

SUSTAINABLE TRANSPORT STRATEGY 2006 – 2016  
APPENDIX I



Strategic Environment Assessment (SEA) – Environmental Report

## Non Technical Summary

### Background to SEA

This Environmental Report evaluates the environmental effects of Islington Council's consultation draft Sustainable Transport Strategy and ensures that all environmental consequences are identified and assessed openly.

The Sustainable Transport Strategy (STS) has been written to fulfil the Mayor of London's requirement to develop a 'Local Implementation Plan' (LIP). The purpose of a LIP is to outline how the local authority will fulfil the Mayor of London's Transport Strategy for Greater London (usually referred to as the "Mayor's Transport Strategy" or MTS) over the next five years.

The SEA Directive requires that the significant effects of the LIP be taken into account before adopting the plan. The scope of the Strategic Environmental Assessment (SEA) includes consideration of the significant effects of the STS on a range of SEA issues for the duration of the strategy, which will cover the period 2006 to 2016. The following environmental issues have been considered in the SEA process: biodiversity, air quality, noise, human health, population, fauna and flora, soil water, climatic factors, material assets, cultural heritage, landscape and the inter-relationship between these issues.

This SEA Environmental Report represents stage C of the SEA process. It compiles baseline environmental data to determine existing trends for each environmental topic area, identifies existing council environmental protection objectives from other plans and programmes, and highlights problems and opportunities to be addressed by the STS.

Some of the existing environmental problems relating to transport that face Islington today include air quality, road traffic casualty rates and the condition of Islington's material highway assets.

Road traffic is a major contributor to air pollution, which can lead to human health problems. The entire area of Islington is designated an Air Quality Management Area because targets for two of the seven pollutants set out in the National Air Quality Strategy are unlikely to be met by 2005. These targets are for particulates (PM10) and nitrogen dioxide (NO<sub>2</sub>). There are many programmes in the strategy that will reduce the impact of transport on air quality including traffic volume and speed reduction measures, parking restrictions and enforcement, and encouraging greater uptake of walking, cycling, public transport and cleaner-fuel vehicles. These measures will also contribute towards reducing greenhouse gases and impacts on climate change as well as road traffic noise.

Casualty rates for pedestrians, cyclists and children have been decreasing in recent years, at least partially due to the council's local safety schemes, traffic calming and safer routes to school programmes. But even one injury or fatality on Islington's roads is too many, so the strategy contains a range of programmes that will contribute towards casualty reduction, including safer routes to school, road safety education and training, speed management and traffic reduction measures.

Another problem is the deteriorating condition of Islington's material assets including borough streets, highways and highway structures, which can contribute towards road danger. The Roads 2000 Survey indicated that Islington had the highest percentage of its principal roads in the 70 plus category (need for reconstruction) within London. The 2003/04 survey confirms that this continues to be the case. The STS contains a 10-year programme of works to both improve and maintain these assets, and in the process deliver considerable positive impact, should the required funding be delivered.

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The consultation draft Sustainable Transport Strategy contains policies, proposals and programmes to address these issues and many others. The role of the SEA is to assess the strategy as a whole to determine whether anything more could be done in relation to the full range of environmental issues. This Environmental Report documents the assessment process so far, and suggests a number of potential alternatives that will be considered by the council for inclusion in the final STS over the coming months.

### **Assessment of Alternative Options**

One aspect of the SEA process is to determine the significant environmental effects of a range of alternative options. This assessment was undertaken through a number of group exercises involving council transport officers. A total of 18 alternatives were developed of which 7 were selected for further assessment as the STS is finalised. Many of the alternative options that were not carried forward were not seen to be credible, realistic or within the 'legal competence' or responsibility of the borough. A summary of the assessment of alternative options is outline below.

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## Summary of Alternative Options Assessment

Alternative STS Option Assessed	Summary of positive, uncertain and negative impacts	Scale of environmental effects
4. Information provision to target groups on availability of and access to transport services	Positive – increase accessibility, decrease use of private vehicles and therefore reduce impact on air and noise	Positive
9. Additional weight/size limits on stretches of road to limit damage	Positive – reduce risk of accidents, reduce maintenance of material assets, reduce noise from HGVs and improve air quality and CO2 levels	Positive
10. Commuter parking charges	Positive – assuming parking rates are high enough to deter travel in private vehicles, reduction in traffic volumes and negative impacts on air quality and noise  Negative – Pay-and-display parking is already limited to three hours and thus restricts commuter parking. Private car parks are not within the council's direct responsibility.	Negative
12. Removal of pedestrian barriers	Positive – improve accessibility and visual amenity and reduce community severance; and may improve road safety  Uncertain/negative – may have negative road safety impacts	Uncertain
13. Speed enforcement measures e.g. cameras	Positive – decrease speed and increase safety for all road users  Negative – cumulative impact of using natural resources and energy to carry out works.	Positive
16. Restricting and enforcing parking in all cycle lanes during commuter times	Positive – improved sight lines and safety of vulnerable road user  Negative – impact on economic vitality of local business in terms of customer accessibility and freight delivery.  Uncertain – conflicting priorities of safety and economic sustainability	Uncertain
18. Improve sequencing of lights at junctions for pedestrian and cyclist priority	Positive – improved accessibility and reduced community severance  Uncertain – increase in air pollution and noise due to increased congestion  Negative – may increase traffic congestion, and at very least slow it down. Mitigating measures will alleviate traffic congestion.	Positive

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The majority of alternative options brought forward for assessment were positive. Alternative options 4, 9, 13 and 18 will be considered for adoption into the Sustainable Transport Strategy, subject to consultation. Adoption of Alternative options 12 and 16 is uncertain, as there are conflicting priorities that have both positive and negative impacts. Alternative option 10 (introducing commuter parking charges) will not be adopted because pay-and-display parking is already limited to three hours and private car parks are not within the council's direct responsibility.

Assessment of the consultation draft STS was undertaken in Section 5.3 and found that the majority of impacts will be positive. For the few impacts that may be negative or uncertain, new STS policy and/or mitigating measures have been developed to prevent or reduce the impacts.

### Mitigation

Throughout the development of the Sustainable Transport Strategy, the council has sought to address environmental impacts. In addition, the SEA process has not been carried out in isolation to the strategy itself, but rather the two processes have been closely intertwined. Section 6 of this report contains a description of the measures envisaged to avoid, reduce and as fully as possible offset any adverse effects on the environment of implementing the STS. Strategic level mitigation measures have been identified for air quality, noise, safety, biodiversity, material assets, climate factors and cultural heritage. Some mitigating measures have been identified for project level activities also. However, for larger schemes the majority of project level mitigation measures will be identified through a separate environmental impact assessment (EIA).

### Monitoring

Monitoring allows for early identification of significant environmental effects of the strategy's implementation so that they can be addressed with further mitigation measures where possible. Monitoring allows the actual affects of the STS to be tested against those predicted in the SEA, and can provide baseline information for future plans. Table 13 in this report outlines what will be monitored during Stage E of the SEA process. The council will monitor performance against SEA objectives, baseline levels, some mitigating measures and those issues that are likely to be significantly impacted upon by the STS or where impacts are uncertain.

### Conclusion

The SEA process has demonstrated that the Sustainable Transport Strategy will result in far better environmental impacts than if the strategy was not adopted. No major adverse environmental effects were identified as resulting from the STS, and appropriate policy has been integrated into the Sustainable Transport Strategy. However, the SEA process has identified mitigation measures to prevent or reduce any minor environmental impacts that may result from implementation of the STS, as well as additional possible alternatives that may further improve the environmental performance of the Sustainable Transport Strategy as a whole.

### Consultation

This SEA Environmental Report has been incorporated into the STS as Appendix I. The consultation draft of the strategy will be made available to the individuals, communities and organisations affected by the strategy. This includes environmental statutory bodies such as the Environment Agency, English Nature, Countryside Agency and English Heritage and the general public.

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The public consultation period for the strategy runs from Monday 16 May to Friday 8 July 2005. We hope you will provide your feedback on the draft strategy and Environmental Report by sending us a written submission. Feedback should be sent to:

**Email:** [transportstrategy@islington.gov.uk](mailto:transportstrategy@islington.gov.uk)

**Freepost:**

**Freepost – RLTS-CUSC-RZSE**

**Islington Council**

**Transport Planning Services**

**Transport Strategy Consultation Team**

**Third Floor**

**Municipal Offices**

**222 Upper Street**

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**The deadline for sending us your feedback is Friday 8 July 2005.** If you have any further questions about the draft strategy, or about any other transport-related issues, please contact Islington on 020 7527 2000.

Additional copies of this Environmental Report, and the draft strategy as a whole or any individual chapters or appendices, can be downloaded from the council's website:

**[www.islington.gov.uk/](http://www.islington.gov.uk/)**

**[Transport/SustainableTransportStrategy/](http://www.islington.gov.uk/Transport/SustainableTransportStrategy/)**