Report

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TEMPLE

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In association with steer

Report for – London Borough of Camden
Local Implementation Plan
Strategic Environmental Assessment Scoping Report

Appendix E - Draft

Document version control

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1.0 Introduction

1.1 About this Scoping Report

This report sets out the scope of the Strategic Environmental Assessment (SEA) of the proposals set out in the London Borough of Camden's third Local Implementation Plan (LIP).

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.

This Scoping Report is the first stage in the SEA process. It identifies:

- The scope and level of detail of the information to be included in the SEA;
- The context, objectives and approach of the assessment; and
- The relevant environmental issues and objectives that will provide the basis of the assessment.

Although the scoping stage is a requirement of the process, a formal scoping report is not required by the SEA Regulations. However, it is a useful way of presenting information at the scoping stage and helps ensure the SEA process is proportionate and relevant to plan being assessed.

The SEA Regulations also require[2] that when determining the scope of the SEA there must be consultation with statutory bodies[3]. Where a consultation body decides to respond, it should do so within 5 weeks of receipt of the request. This report provides information on the proposed scope for the assessment as a basis for the consultation bodies to form their response, should they choose to provide one.

Government guidance on transport plans highlights the need for Habitats and Appropriate Assessment (AA) where necessary, starting by clarifying if the plan is likely to significantly effect a European site[4]. If this is likely, the LIP must be subject to an AA[5]. We have adopted a precautionary approach to the HRA for the MTS on the basis the findings of a screening assessment that are seeking to agree with Natural England. This focuses on establishing whether HRA is required or not, taking account of designated protected habitats in the area covered by the LIPs, and the content of the LIP itself. This may apply to Camden due to parts of the Lee Valley Special Protection Area (SPA) and Ramsar site, and Epping Forest Special Area of Conservation

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

2 See Regulations 12(5) and 12(6).

3 Regulation 4 defines these as Historic England, English Nature and the Environment Agency.

4 European sites are Special Areas of Conservation (SACs), Special Protection Areas (SPAs), and listed Ramsar sites. Proposed SPAs and candidate SACs are also regarded as European sites.

5 As required by Article 6(3) of the Habitats Directive (Council Directive 92/43/EEC) and Regulation 85B of the Conservation (Natural Habitats &c) Regulations 1994, (S.I. 1994/2716 as amended).

(SAC) falling within 10km of the borough boundary. This is discussed further in **Section 4.4** following.

1.2 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[6] 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 following three overarching MTS outcomes:

- **Healthy Streets and healthy people, including traffic reduction strategies:**
    - Active: London's streets will be healthy, and more Londoners will travel actively.
    - Safe: London's streets will be safe & secure.
    - Efficient: London's streets will be used more efficiently & have less traffic on them.
    - Green: London's streets will be clean and green.
- **A good public transport experience:**
    - Connected: The public transport network will meet the needs of a growing London.
    - Accessible: Public transport will be safe, affordable and accessible to all.
    - Quality: Journeys by public transport will be pleasant, fast and reliable.
- **New homes and jobs:**
    - Good Growth: Active, efficient and sustainable travel will be the best option in new developments.
    - 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, the Sub Regional Transport Plan, Camden's Local Plan and other relevant policies. This LIP will replace the council's second LIP (2011). The third round of LIPs will become effective from April 2019.

A summary of the key proposals of the LIP are provided in **Section 2.3** following.

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

1.3 Purpose of this report

This report sets out the proposed scope of issues to be addressed in the SEA and the approach to be undertaken in assessing them. The document aims to outline the baseline information and evidence for the LIP that is needed to inform the SEA. This is based on the identification of plans and programmes relevant to the study area, environmental baseline information and identified environmental issues and problems.

On this basis, the Scoping Report provides the framework for assessing the likely impacts of the LIP in terms of how it will contribute to resolving such issues.

1.4 Report Structure

The remainder of this scoping report is structured as follows:

- The context of the LIP and its likely scope, including Identification of other policies, plans, programmes and sustainability objectives (**Section 2**);
- Baseline environmental conditions, and how these might change in the absence of the LIP, and other evidence likely to be available to the assessment, with any important gaps identified, identification of key sustainability issues in the study area; (**Section 3**);
- The topics that the SEA will consider and to what level of detail (**Section 4**);
- The SEA objectives and framework chosen to assess the environmental effects of the LIP and alternatives, together with an overview of the proposed approach to undertaking the assessment (**Section 5**); and
- The next steps in the SEA process (**Section 6**).

2.0 Context and Scope of the LIP

2.1 Introduction

In this section, the context and scope of the emerging LIP for the London Borough of Camden is described based on work completed by the Council to date. This sets out:

- The background policies that will shape the proposals to be set out in the LIP, and other associated documents.
- The area to be covered by the LIP and therefore forming the assessment area for the SEA.
- The timescales of the LIP and the SEA.

2.2 Policy Context

2.2.1 The Mayor's Transport Strategy

The Mayor's Transport Strategy (MTS) is described in outline in **Section 1.2** above. As noted, the central aim of the MTS for London not only to be home to more people, but better place for all Londoners. This requires 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared with 63% today.

2.2.2 The Sub Regional Transport Plan

The sub-regional process is an ongoing programme that enables TfL to work closely with London boroughs to address strategic issues, progress medium-longer term priorities and respond to changing circumstances. The London Borough of Camden comes within the area of the Central Sub-Regional Transport Plan[7]. This identifies improving air quality, reducing carbon dioxide (CO_2) emissions and increasing the mode share of cycling and walking as challenges across London. In addition, challenges identified and agreed specifically for the central sub-region are:

- Reducing public transport crowding and improving reliability;
- Supporting growth areas and regeneration;
- Ensuring capacity at rail stations and efficient onward distribution;
- Improving the urban realm and promote walking;
- Managing the different demands on streets; and
- Improving air quality.

2.2.3 Camden Transport Strategy

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 is producing a Camden Transport Strategy (CTS). This will comprise the statutory requirements of the LIP . In the CTS, the

[7] Transport for London (2016) - **Central London Sub-regional Transport Plan 2016 update**.

Council will commit to assist in, or deliver, projects that will transform the borough's transport infrastructure and measures to encourage behaviour change. It also will reflect the changes that have taken place in the Borough since the Council published its last Strategy[8], 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 in 2019.
- 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.
- 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.
- Recognising the multiple health implications of poor air quality.

2.3 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 sustainable, healthy, active travel, 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

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

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 & 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:** Upgrades to Holborn and Camden Town stations will 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:** 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:

- Area Based Schemes (ABS) and Liveable Neighbourhoods Programmes (2019/20 to 2021/22) at:
    - Cantelowes and Camley;
    - Gospel Oak;
    - Kilburn (Area Based Scheme and Liveable Neighbourhood bid);
    - Farringdon;
    - Kentish Town;
    - Camden Town; and
    - Holborn (Liveable Neighbourhood bid).
- Borough Wide Schemes (2019/20 to 2021/22):

- Cycling infrastructure schemes
- Walking infrastructure schemes
- Road Safety infrastructure schemes
- Electric Vehicle Charging Points programme
- School Travel Plan infrastructure schemes

- Complementary Smarter Travel & Behaviour Change Initiatives (all of which are borough-wide initiatives).
- Strategic Projects including:
  - Capacity upgrades on Piccadilly, Northern, Central and Hammersmith & City/Metropolitan/ Circle lines
  - West London Orbital Link to West Hampstead
  - Step-free station access at West Hampstead (underground) and Kentish Town stations

2.4 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 2.1** following shows a map of the London Borough of Camden area.

Figure 2.1: London Borough of Camden Area and adjoining boroughs

Source: London Councils website

2.5 Timeframe for the Plan

The LIP includes policies that cover the period up to 2023. This is therefore also the timeframe for the SEA.

2.6 Other policies, Plans, Programmes and Sustainability Objectives

2.6.1 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** following:

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
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

Topic	Policy Document
	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)
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

2.6.2 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 (2017) – Camden Local Plan.
- London Borough of Camden (2016) – Air Quality Action Plan 2016 – 2018.
- 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.

3.0 Baseline Environmental Conditions

3.1 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 and identify how this related to EU limit values and WHO thresholds. 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[9].

3.2 Attractive neighbourhoods

Camden Council has conducted a characterisation study[10] in the borough which identifies fifteen broad neighbourhoods based on physical characteristics, history and social identity. These are identified in **Figure 3.1**, and can be characterised as follows:

- **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 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.

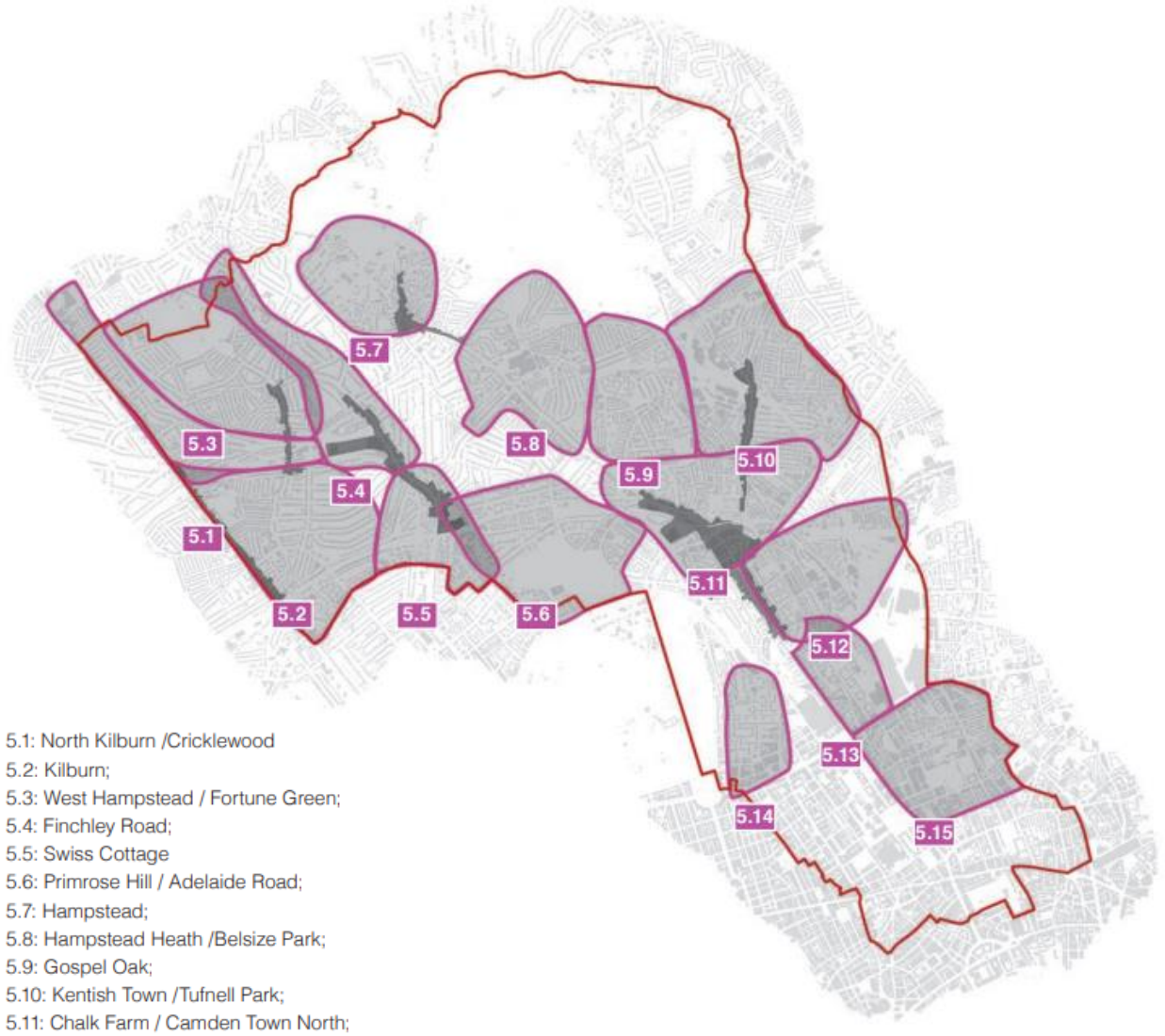
- **5.3 West Hampstead/ Fortune Green:** This area is defined by the mainline rail corridor out of St Pancras Mainline Station to the south and west, by Hampstead Cemetery and the Borough boundary to the north and by Finchley Road to the east. West End Green and Future Green centres provide an attractive 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.

9 London Borough of Camden (2016) – **Clean Air Action Plan 2016-18**

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

Figure 3.1: Neighbourhoods in London Borough of Camden



5.1: North Kilburn /Cricklewood
5.2: Kilburn;
5.3: West Hampstead / Fortune Green;
5.4: Finchley Road;
5.5: Swiss Cottage
5.6: Primrose Hill / Adelaide Road;
5.7: Hampstead;
5.8: Hampstead Heath /Belsize Park;
5.9: Gospel Oak;
5.10: Kentish Town /Tufnell Park;
5.11: Chalk Farm / Camden Town North;
5.12: Camden Town South;
5.13: Somers Town;
5.14: Regents Park; and
5.15: Kings Cross.

Source: Camden Character Study

- **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 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 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 a number of 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 Kings 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. A number of 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.

3.3 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[11], 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.

3.4 Energy use and supply

In 2016 (the latest figures available), Government statistics[12] 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.

3.5 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 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).

Camden is home to 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** following:

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

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

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

Ethnicity	Number	%
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: London Datastore

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.

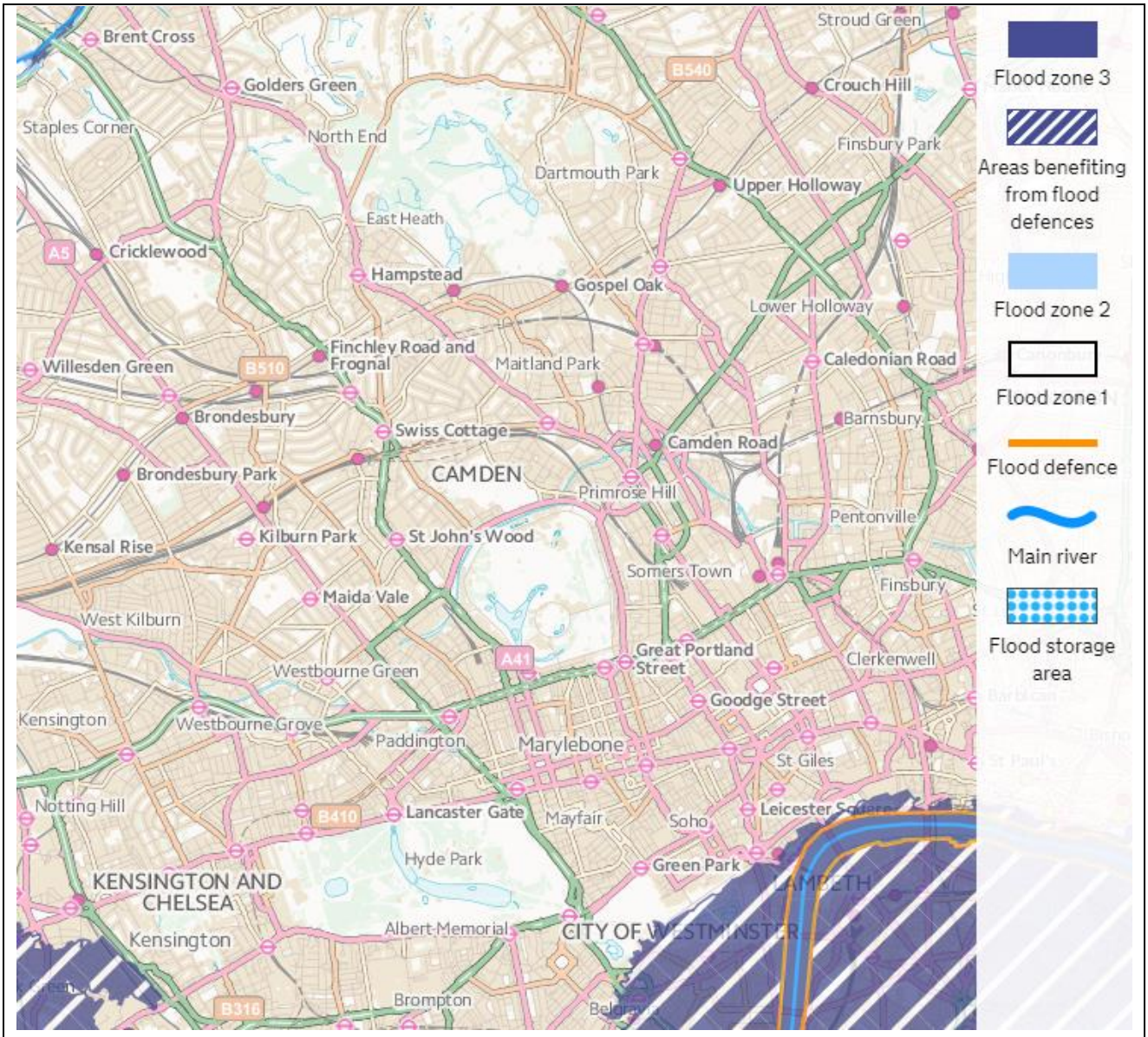
3.6 Flood risk

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).
- **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 3.2** following and are principally along Regent's Canal. More information on water resources in the borough is provided in **Section 3.14** below.

Figure 3.2: Flood Risk Areas in the London Borough of Camden



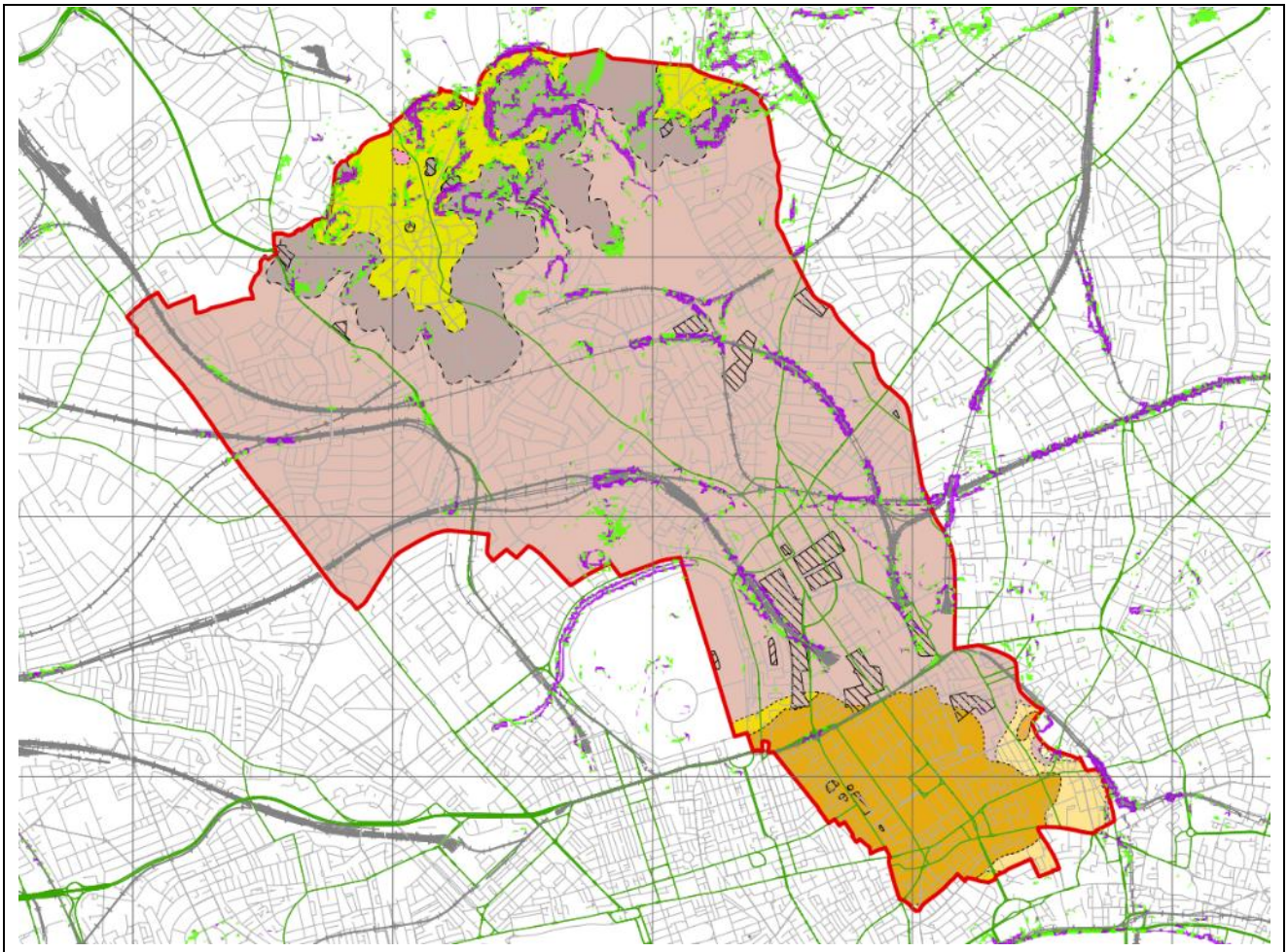
Source: The Environment Agency

3.7 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 3.3** following.

Figure 3.3: Geology and Soils in the London Borough of Camden



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

3.8 Historic Environment

The London Borough of Camden has a rich architectural heritage with many special places and buildings from throughout Camden's history. 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 borough's squares are protected by the London Squares

Preservation Act 1931. In addition, Camden has 14 open spaces in Camden are on Historic England's Register of Parks and Gardens.

3.9 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.

3.10 Mental and physical wellbeing

Health and well-being in Camden typically are higher to 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 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. In Camden, the proportion overweight and very overweight reception year children 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 assuming a pattern that is more similar to England.

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.

3.11 Natural Capital and Natural Environment

There are three European Sites are within a 10 km radius of Camden, i.e.:

- **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 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

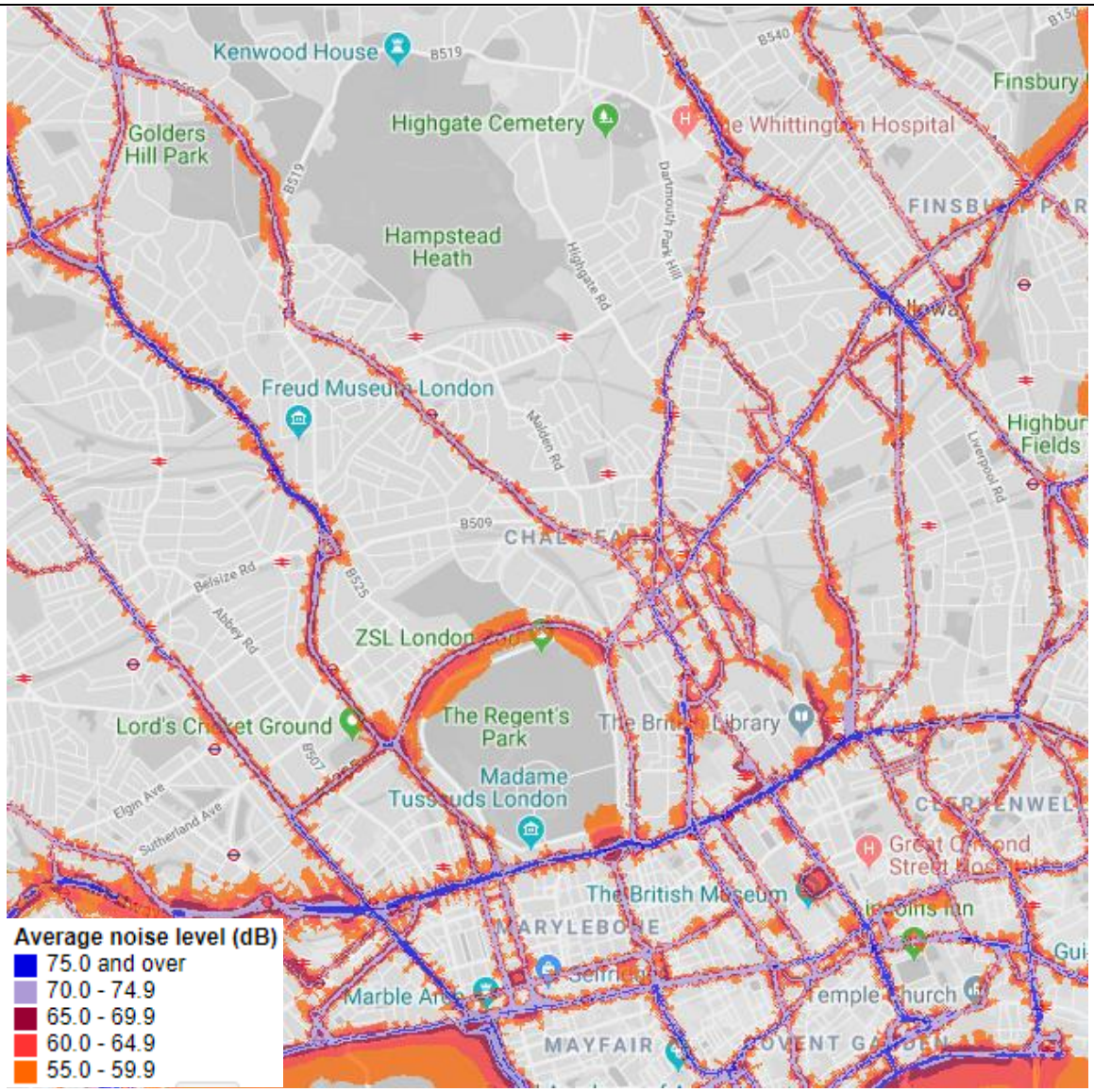
as Bittern and migratory birds like shoveler and gadwall. Other species of interest are cormorant, great crested grebe, tufted duck, pochard and grey heron.

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); 4 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.

3.12 Noise and vibration

Little information is available on noise and vibration generally across the Borough. **Figure 3.4**. following 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 shows results are shown for LAeq,16h, which is the annual average noise level (in dB) for the 16-hour period between 0700-2300.

Figure 3.4: LAeq 16-hour road traffic noise levels in London Borough of Camden 2012



Source: http://extrium.co.uk/noiseviewer.html

The actual level of noise may have increased due to increases in traffic since 2012, but this is unlikely to be to a significant extent. The pattern and distribution of noise levels is likely to be relatively unchanged over this time. From **Figure 3.4** it may be seen that the main areas affected by traffic noise in Camden unsurprisingly are along the main traffic routes through the Borough. In particular, along the A501 Euston Road, A41 Finchley Road, and A400 Kentish Town Road.

3.13 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 notably theft and handling, violence against the person and burglary. The levels of theft and handling crimes in

Camden have been unsteadily 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.

3.14 Water resources and quality

Several surface water features have shaped the topography of the London Borough of Camden.

The rivers within the borough include:

- River Fleet and a number of its tributaries running from Hampstead Heath south 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 a number of its tributaries run from the southwest 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. The majority of the ponds were constructed in late 17th century to provide 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.

4.0 Topics to be Covered in the SEA

4.1 Overview

The information that needs to be included in an Environmental Report of a SEA is specified in Schedule 2 of the SEA Regulations. Whether or not a topic is to be included in the scope of the SEA will depend on whether the proposals set out in the LIP will be likely to result in significant environmental effects. A commentary on the reasons why topics are included in the scope of the SEA is also provided.

The SEA will also consider the inter-relationship between the issues referred to Schedule 2 of the SEA Regulations as indicated in the table following.

In order to produce a focused, concise and accessible Environmental Report, avoiding duplication of other assessments, in scoping the SEA we have taken account of the Government's advice on SEA[13]. This says that SEA should reflect the stage in the decision-making process at which the LIP is being produced, and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment. In this respect, we have considered the findings of assessment set out in the Integrated Impact Assessment of the MTS[14]. We have also avoided the assessment in detail of effects associated with particular proposals of the LIP which may be assessed more appropriately as part of the specific consent processes that will be part of their delivery.

4.2 Topics to be Covered in the SEA

The environmental topics to be covered in the SEA are set out in **Table 4.1** following, together with an indication of how this relates to the requirements of the Regulations.

[13] Office of the Deputy Prime Minister, et al (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive** – London, ISBN 1851127887

[14] Jacobs et al (2017) – **Integrated Impact Assessment of the Consultation Draft of the Mayor's Transport Strategy 3** – Transport for London, June 2017.

Table 4.1 Topics to be Covered in the SEA

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Air Quality	(h) air	Y	Road traffic is the main source of local air pollution in Camden, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect air quality.
Attractive neighbourhoods	(b) population; (c) human health; (l) landscape; (k) cultural heritage, including architectural and archaeological heritage	Y	The presence of traffic, and noise and air pollution due to it, is a major factor in the way that the attractiveness of neighbourhoods is perceived. Air and noise pollution also directly affects human health adversely. Traffic influences local activities, including cultural heritage. Traffic and changes to infrastructure can impact directly on heritage resources and affect the setting and enjoyment of these.
Climate change mitigation and adaptation	(i) climatic factors	Y	CO_2 emissions from road traffic is one of the major sources of greenhouse gases, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect these emissions. Measures to encourage uptake of alternative fuels will also have an effect.
Energy use and supply	(j) material assets	Y	Transport is a major consumer of energy in Camden and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect this. Measures to encourage uptake of alternative fuels will also have an effect.

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Fairness and inclusivity	(b) population; (c) human health	Y	The way that people travel and access the facilities that they need is an important factor in inequalities experienced within Camden. This not only affects levels of deprivation in terms of access to education and jobs, but also has an impact on health inequalities due to the unequal distribution of pollution levels across the Borough.
Flood risk	(g) water	N	There is a significant flood risk only in very limited areas of the Borough. The proposals to be set out in the LIP are unlikely to directly affect these areas. Any detailed proposals coming forward in areas with higher levels of flood risk will be subject to risk assessments during the development of designs. On this basis it is concluded that significant effects on flood risk levels will not occur at the strategic level due to implementation of the LIP.
Geology and soils	(f) soil	N	The proposals to be set out in the LIP are unlikely to involve extensive excavation work or disturbance of soils. Any detailed proposals coming forward in areas with risk of land contamination will be subject to risk assessments during the development of designs. On this basis it is concluded that significant effects on geology and soils will not occur at the strategic level due to implementation of the LIP.
Historic Environment	(k) cultural heritage, including architectural and archaeological heritage;	Y	Traffic influences local activities, including cultural heritage. Traffic and changes to infrastructure can impact directly on heritage resources and affect the setting and enjoyment of these.

SEA Topic	Issues identified in Schedule 2	Included in SEA (Y or N)	Comments
Materials and waste	(j) material assets	N	Other than energy (see above) transport is not a significant user of materials in Camden, nor a significant generator of waste. The proposals to be set out in the LIP are unlikely to involve extensive excavation work or generation of waste either. On this basis it is concluded that significant effects on materials and waste will not occur at the strategic level due to implementation of the LIP.
Mental and physical wellbeing	(b) population; (c) human health	Y	Air pollution and noise from road traffic can be a significant factor in health inequalities.
Natural Capital and Natural Environment	(a) biodiversity; (d) fauna; (e) flora;	Y	Pollution from transport and the physical presence of transport infrastructure can have significant effects on fauna, flora and biodiversity.
Noise and vibration	(b) population; (c) human health	Y	Transport is a major source of noise and vibration in Camden, and any measures that impact on the volume of traffic flows, the modal share of road traffic and the distribution of traffic across the borough may affect noise and vibration levels.
Safety and security	(b) population; (c) human health	Y	Road traffic accidents account for a significant proportion of injuries reported within Camden. The presence of traffic and the design of the urban realm are also important factors in the perception of how safe people feel in public places.
Water resources and quality	(g) water;	N	The proposals to be set out in the LIP are unlikely to directly affect water resources. Any detailed proposals coming forward in areas in proximity to water resources will be subject to risk assessments during the development of designs and means of controlling water pollution will be included in these. On this basis it is concluded that significant effects on water resources and quality will not occur at the strategic level due to implementation of the LIP.

4.3 Alternatives

To meet the requirements of the SEA Regulations, it is also necessary to identify reasonable alternatives to the proposals presented in the 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 proposals is the "do-nothing" scenario. On this basis, we do not propose to manufacture other alternatives simply for comparison in the SEA.

However, the SEA will examine the process that Camden Council has used to identify and prioritise the proposals included in the LIP, and in particular how evidence has been used as part of this. This will assist in demonstrating that an evidence-led approach has been used in developing the proposals and identify the extent to which environmental considerations have been taken into account in the development of the LIP. This process will be described in both the Environment Report from the SEA and the Post-adoption statement, reflecting the state of development of the LIP at the point when these are published.

4.4 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.

HRA is the process that considers whether a plan is likely to have significant effects on a European site designated for its nature conservation interest. The protection given by the EU Habitats Directive is transposed into UK legislation through the Habitats Regulations. Special Areas of Conservation (SACs), candidate Special Areas of Conservation (cSACs) and Special Protection Areas (SPAs) are protected under the Regulations.

HRA is sometimes referred to as 'Appropriate Assessment' (AA) although the requirement for AA is first determined by an initial 'Screening' stage. This typically comprises:

- Identifying international sites in and around the plan/ strategy area;
- Examining conservation objectives of the interest site, where available; and
- Reviewing the plan proposals and considering their potential effects on European sites in terms of their magnitude, duration, location, and extent.

Taking note of the reasons for designation of the sites described in **Section 3.11** 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[15,16] will be likely to arise from implementation of the LIP. On this basis, no further assessment will be undertaken.

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

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

5.0 SEA Objectives and Framework

5.1 Objectives

Temple and Steer have confirmed with Camden Council that it is happy 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 LIP will be 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;

We will review the baseline information collated, together with the outcomes of the Integrated Impact Assessment 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 SEA Framework Matrix

To evaluate the effects of the LIP, Temple and Steer will use the adapted GLA SEA framework matrix as illustrated in **Table 5.3** on the following pages.

In the SEA framework matrix, effects will be evaluated using the following scale, as set out in **Table 5.2** following:

Table 5.2: Scale to be used for Evaluation of Environmental Effects in the SEA

Scale of effect		Definition
+ +	Major positive effect	LIP contributes greatly towards achieving the IIA objective/Significant Effect
+	Minor positive effect	LIP contributes to achieving the IIA objective
0	Neutral or no effect	LIP does not impact upon the achievement of the IIA objective
-	Minor negative effect	LIP conflicts with the IIA objective
- -	Major negative effect	LIP greatly hinders or prevents the achievement of the IIA objective/Significant Effect
?	Uncertain	LIP can have positive or negative effects but the level of information available at a time of assessment does not allow to make a clear judgement

Table 5.3: SEA Framework Matrix

Topic	**Objective**	**Assessment guide questions**	**LIP Proposal**		
			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)?			
		Will it help to achieve national and international standards for air quality?			
		Will it reduce the number of people exposed to poor air quality, particularly for vulnerable communities and 'at risk' groups?			
		Will it result in air quality changes which negatively impact the health of the public?			
		Will it reduce the number of premature deaths caused by poor air quality?			
		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?			

Topic	**Objective**	**Assessment guide questions**	**LIP Proposal**		
			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?			
		Will it improve the use of the urban public realm by improving its attractiveness and access?			
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?			
		Will it help London function during extreme weather events (e.g. heat, drought, flood) without impacts on human health and/or well-being?			
		Will it reduce health inequalities and impacts on vulnerable groups / communities and at risk groups?			
		Will it improve access to services during severe weather events?			
		Will it reduce exposure to heat during heatwaves?			
		Will it enable those vulnerable during severe weather events to recover?			

Topic	**Objective**	**Assessment guide questions**	**LIP Proposal**		
			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?			
		Will it reduce health inequalities and impacts on more vulnerable communities and at risk groups			
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?			
		Will it promote and improve energy efficiency in transport, homes, schools, hospitals and other public buildings?			
		Will it increase the proportion of energy both purchased and generated from renewable and sustainable sources?			
		Will it encourage uptake of green/cleaner fuels and renewable energy provision across all transport providers and private cars?			
		Will it provide infrastructure to make a better use of renewable energy sources?			

Topic	**Objective**	**Assessment guide questions**	**LIP Proposal**		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
		Will it reduce health inequalities and impacts of fuel poverty on vulnerable communities and at risk groups?			
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?			
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?			
		Will it improve the wider historic environment and sense of place?			
		Will it protect and enhance the historic environment, including removing barriers to use from vulnerable communities and at risk groups?			
		Will it protect and enhance valued/important historic environment and streetscape settings through inclusive design and management?			

Topic	**Objective**	**Assessment guide questions**	**LIP Proposal**		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
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			
		Will it help to reduce health inequalities and their key contributory factors for all Londoners?			
		Will it reduce at risk and vulnerable groups' exposure to poor air quality?			
		Will it reduce flooding, heat and drought risk for at risk and vulnerable communities?			
		Will it improve access to greenspaces for recreational and health benefits?			
		Will it help to reduce the number of people dying prematurely from preventable causes such as extreme heat and poor air quality?			
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?			

Topic	**Objective**	**Assessment guide questions**	**LIP Proposal**		
			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?			
		Will it provide opportunities to enhance the natural environment or restore wildlife habitats?			
		Will it protect and enhance the biodiversity of the region's waterbodies to achieve a good ecological status?			
		Will it increase the planting of green roofs, green walls and soft landscaping?			
		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?			
		Will it result in a greener public realm that can enhance mental health benefits?			
Noise and vibration	To minimise noise and vibration levels and disruption to people	Will it improve access to quiet and tranquil places for all?			

Topic	**Objective**	**Assessment guide questions**	**LIP Proposal**		
			Assessment	**Scale of Effect**	**Mitigation or Enhancement**
	and communities across London and reduce inequalities in exposure	Will reduce levels of noise generated?			
		Will it reduce inequalities in exposure to ambient noise?			
		Will it protect vulnerable groups at risk from impacts of noise pollution?			
		Will it reduce night time noise in residential areas?			
		Will it reduce the number of people exposed to high levels of noise with the potential to cause annoyance, sleep disturbance or physiological effects?			
		Will it protect vulnerable groups at risk from impacts of noise pollution?			
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?			

6.0 Next Steps

6.1 Development of the LIP

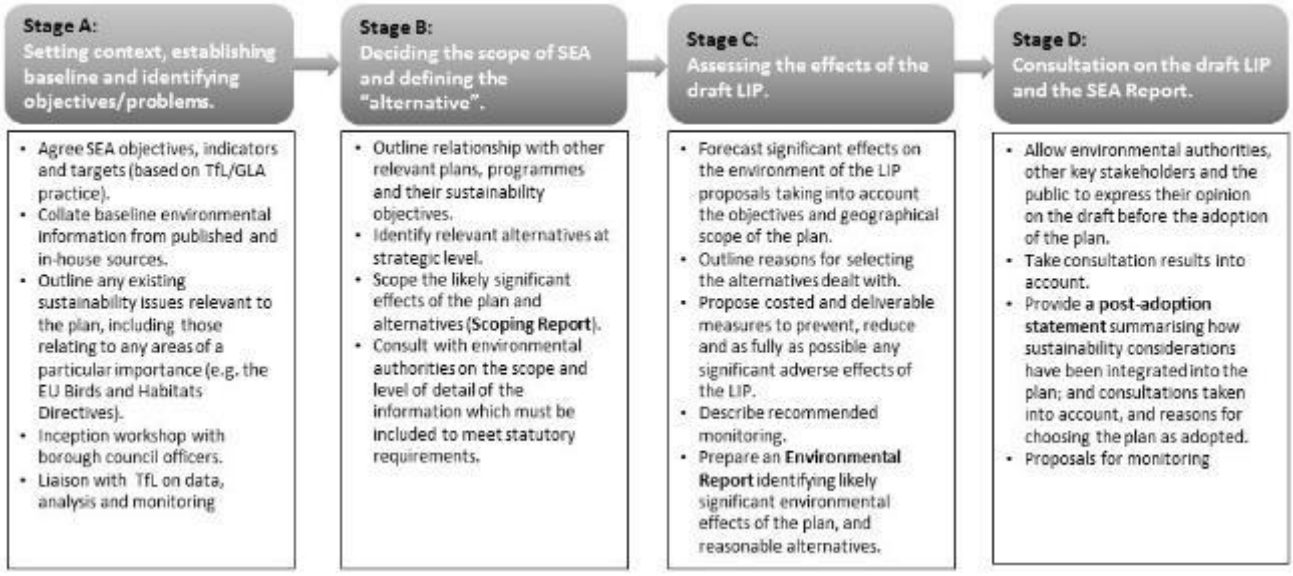
A draft of the LIP will be submitted to Transport for London in November 2018 for comment. Following this, Camden Council will be conducting a public consultation exercise on the LIP proposals for 6 weeks from 2nd November 2018.

Taking account of the comments received from TfL and the outcomes of the consultation, Camden Council will then make any revisions to the LIP that may be necessary, and a final version will be sent to TfL, as a draft pending final approval, in February 2019 and for approval by Cabinet and Full Council in April 2019.

6.2 Remaining Stages in the SEA Process

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

Table 6.1: Stages in the SEA Process



Adapted from: ODPM (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive**

This Scoping Report represents the output from Stages A and B of the process illustrated above. While TfL are considering their response to the draft LIP, and the public consultation is being undertaken, Temple and Steer will continue to evaluate the proposals in the draft LIP and complete the SEA Report (Environmental Report).

Based on the information on LIP proposals provided by the borough council officers, we will assess the effects of the draft LIP in terms of the TfL/GLA objectives identified in **Table 5.1** in the preceding section. This will identify changes to the environmental baseline arising from the LIP,

comparing these against the SEA objectives. Following Government guidance[17] this most likely will be expressed in qualitative terms drawing on readily available data, reflecting uncertainty around the detail of proposals set out in the LIP at this stage and therefore as equally valid and appropriate as quantified data.

In line with regulatory requirements, the strategic environmental effects of the LIP will be described in terms of magnitude, geographical scale, the time period over which they will occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether there are secondary, cumulative and/or synergistic effects. Although not all changes will be expressed in quantitative terms, the descriptions will be equally valid and appropriate. They will be expressed in easily understood terms on a scale from ++ (very positive) to – – (very negative), as indicated in **Table 5.2** above, and linked to specific objectives. Wherever possible, the changes described will be supported by evidence (references to broader research, discussions with stakeholders or arising from consultation).

The Environmental Report for each borough will collate information from the stages in the SEA clearly and concisely. The processes, consideration of alternatives and sifting will all be clearly summarised in a non-technical way. Legislation, guidance and our experience points towards the SEA Report including the following:

- An outline of the LIP, and fit with other plans;
- Baseline conditions, including sensitive sites (i.e., without implementation of the plan);
- SEA objectives and how these have been used;
- Likely significant effects;
- Proposed mitigation and enhancement measures;
- Reasons for selecting the preferred strategy, and a description of how alternatives were considered;
- Proposed monitoring of the environmental outcomes of implementing the LIP;
- A non-technical summary of the above information; and
- How consultations affected outcomes.

Each section of the Environmental Report will note any circumstances and impacts unique to individual areas. Throughout the process, Temple and Steer will apply their expert knowledge gained from our previous experience of the legal requirements of the process and ‘best practice’ examples from our experience of assessments and transport plans.

[17] Office of the Deputy Prime Minister et al (2005) - **A Practical Guide to the Strategic Environmental Assessment Directive** – Paragraph 5.B.10, London.

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, demonstrating how feedback has been considered, changes that have been made, and reasons for choosing the preferred policies and options. We will ensure this is clearly and sensitively set out, avoiding potential difficulties with interested stakeholders.

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. The basis of monitoring will have been set out in the Environmental Report as noted above.

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