

# London Borough of Richmond upon Thames

Third Local Implementation Plan (LIP3)  
Strategic Environmental Assessment (SEA)  
Adoption Statement

June 2019

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# 1. Introduction

## Background

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

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

The SEA Directive requires authorities to assess the likely significant effects of their plans and programmes on the environment, including on issues such as biodiversity, population, human health, flora and fauna, soil, water, air, climatic factors, material assets, cultural heritage including architectural heritage, landscape and the interrelationship between these factors.

## SEA Process

In 2018, LBRuT consulted with the Environment Agency, Historic England and Natural England on the proposed scope of the SEA of the third LIP.

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

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

## 2. The SEA Environmental Report

### Contents

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

- Background information on Richmond's LIP3 and its main objectives
- Relationship of the LIP to other plans and programmes
- The environmental baseline and key environmental problems
- The SEA Framework of objectives
- The compatibility of LIP objectives with SEA objectives
- Development of alternatives for the LIP
- Assessment of the environmental effect of the LIP and its alternatives
- Proposed mitigation and enhancement measures
- Monitoring measure

### SEA objectives and assessment of environmental effects

Consideration of the borough's Sustainability Objectives led to the adoption of the following LIP3 SEA objectives, against which the environmental effects of the Richmond LIP were assessed:

1. Reduce air and noise pollution, including greenhouse gases, and ensure air quality improves
2. Reduce congestion and pollution by reducing the need to travel, encourage alternatives to the car and make best use of existing transport infrastructure
3. Conserve and enhance biodiversity avoiding irreversible losses, through responsible management of key wildlife sites
4. Promote high quality places, spaces and buildings & conserve and enhance the landscape of townscape character of the borough, including historical features for the benefit of both residents and visitors
5. Maximise opportunities to improve the historic environment through appropriate transport infrastructure and public realm upgrades, while also reducing the adverse impacts of traffic on the historic environment
6. To create and maintain safer and more secure communities
7. To facilitate the improved health and well-being of the population, including enabling people to stay independent and ensuring access to those health, education, leisure and recreation facilities and services that are required
8. To increase the vitality and viability of existing town centres, local centres and parades

9. To promote and encourage a buoyant and diverse economy that will provide sustainable economic growth

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

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

- Support for Vision Zero
- Healthy Streets and active travel
- Working with schools
- Improving air quality

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

The following effects were identified for SEA topic areas:

- Support for Vision Zero
- Healthy Streets and active travel
- Working with schools
- Improving air quality

## **Mitigation**

The SEA Environmental Assessment found that the LIP will have few adverse environmental effects. This is largely the continuation of the framework of policies, plans and programmes put in place in Richmond for the second LIP and this will generally bring about more environmental improvements than not.

However, some proposals included in the LIP were assessed as having potentially negative environmental effects in sensitive locations. Namely, the potential to increase sudden braking/ acceleration which would negatively impact air quality, or the potential for projects to impact on the landscape/ townscape, particularly in Conservation Areas.

Details of the mitigation included in the Final LIP are detailed in the next section of this report.

### 3. Consultation and mitigation

#### Consultation

The SEA Environmental Report was published alongside the draft LIP for consultation, with comments sought by 7<sup>th</sup> February 2019.

Consultation on the LIP itself is summarised in Appendix 1 to the Final LIP, which is available on the Richmond Council website. Historic England had a small number of comments on SEA Environmental Report, which were taken into account when finalising this report as well as the LIP.

#### Mitigation

The SEA Environmental Assessment found that the LIP will have few adverse environmental effects. However, some proposals included in the LIP were assessed as having potentially negative environmental effects in sensitive locations.

To minimise the negative impacts of the schemes and programmes, mitigation measures have been identified and are set out in the following table, with the recommendation that these measures be considered for each individual LIP scheme.

Impact	Mitigation
Potential increase in CO2	Greater promotion of walking and cycling Develop infrastructure to support the uptake of electric vehicles
Visual impact of signage and lines	Reduce to a minimum Use appropriate materials
Light pollution	Reduce lighting to a minimum needed for safety Use environmentally friendly lighting design that minimises light pollution or spillage
Rat running to avoid traffic calming/ congestion	Consider introducing filtered permeability Consider extending treatment to cover possible affected routes
Urban centre air quality problems from increased bus numbers	Offset any increase in buses with reduced general traffic levels Encourage use of cleaner buses
Increased local traffic levels associated with greater economic activity	Greater promotion of walking and cycling Consider extended traffic management to cover possible affected routes in appropriate cases
Visual intrusion of bus shelters and other public transport infrastructure	Careful location and sensitive design – involvement of local community

Increased road travel on better maintained roads	Greater promotion of walking, cycling and public transport
Streetscape impact of bus lanes and related infrastructure	Use of high-quality materials Sensitive design following Healthy Streets Approach
Increased pollutant levels in areas subject to diverted traffic	Consider introducing filtered permeability Consider extending treatment to cover possible affected routes in appropriate cases

## 4. Monitoring

### Monitoring measures

It is a requirement of the LIP that it be measured against various performance indicators relating to desired outcomes of the Mayor's Transport Strategy. In addition, the SEA Regulations also required that a description of measures envisaged for monitoring the environmental effects of the plan or programme be identified.

Monitoring should focus on any significant environmental impacts that give rise to irreversible impacts upon environmental attributes in the area. This SEA found very little evidence of significant environmental impacts because of measures within Richmond's LIP3. Where adverse impacts have been found, mitigation measures were presented to minimise these impacts, so no change to the plan was advised in the Environmental Report. Given the lack of significant impact on the environment that the plan entails, no additional monitoring for the SEA, over and above the monitoring for the LIP, is necessarily required.

The following performance indicators are in place to monitor the LIP, which will also be used to monitor any significant environmental impacts:

- Walking, cycling and public transport mode share by borough residents based on average daily trips
- Number of deaths and serious injuries from road traffic collisions
- Annual vehicle kilometres on roads in the borough
- Number of cars owned by borough residents
- CO<sub>2</sub>, NO<sub>x</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> emissions from road transport
- Number of public transport trips per day by borough residents

## 5. Conclusions and contact details

### LIP approval and publication of the SEA Adoption Statement

Richmond Council's Third LIP was approved the Deputy Mayor for Transport on 12<sup>th</sup> April 2019. This SEA Adoption Statement summarises the actions taken during the development of the SEA and the LIP to produce a better environmental outcome. It shows that the environment has been considered at every stage and that the information collated has influenced the final shape of the LIP and SEA process.

### Contact details

The LIP, SEA and supporting documents are available by searching for 'Local Implementation Plan' on the Richmond Council website. Queries relating to the LIP or SEA can be emailed to [transportation@richmond.gov.uk](mailto:transportation@richmond.gov.uk), or alternatively write to:

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