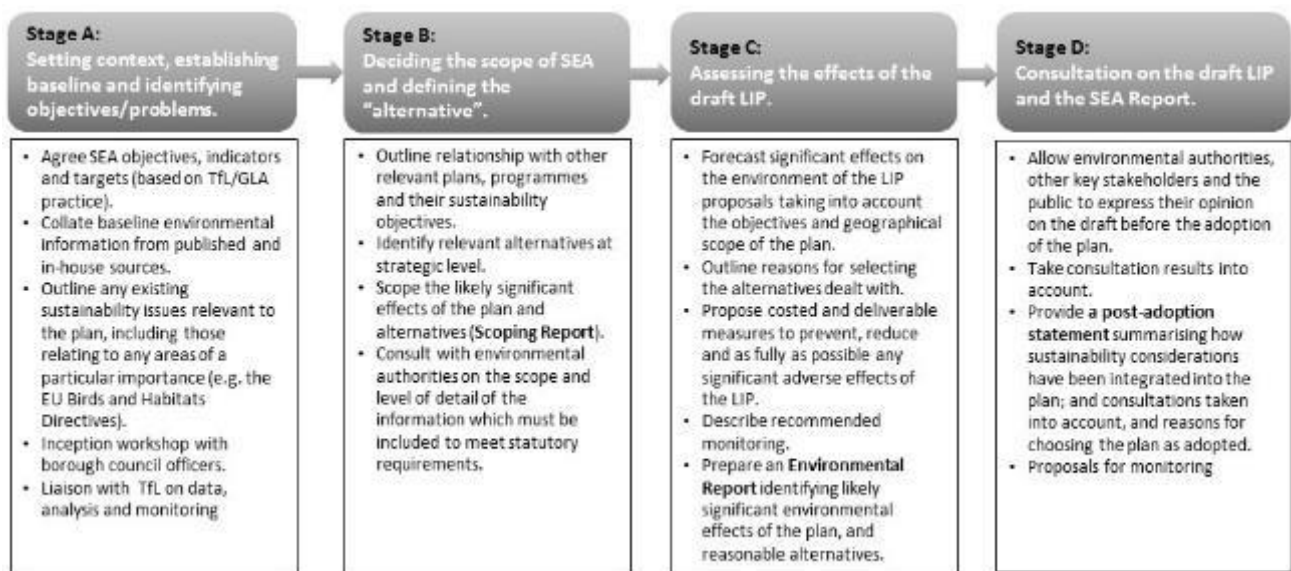Environmental Report

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6.0 Next Steps

6.1 Development of the LIP

A draft of the LIP was submitted to Transport for London in November 2018 for comment. Taking account of the comments received from TfL together with the analysis presented in this Environmental Report, Camden Council will make any revisions to the LIP that may be necessary, and a final version will be considered for approved in early 2019. The LIP will come into operation in April 2019.

6.2 Remaining Stages in the SEA Process

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

Figure 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 Camden Council, who will publish this in turn. The Post-Adoption Statement will clearly summarise the way that consultation has influenced the assessment process, demonstrate how feedback has been considered, identify changes that have been made and the 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.