

# Islington's Transport Strategy

**Local Implementation Plan 2011 to 2031**

**March 2012**

## Appendix D

# Strategic Environmental Assessment: Scoping Report

# Strategic Environmental Assessment: Scoping Report

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## 1.0 Introduction

### SEA requirements

- 1.1 The Greater London Authority Act 1990 requires all London boroughs to produce a Local Implementation Plan (LIP). Islington's LIP will set out how the Council proposes to deliver local transport improvements and implement the Mayor's Transport Strategy within Islington. The SEA Directive (European Directive 2001/42/EC), transposed into UK law in the Environmental Assessments of Plans and Programme Regulations 2004 (Statutory Instrument 2004 No.1663), requires a formal environmental assessment for plans that are determined to be likely to have significant environmental effects.
- 1.2 The purpose of an SEA is to ensure that environmental impacts are taken into account at the earliest stages of plan development. The stated SEA Directive objective is:
- 'To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the adoption of plans and programmes with a view to promoting sustainable development.'*
- 1.3 Taking into account the Directive and Regulations as well as best practice guidance and consultation, Islington has determined that an SEA is required as part of its LIP. Islington will also undertake an Equality Impact Assessment (EqIA).

### SEA process

- 1.4 The main output of the SEA process is the 'Environmental Report' in which likely significant environmental effects due to the implementation of the LIP are described. The SEA process can be divided into five stages -see Table 1 below, this Scoping Report contains stage A. The Environmental Report, which will build on the content of this Scoping Report, will cover stages B to E. The Environmental Report and Scoping Report will be part of the LIP. The public and Environmental Bodies will be given the opportunity to comment on the draft LIP and Environmental Report. Following consultation and revision, the Council will be asked to adopt the LIP.

**Table 1: Summary of SEA stages**

<b>SEA stages and tasks</b>	<b>Purpose</b>
<b>Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope</b>	
Identifying other relevant plans, programmes and environmental protection objectives	Establish how the LIP is influenced by outside factors, to suggest ideas for how any constraints can be addressed and to help identify SEA objectives.
Collecting baseline information	Provide an evidence base for environmental problems and assist in development of SEA objectives.
Identifying environmental problems	Provide focus to SEA, assist baseline analysis and development of SEA objectives.
Developing SEA objectives	Provide means by which environmental performance of the LIP and alternatives can be monitored.
Consultation on scope of SEA	Ensure the SEA covers the likely significant effects of the LIP.
<b>Stage B: Developing alternatives and assessing effects</b>	
Testing the LIP objectives against SEA objectives	Predict significant environmental effects of the LIP and alternatives.
Developing alternatives	Develop alternatives.
Predicting effects of the LIP, including alternatives	Predict effects of the LIP, including alternatives.
Evaluating the effects of the LIP, including alternatives	Evaluate predicted effects of the LIP and alternatives to assist in refinement of LIP.
Mitigating adverse effects	Ensure adverse effects are identified and potential mitigation measures are considered.
Proposing measures to monitor environmental effects of LIP	Detail the means by which environmental performance of the LIP can be assessed.
<b>Stage C: Preparing the Environmental Report</b>	
Preparing the Environmental Report	Present the predicted environmental effects of the LIP, including alternatives, suitable for public consultation and use by decision makers.
<b>Stage D: Consulting on the draft LIP and the Environmental Report</b>	
Consult the public and Consultation Bodies on the draft LIP and Environmental Report	Provide the public and Consultation Bodies with an opportunity to comment on the findings of the Environmental Report, provide reference for the LIP and gather information through opinions and comments.
Assessing significant changes	Ensure that the environmental implications of significant changes to the draft LIP are assessed and taken into account.
Feed back	Provide information on how the Environmental Report, opinions and comments were taken into account in the final LIP to be adopted.
<b>Stage E: Monitoring significant effects of the LIP on the environment</b>	
Developing aims and methods for monitoring	Track environmental effects of the LIP.
Responding to adverse effects	Responding to adverse effects.

### **Scope of the SEA**

- 1.5 The SEA Directive provides an indicative list of issues that should be considered when looking at the environmental impacts of the LIP. These issues are:
- Flora, fauna and biodiversity
  - Population
  - Human health
  - Soil
  - Water
  - Air
  - Climatic factors
  - Material assets
  - Cultural heritage
  - Landscape
  - The interrelationship between the above issues
- 1.6 The SEA Directive requires that efforts are focussed significant environmental impacts of the LIP. The Environmental Report is not intended to cover all impact or environmental issues. The Environmental Report is not meant as a replacement for any Council reports that publish data, targets or monitoring information. Furthermore, the Environmental Report is not designed to carry out an Environmental Impact Assessment of individual proposals, policies or programmes. It is a strategic assessment of potential significant impacts of the LIP as a whole.
- 1.7 The SEA Directive and Regulations stress the importance of a reasonable approach to the assessment and the need to conduct the assessment at the right level. A reasonable approach takes into account issues such as resources, time and information available.
- 1.8 The SEA and the LIP are restricted to the geographical area of the LIP, being the London Borough of Islington. The SEA covers the same time period as the LIP, which is from 2011 to 2031. Elements of the LIP such as targets and the Delivery Plan have a shorter timescale and will be updated during the life of the LIP.

### **This Scoping Report**

- 1.9 The main aims of this Scoping Report are:
- To identify the significant environmental impacts of the LIP for further consideration in the Environmental Report.
  - To summarise the findings of this report
  - To lay out the main tasks for the remainder of this SEA.

### **Consultation on this Scoping Report**

- 1.10 Consultation is an integral part of the SEA process. The SEA Directive and Regulations require the Responsible Authority to consult with Environmental Bodies on the Scoping Report. Responses to the consultation will be used to refine the plan. The Environmental Bodies consulted on this Scoping Report are English Heritage, Natural England and the Environment Agency.

### **Islington's local context**

- 1.11 The LIP and the SEA are limited to the geographical area that is the London Borough of Islington. However, it is recognised that major developments and transport activity in neighbouring boroughs may have varying impacts that are not under the Council's control. The impacts will be identified and acknowledged and considered in the Environmental Report where appropriate and relevant.
- 1.12 Islington is extremely well connected to the rest of London via road, underground and overground rail networks. Its high level of connectivity and Central London location has made Islington a favourable location for businesses and for people to live but has also resulted in very high land values and rental levels. Together with population and employment growth this has put stress on the operation of the transport network. The nature of demand for and capacity of different types of transport and other forms of infrastructure will be important factors in accommodating economic growth and determining future economic competitiveness.
- 1.13 Islington is the third smallest local authority (1487 hectares) in London, after the City of London and Kensington and Chelsea. Islington shares borders with the City of London and the London Boroughs of Camden, Haringey and Hackney. Islington's population is expected to reach 211,946 by 2011 and to rise to 256,146 by 2031. The Index of Multiple Deprivation 2010 shows that Islington is ranked as the fourteenth most deprived local authority in England. Public sector housing makes up 44% of Islington's housing stock. The borough has a dense urban landscape with limited green space (7%) in the borough, and transport and housing making up approximately a third of the land each.

## 2.0 **Baseline information**

### **Relevant plans and programmes**

- 2.1 The LIP's Environmental Report should provide information on the plans relationship with other relevant plans and programme. The LIP will operate within the existing planning system and as such be influenced by external environmental factors and objectives.
- 2.2 The plans and programmes that are currently being reviewed include:
- Mayor's Transport Strategy (2010)
  - London Plan (2008)
  - Mayor's Draft Climate Change Mitigation and Energy Strategy (2010)
  - Mayor's Draft Climate Change Adaptation Strategy (2010)
  - London Health Inequality Strategy (2010)
  - Mayor's Draft Air Quality Strategy (2010)
  - Mayor's Ambient Noise Strategy (2004)
  - Mayor's Economic Development Strategy (2010)
  - Mayor's Biodiversity Strategy (2002)
  - Central London Sub regional Development Framework (2006)
  - Draft Central London Sub regional Transport Plan (2010)
  - Draft North London Sub regional Transport Plan (2010)
  - Department for Transport Active Travel Strategy (2010)
  - Islington's Draft Core Strategy Submission (2010)
  - Islington's Unitary Development Plan (2002)

- Islington's Sustainable Transport Strategy (2006-2016)
- Islington's Sustainable Community Strategy
- Islington's Contaminated Land Inspection Strategy (2004)
- Islington's Draft Biodiversity Strategy and Action Plan (2010)
- Islington's Adapting to Climate Change Strategy (2009-12)
- Islington's Air Quality Action Plan (2003)
- Islington's Air Quality Progress Report (2009)
- Islington's Air Quality and Screening Assessment (2009)
- Safer Islington Partnership – Partnership Plan (2008-11)
- Islington's Equality Action Plan Strategy
- Corporate Equality Scheme and Community Cohesion Strategy (2008)
- Islington's State of the Environment Report (2008 and 2009 reports)
- Islington's Green Travel Plan (2006-08)
- NHS Islington – Commissioning Strategy (2009-14)
- Islington's Streets- Assessing Pedestrians and Shoppers (2007)

### Population

- 2.3 Islington's residential population is expected to reach 256,146 by 2031 (GLA). Employment is also expected to grow with a predicted 237,000 by the end of 2031 compared to 176,000 in 2010 (GLA). Population and employment growth will create additional trips, put greater pressure on Islington's transport network. Surface and underground rail in Islington has received significant investment in the last decade with further projects such as Crossrail improving the network over the next decade. However, the road and underground rail networks operate at full capacity during much of the day and due to predicted population and economic growth in Islington and London as a whole, planned investment will only maintain the status quo.
- 2.4 While capacity improvements related to rail, bus and strategic highways are beyond the Council's control, the Council can play a significant role in promoting healthier transport by encouraging walking and cycling in the borough, through comparatively cost effective interventions. Major transport developments both within Islington and the neighbouring boroughs will have varying degrees of environmental impacts on the population and human health in particular. For transport related developments in Islington, an environmental statement of impacts will be required from developers. For major (transport) developments in neighbouring boroughs such as the King's Cross development, Islington works with in partnership with other boroughs (e.g. North London Sub-regional Transport plan, Central London Sub-region Transport plan, Central London Transport Workshop) to plan for cross-borough environmental impacts.

## Human health

### *Road safety*

2.5 In terms of the LIP, two of the key indicators are the reduction in the number of people killed or seriously injured (KSI) and the total number of casualties, which also includes slight injuries. Islington has been recording and monitoring road traffic casualties since 1994. Road traffic casualties in Islington for the years 2001 to 2010 are listed in the table below.

2.6 **Table 2: Road traffic casualties in Islington, 2001 to 2010**

Year	Fatalities	Serious injuries	Total KSI	Slight injuries	All casualties
2001	8	219	227	1164	1,391
2002	8	166	174	1081	1,255
2003	10	152	162	970	1,132
2004	2	99	101	807	908
2005	4	86	90	725	815
2006	2	79	81	655	736
2007	7	105	112	555	667
2008	4	71	75	606	681
2009	3	74	77	734	811
2010	2	79	81	752	833

### *Unemployment, social exclusion and deprivation*

2.7 Unemployment levels influence the overall demand for travel in Islington. For example, high unemployment in certain parts of the borough contributes to low car ownership levels, highlighting the importance of providing affordable and healthier transport modes such as walking cycling and public transport. Areas of high deprivation (and high unemployment) in Islington coincide with those areas of low car ownership and relatively low transport access. Although car ownership in Islington is low, car density is high because of the small size and high residential density in the borough. In 2007, 57.6% of households had no car (or van). The London average of households without a car or van is 37.5%.

### *Accessibility, community severance and security*

2.9 Overall, Islington is well served by public transport, and accessibility is high in most areas. The proportion of trips by public transport in Islington is 38.3%, which is one of the highest percentages in the country. The proportion of trips by car in the borough, on the other hand, is one of the lowest (17.1%). Accessibility also concerns the physical environment. For example, the number of crossing points on roads, poorly constructed drop kerbs or obstacles such as inconsiderably placed street furniture affects accessibility, in particular for those with mobility impairment. Community severance is caused by roads and other infrastructure such as railway lines or canals where they create physical or psychological barriers between different parts of the community. Speed and volume of traffic as well as noise and air pollution can inhibit people from sharing the space or even reduce the use of the surrounding public realm. These factors can discourage people from using local facilities or the use of healthier modes of travel such as cycling or walking. In turn this can result in streets feeling polluted, isolated and



less secure. It is recognised that fear of crime is as much of a problem as crime itself. Hundreds of thousands of people use Islington's transport network on a daily basis but very few become the victim of crime.

### **Noise and vibration**

- 2.10 The main source of noise pollution in London and the UK is road traffic. Noise can be damaging to human health, reduce the quality of life, have negative impacts on fauna and reduce local amenity. Road traffic, and heavy goods traffic in particular, is a significant source of vibration. Vibration can damage human health and damage structures and buildings.
- 2.11 Both noise and vibration caused by road traffic can be reduced by reducing the impact of road traffic and heavy goods vehicles in particular. Their impact can be reduced through road maintenance and reducing speed limits. Some traffic measures such as speed humps may reduce speed but actually cause noise and vibration. Restriction on access can be applied to heavy goods vehicles. Islington is currently implementing a 20mph speed limit on all side roads which will contribute to making roads safer as well as reduction of noise and vibration caused by road traffic.

### **Air**

#### ***Pollution and air quality***

- 2.12 It is recognised that air pollution can be damaging to human health, contributing to heart, respiratory and stress related disease. Road traffic makes a major contribution to air pollution and disproportionately affects deprived communities who are more likely to suffer from social and health impacts of road traffic pollution, noise and road traffic casualties. Air pollution is particularly harmful to those most vulnerable in society, i.e. young children, elderly people and those with underlying health problems. Air pollution also impacts on biodiversity as well as buildings. Islington's Air Quality Action Plan and the Transport Strategy aim to tackle this by including measures to both reduce the pollution emitted from vehicles on borough roads and to reduce the amount of traffic on the roads.

#### ***Nitrogen dioxide - NO<sub>2</sub>***

- 2.13 In urban areas NO<sub>2</sub> emission originates from sources such as traffic and domestic heating. It is harmful to both human health and the environment and it prevents blood from carrying oxygen around the body which can cause respiratory problems. Islington measures NO<sub>2</sub> in two locations. One is a typical 'urban background' location, representing a location that is away from main roads, the other location is typical for areas 'near a main road'. NO<sub>2</sub> levels have fluctuated around the same level since 2000, with a slight decreasing trend at the 'urban background' location. With 64 µg/m<sup>3</sup>, the measuring location 'near a main road' exceeded the annual mean average air quality objective of 40 µg/m<sup>3</sup> whilst the 'urban background' location with 37 µg/m<sup>3</sup> did not exceed the average.

#### ***Particulates***

- 2.14 Particulates are fine particles in air which in urban areas are produced by traffic, construction and combustion of solid fuels. They are linked to serious health issues such as heart disease and lung cancer. Concentrations of particulates at the 'urban background' location have decreased slightly since 2000, with

significant reductions since 2003. Concentrations at the 'near a main road' location have fluctuated around the same level since 2000. The average concentration of particulates in 2008 at the 'urban background' location were 23 µg/m<sup>3</sup> and with 33 µg/m<sup>3</sup> significantly higher at the 'near a main road' location.

### **Climatic factors**

#### **2.15 Carbon dioxide - CO<sub>2</sub>**

2.16 The Mayor of London has set a target to reduce London's CO<sub>2</sub> emissions by 60% by 2025, from a 1990 base. This indicator measures CO<sub>2</sub> emissions from all sources of ground-based transport. According to the GLA's London Energy and Greenhouse Gas Inventory (LEGGI), CO<sub>2</sub> emissions from all sources of ground-based transport in Islington amounted to 130 kilo tonnes in 2008. This was the fourth lowest volume of carbon emissions from transport amongst London boroughs, and at only 11% of all carbon emissions, represented the fourth lowest percentage of transport emissions as a share of all carbon emissions. The Mayor of London has suggested that Islington reduces CO<sub>2</sub> emissions from land-based transport to 108.86 kilo tonnes by 2013 (a 16% reduction), with a longer-term target of reducing CO<sub>2</sub> emissions to 71.11 kilo tonnes (a 45% reduction) by 2026. CO<sub>2</sub> is one of the main emissions contributing to climate change.

2.17 Although climate change the major climatic factor, it is notoriously difficult to quantify. This baseline has already identified environmental effects, such as carbon dioxide, that have an impact on climate change and as such contribute to climate change. Extreme weather is a climatic factor that can have significant impact on Islington's transport network. For example, extreme temperature changes adversely impacts on the condition of the road network, requiring additional maintenance. It can also adversely affect the rail network. With the transport network heavily relying on drainage, flooding can severely affect the transport network if rain water can not be disposed of.

### **Material assets**

2.18 Islington's material assets include the borough's streets, highways, highway structures, street furniture and materials used. The STS includes programmes and policies designed to maintain and improve Islington's material assets and with that the environment. Maintenance of material assets is also considered to have a significant impact on the environment. The council is committed to using sustainable materials where possible. Maintenance of Islington's streets and highways represent the majority of the borough's material assets and the impact on human health and the environment in general. In the current financial climate and a decrease in funding allocation to highway maintenance will result in a deterioration of Islington's highways. As part of the STS, Islington measures the borough's Highway Asset Condition. This indicator measures the proportion of the borough's principal road network (BPRN) where maintenance should be considered. The level of improvement that boroughs can achieve is dependent on the maintenance budget available from LIP and non-LIP sources. In 2009/10, after years of increased investment in improving road conditions, Islington had reduced the proportion of its principal road network where maintenance should be considered to just 5% (based on a UKPMS road condition survey using Detailed Visual Inspection data, carried out by the London Borough of Hammersmith or Fulham). However, as the funding available to maintain principal roads in future years has reduced significantly, Islington is to set a target to keep 10% or less of

the BPRN carriageway in Islington below a score of 70 from the UKPMS road condition survey.

### **Soil and water**

- 2.19 Islington revised its Contaminated Land Inspection Strategy in 2004 to set out the boroughs approach to implementing the Council's duties under Part IIA of the Environment Protection Act 1990. The council has identified 1,200 potentially contaminated sites with 83% of sites having a low priority rating because of low risk. The data relates predominantly to industrial land and not to road or railway land. The biggest risk associated with contamination caused by traffic on Islington's transport network is run-off from road, accidental spillage or illegal dumping. Water run-off from road surfaces carries heavy metals, hydrocarbons, oils and other materials associated with motor vehicles as well as road construction and maintenance materials. The majority of this run-off water is captured in road drains and processed in sewage treatment works. Spillage and dumping activities are closely monitored and dealt with by Islington and partner organisations involved in managing, maintaining and enforcing Islington's water, sewage and transport systems.
- 2.20 The Regent Canal and New River are the only bodies of surface water in Islington. Their water quality will be detailed in the Environment Report.

### **Flora, fauna and biodiversity**

- 2.21 Islington is a densely populated urban area in which flora, fauna and biodiversity play an important role and have great intrinsic value and amenity. Several areas of the LIP potentially impact on flora, fauna and biodiversity such as street trees, rail side land. Islington has one of the lowest percentages of areas of open space in London. Approximately 68% of the borough's land is dedicated as public park of which just over 22% managed specifically to encourage and protect wildlife. Water, wetland and woodland make up only 0.4% of Islington's land use. In 2009 there were over 11,300 street trees in the borough which is 2,000 more than in 2002. There are over 50,000 trees in Islington. A significant proportion of air pollution generated in Islington originates from transport. Flora, fauna and biodiversity can be adversely affected by pollution. It is expected that the LIP will make a positive contribution in reducing the negative impacts of air pollution caused by transport. Rail side land provides an important contribution to nature conservation in inner London. Railway corridors make up less to 1% of the boroughs land. Many railway sites in Islington have protected status to aid nature conservation but other railway sites suffer from dumping off litter or management issues. Most railways sites in the Islington are outside the borough's control but are protected through the borough's UDP, the future Core Strategy, Air Quality Action Plan and Biodiversity Action Plan.

## Heritage and Landscape

- 2.22 Islington's transport network has a mayor impact on the borough's landscape. Roads, footways, traffic, railway lines and other transport infrastructure make up about a third of the boroughs land. The LIP will take account of Islington's conservation areas, listed buildings and Streetbook Design Guide to safeguard Islington's heritage and landscape. Islington is currently developing a Supplementary Planning Document to update its current Streetbook Design Guide, and to make it part of the Council's statutory Local Development Framework.

## SEA Objectives

- 2.23 Table 3 outlines the SEA objectives against SEA topics and indicators and targets and key relevant LIP policies. SEA objectives have been set for all SEA topic as well as indicators or targets to ensure a thorough scoping exercise. The Council will take a reasonable approach towards monitoring and prioritise those indicators/targets that are associated with those SEA topics that have been identified to have likely significant environmental effects due to the implementation of the LIP. SEA

- 2.24 **Table 3: SEA objectives, indicators, targets and relevant LIP policies**

SEA Topic	SEA Objective	SEA Indicators/targets	Key relevant LIP policies
Biodiversity, flora, fauna	Reduce negative impact of the transport network on biodiversity, flora and fauna  Increase the number of trees on the highway	The number of sites affected by the LIP (positive or negative)  The net gain of trees on the highway	Increase the mode share of walking and cycling.  Reduce CO <sub>2</sub> emissions from land-based transport.
Population and human health	Create conditions to improve health and reduce health inequalities  Improve road safety	Increase the <i>mode share of cycling</i> to 4% by 2013/14 and 8% by 2026 compared to 3% between 2006/07 and 2008/09.  Increase the <i>mode share of walking</i> from 40% to 41% by 2013/14 compared to 40% between 2006/07 and 2008/09.  Reduce <i>total KSI</i> to 70 by 2013 compared to 91.8 as the 2004 to	Ensure good, safe and secure transport access to town centres and all other facilities used by the local community, especially for less mobile people.  Reduce dangerous driving  Reduce the mode share of journeys made by motor vehicles.

		2008 average. Reduce <i>all casualties</i> to 620 by 2013 compared to 761.4 as the 2004 to 2008 average.	Increase the mode share of walking and cycling.  Reduce negative transport-related health impacts, such as noise and air pollution, especially for vulnerable people.  Reduce the number of transport-related collisions, and associated injuries and fatalities
Water and soil	Reduce water and soil contamination through land-based transport	The number of water or soil contamination incidents.	Improve the condition of the road network and footways, using sustainable materials and techniques where possible.
Air	Reduce CO <sub>2</sub> emissions emanating from ground-based transport	<i>Reduce CO<sub>2</sub> emissions emanating from ground-based transport</i> by 45% to 71.11 kilo tonnes by 2025 compared to 130 kilo tonnes in 2008	Reduce CO <sub>2</sub> emissions from land-based transport.  Reduce NO <sub>2</sub> and particulate emissions from land-based transport.  Reduce negative transport-related health impacts, such as noise and air pollution, especially for vulnerable people
Climate factors	Reduce CO <sub>2</sub> emissions emanating from ground-based transport	<i>Reduce CO<sub>2</sub> emissions emanating from ground-based transport</i> by 45% to 71.11 kilo tonnes by 2025 compared to 130	Reduce CO <sub>2</sub> emissions from land-based transport. Reduce NO <sub>2</sub> and particulate emissions from land-based

		kilo tonnes in 2008	transport.
Cultural heritage			<p>Create more attractive town centres, streets and public spaces to encourage local shopping and other economic and community activities.</p> <p>Ensure good, safe and secure transport access to town centres and all other facilities used by the local community, especially for less mobile people.</p>
Material Assets	Minimise deterioration of the borough's principal road network (BPRN)	to keep 10% or less of the BPRN carriageway in Islington below a score of 70 from the UKPMS <i>road condition</i> survey	<p>Improve the condition of the road network and footways, using sustainable materials and techniques where possible.</p> <p>Reduce physical barriers associated with transport.</p>
Landscape			<p>Create more attractive town centres, streets and public spaces to encourage local shopping and other economic and community activities.</p> <p>Reduce physical barriers associated with transport.</p> <p>Ensure new housing developments are car-free and,</p>

			where appropriate, contribute to transport investment.
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- 2.25 The state of the environment is can be influenced through the implementation of the LIP. However, not all environmental areas or SEA factors will be influenced to the same degree by the implementation of the LIP. For the purpose of the SEA this Scoping Report has identified which SEA topics that are likely to have significant environmental impacts –positive or negative- because of the LIP.
- 2.26 The SEA environmental topics that are likely to have significant environmental impacts because of the LIP are: population; human health; air; climatic factors and material assets.
- 2.27 The SEA environmental topics that are NOT likely to have significant environmental impacts because of the LIP are: flora, fauna and biodiversity; soil; water; cultural heritage and landscape.
- 2.28 The significance of environmental impacts (positive or negative) because of the LIP on SEA environmental topics is detailed in Table 4 in the next chapter.

### 3.0 **Environmental problems and opportunities**

#### **Introduction**

- 3.1 The Sea Directive requires that environmental problems are identified and analysed in the Environment Report. In this chapter both environmental problems and opportunities have been identified, taking into account the above baseline exercise and the draft LIP as well as opportunities that arises through other policies or strategies. The table also identifies where the LIP is deemed to have significant effects (positive or negative) on the SEA topics. These topics and effects, problems and opportunities will be considered further in the Environmental Report. The include population, human health, air, climatic factors and material assets.

#### **Risk and uncertainty**

- 3.2 Some of the topics are influence by problems and opportunities that effects that originated from outside Islington and therefore brings uncertainty, risk and difficulty in quantifying the effects the LIP has on the particular subject. The Environmental Report will consider these issues in more detail where appropriate.



3.3 **Table 4: problems, opportunities and likely significant effects**

SEA topic	Problems	Opportunities - LIP improving or mitigating problem	Opportunities - other policies or strategies improving or mitigating problem	Likely effects
<b>Flora, fauna, biodiversity</b>	Loss of trees	The LIP includes safety and environmental schemes providing opportunities for tree planting	The draft Core Strategy contains policies on protecting trees from development, their planting and maintenance	Insignificant: positive
	Loss/ degradation of railway line ecosystems	The LIP strongly supports rail travel as a sustainable form of public transport. The LIP also supports environmentally sensitive management of railway land	Islington's draft Biodiversity Strategy Action Plan (2010-13) contains Habitat Action Plans (including for rail side land) and policies to protect and enhance biodiversity	Insignificant: neutral or positive
	Transport related impacts on biodiversity	The LIP prioritises walking, cycling and public transport over motorised road traffic, setting targets to increase the mode share for both walking and cycling and reduction in CO <sub>2</sub> emissions from land-based transport	Islington's Habitat Action Plans contain actions to measure and minimise specific impacts on different habitats as well as actions to support biodiversity	Insignificant: neutral or positive

<b>Population and human health</b>	Road safety: road traffic casualties	The LIP sets targets to reduce road traffic casualties The LIP includes safety and environmental schemes aimed at improving road, in particular for pedestrians, cyclists those with mobility impairments The LIP supports a borough wide 20mph zone A fair transport network is one of the LIP objectives. The LIP identifies locations with both high levels of deprivation and road traffic	Mayor's Transport Strategy (2010) – Islington is working closely with TfL, through the LIP and otherwise to improve the boroughs road network and to make it safer, in particular for pedestrians, cyclist and those with mobility impairments	Significant: positive
	Accessibility: exclusion of people with mobility impairment or those living in deprived areas	The LIP includes personal mobility schemes and safety and environmental schemes in areas of high deprivation	Islington's Corporate Equality and Community Cohesion Strategy (2008)	Significant: positive
	Community severance: high road traffic volume, HGV volume, transport related infrastructure	The LIP will reduce the impact of motor vehicles, the impacts of motor vehicle traffic, including HGV	Mayor's Transport Strategy (2010) – Islington is working closely with TfL and sub-regional local authorities to reduce the negative impacts by HGV traffic	Significant: positive

<b>Population and human health</b>	Security: crime and fear of crime	The LIP will include safety and environmental enhancement schemes creating a more secure transport environment and reducing opportunity for crime.	Safer Islington Partnership's Partnership Plan (2008-11) identifies priorities to tackle crime and improve security and fear of crime	Significant: positive
	Unemployment: people not being able to access employment because of lack of access to transport	The Lip includes policies and proposals to make travel in Islington fairer.	Islington's Sustainable Community Strategy for 2020 identifies priorities for action to reduce poverty, remove barriers and provide support and opportunities	Significant: positive
	Social exclusion: people or communities not being able to access services because of lack of access to transport	The LIP includes policies and proposals to make travel in Islington fairer and reduce barriers to accessing transport	Islington's Sustainable Community Strategy for 2020 identifies priorities for action to reduce poverty, remove barriers and provide support and opportunities	Significant: positive
	Deprivation – people or communities not being able to access work or services because of a lack of access to transport	The LIP includes policies and proposals to make travel in Islington fairer and reduce barriers to accessing transport	Islington's Sustainable Community Strategy for 2020 identifies priorities for action to reduce poverty, remove barriers and provide support and opportunities	Significant: positive
	Noise and vibration: increasing traffic volume, increase in heavy goods vehicles. Poor condition of material assets such as road	The LIP will include policy to reduce the impact of heavy goods vehicles and safety and environmental schemes	The Mayor's Ambient Noise Strategy (2004) has specific policies and proposals in place to deliver noise reduction and traffic noise in particular	Significant: positive

<b>Population and human health</b>	Physical fitness, mental health and quality of life: significant increase in obesity rates	The LIP prioritises walking and cycling including school and work travel planning and cycling training and reduction of private motor vehicle use.	NHS Islington's Commissioning Strategy 2009-14 sets out goals and prioritisation for health in Islington	Significant: positive
<b>Water and Soil</b>	Drainage capacity hard surfacing and surface water quality	The LIP promotes the use of sustainable and environmentally friendly materials and techniques	Islington's Contaminated Land Inspection Strategy (2004) sets out the overall aims and priority actions for dealing with contaminated land. There is a separate guidance for developers on dealing with contaminated land	Not significant: positive
<b>Air</b>	Reduced air quality: increasing road traffic volume congestion, CO <sub>2</sub> , NO <sub>2</sub> and particulates	LIP promotes walking and cycling and public transport and aims to reduce CO <sub>2</sub> , NO <sub>2</sub> and particulates from land based transport	Islington's Air Quality Action Plan (2003) details specific action on air pollution caused by road traffic. Islington's Air Quality Progress Report (2009) proposes updates to the AQAP and monitors progress made on air quality action.	Significant: positive

<b>Climatic factors</b>	Extreme weather conditions – increasing risk of flooding, disruption to the transport network, deterioration of road network	The LIP promotes the use of sustainable and environmentally friendly materials and techniques and monitors principal road maintenance	Islington's Adapting to Climate Change Strategy (2009-12) sets out the challenges and response for adapting to climate change.	Significant: positive
<b>Material assets</b>	Deterioration of the road network	Monitoring principal road maintenance	Islington's Adapting to Climate Change Strategy (2009-12)	Not significant: positive
<b>Heritage</b>	Reduced air quality: pollution damage to buildings  Visual pollution: impact of transport infrastructure	The LIP includes safety and environmental schemes, increase walking and cycling and contributes to creating more attractive streets and town centres	Islington's draft Core Strategy details policy on protecting Islington's heritage.	Not significant: positive

## 4.0 **Environmental Report**

### **Next stages**

- 4.1 The remainder of the SEA process have been identified in Table 1. The most important next step is Stage B in which impacts of the LIP are assessed and alternatives developed, that can be measured against the set SEA objectives. This scoping report has conducted a preliminary assessment of the environmental factors impacted on by the LIP though desktop review, data analysis and consultation.
- 4.2 Consultation responses on the Scoping Report will be taken into consideration in developing the Environmental. The Environmental Report will be consulted on as part of Islington's draft Local Implementation Plan. Consultation responses will be taken onto account when developing the final Local Implementation Plan.

## 5.0 **Conclusion**

- 5.1 Overall, those SEA topics that the LIP is deemed to have a significant impact on will be influenced positively by the implementation of the LIP. Those topics with no significant impact, the LIP is likely to make a positive contribution. No negative impacts from the LIP on SEA topics have been identified.