London Borough of Haringey

Second Local Implementation Plan (LIP2)

Strategic Environmental Assessment

Environmental Report

October 2010

Plan Design Enable

London Borough of Haringey
Second Local Implementation Plan (LIP2)

Strategic Environmental Assessment
Environmental Report

October 2010

Notice

This document and its contents have been prepared and are intended solely for London Borough of Haringey's information and use in relation to the Second Local Implementation Plan SEA Scoping Report.

This report may not be used by any person other than London Borough of Haringey without the council's express permission. In any event, Atkins accepts no liability for any costs, liabilities or losses arising as a result of the use of or reliance upon the contents of this report by any person other than the London Borough of Haringey.

Document History

JOB NUMBER: 5095132			DOCUMENT REF: Haringey LIP2 SEA Environmental Report.doc			
2.0	Final	PN	CW	CW	CW	06/10/10
1.0	First Draft	EB/ PN	AS	CW	CW	15/09/10
Revision	Purpose Description	Originated	Checked	Reviewed	Authorised	Date

Contents

Section		Page
Glossary of Terms		**i**
Acronyms		**iii**
Non-Technical Summary		**1**
1.	**Introduction**	**1**
	Purpose of this Document	1
	Haringey LIP2 in Context	1
	Strategic Environmental Assessment	1
	Consultation in the SEA Process	4
	Relationship to EqIA, HIA and HRA	5
2.	**Scope of the SEA**	**7**
	Spatial scope	7
	Temporal scope	9
3.	**The Local Implementation Plan 2**	**10**
	The Proposed Objectives of LIP2	10
4.	**Methodology**	**12**
5.	**Other Relevant Plans and Programmes**	**17**
	Introduction	17
	Methodology	17
	Environmental Themes	27
6.	**Baseline Information**	**31**
	Introduction	31
	Methodology	31
	General Characteristics of Haringey	32
	Data Analysis	34
	Data Limitations	36
7.	**Key Environmental Issues**	**37**
	Introduction	37
	Methodology	37
8.	**SEA Framework**	**49**
	Introduction	49
	SEA Framework	51
	Predicted Future Trends	62
9.	**Compatibility Assessment Between LIP2 and SEA Objectives**	**66**
10.	**Strategic Options**	**73**
	Introduction	73
	Strategic Options	73
11.	**Assessment of Effects of Draft LIP2**	**74**

Introduction 74
Contents of Draft LIP2 74
Assessment of Draft LIP2 75
Analysis of Results 75
Recommendations for Improvements to LIP2 77
12. Mitigation 79
General Mitigation Measures 79
13. Monitoring 80
14. Conclusion 85
15. References 86

List of Tables

Table 4.1 - Criteria for Assessing Significance of Effects 14
Table 5.1 - List of other relevant environmental plans, policies and programmes 18
Table 7.1 - Key Environmental Issues 38
Table 8.1 - Haringey Core Strategy SA Objectives and links to SEA Framework for LIP2 50
Table 8.2 - Draft SEA Framework 52
Table 8.3 - SEA Baseline Condition and Future Trends Summary 63
Table 9.1 - Compatibility Assessment 67
Table 11.1 - Assessment Summary for LIP2 Preferred Option 77
Table 13.1 - Proposed Monitoring Programme 81

List of Figures

Figure 1.1 – LIP2 and SEA Process Stages and Links 3
Figure 2.1 – Haringey in the London context 7
Figure 2.2 – Haringey Core Strategy Key Diagram 8

Appendices

Appendix A – Baseline Data Tables 87
Appendix B – Other SEA/SA Objectives 107
Appendix C – Scoping Report Consultation Comments 110
Appendix D – LIP2 Preferred Option Detailed Assessment 119

Glossary of Terms

Term	Meaning / Definition
Baseline	A description of the present and future state of an area, in the absence of any plan, taking into account changes resulting from natural events and from other human activities.
Consultation Body	An authority which because of its environmental responsibilities is likely to be concerned by the effects of implementing plans and programmes and must be consulted under the SEA Directive. The Consultation Bodies, designated in the SEA Regulations are English Heritage, Natural England and the Environment Agency.
Environmental appraisal	A form of environmental assessment used in the UK (primarily for development plans) since the early 1990s, supported by 'Environmental Appraisal of Development Plans: A Good Practice Guide' (DoE, 1993); more recently superseded by sustainability appraisal. Some aspects of environmental appraisal foreshadow the requirements of the SEA Directive.
Environmental assessment	Generically, a method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level "strategy" (a policy, plan or programme), with the aim of taking account of these effects in decision-making. The term "Environmental Impact Assessment" (EIA) is used, as in European Directive 337/85/EEC, for assessments of projects. In the SEA Directive, an environmental assessment means "the preparation of an environmental report, the carrying out of consultations, the taking into account of the environmental report and the results of the consultations in decision-making and the provision of information on the decision", in accordance with the Directive's requirements.
Environmental Report	Document required by the SEA Directive as part of an environmental assessment, which identifies, describes and appraises the likely significant effects on the environment of implementing a plan or programme.
Health Impact Assessment	'A combination of procedures, methods and tools by which a policy, program or project may be judged as to its potential effects on the health of a population, and the distribution of those effects within the population'[1].
Home Zone	Home Zones aim to improve the quality of life in residential roads by making them places for people, instead of just being thoroughfares for vehicles. The key elements to a Home Zone are: community involvement to encourage a change in user behaviour; and for the road to be designed in such a way as to allow it to be used for a range of activities and to encourage very slow vehicle speeds (usually involving sensitively designed traffic calming).
Indicator	A measure of variables over time, often used to measure achievement of objectives.

[1] World Health Organization. Gothenburg consensus paper. Health Impact Assessment: Main concepts and suggested approach (http://www.who.dk/document/PAE/Gothenburgpaper.pdf, accessed 15/08/06). Brussels: WHO European Centre for Health Policy, 1999.

Term	Meaning / Definition
Mitigation	Measures to avoid, reduce or offset significant adverse effects.
Responsible Authority	In the SEA Regulations, means an organisation which prepares a plan or programme subject to the SEA Directive and is responsible for the SEA.
Scoping	The process of deciding the scope and level of detail of an SEA, including the environmental effects and options which need to be considered, the assessment methods to be used, and the structure and contents of the Environmental Report.
Significant effect	Effects which are significant in the context of the plan. (Appendix II of the SEA Directive gives criteria for determining the likely environmental significance of effects).

Acronyms

Acronym	Meaning / Definition
AQMA	Air Quality Management Area
AMR	Annual Monitoring Report
BAP	Biodiversity Action Plan
BVPI	Best Value Performance Indicator
CLG	Communities and Local Government
CO	Carbon Monoxide
CO_2	Carbon Dioxide
DaSTS	Delivering a Sustainable Transport Strategy
dB(A) Leq	Leq is a symbol that represents “Equivalent Continuous Noise Level”. The result is expressed in dB(A), which gives a reasonable approximation of the human perception of loudness.
DCMS	Department for Culture, Media and Sport
DDA	Disability Discrimination Acts
Defra	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
DH	Department of Health
DPD	Development Plan Document
EEC	European Economic Community
EHO	Environmental Health Officer
EIA	Environmental Impact Assessment
EqIA	Equality Impact Assessment
ER	Environmental Report
ETP	Education, Training and Publicity
EU	European Union
GHG	Greenhouse Gases
GIS	Geographic Information System
GLA	Greater London Authority
HA	Highways Agency
HIA	Health Impact Assessment
HRA	Habitats Regulation Assessment
IMD	Indices of Multiple Deprivation
KSI	Killed or Seriously Injured (road safety)
LBAP	Local Biodiversity Action Plan
LDF	Local Development Framework
LIP	Local Implementation Plan
LNR	Local Nature Reserve

LSOA	Lower Layer Super Output Area
LTP	Local Transport Plan
MRC	Medical Research Council
MTS	Mayor's Transport Strategy
NATA	New Approach to Appraisal
NI	National Indicator
NO_2	Nitrogen Dioxide
NO_x	Nitrogen Oxides. Nitric oxide (NO) and nitrogen dioxide (NO_2) are together commonly referred to as NO_x
NNR	National Nature Reserve
ODPM	Office of the Deputy Prime Minister (now CLG)
ONS	Office for National Statistics
PCT	Primary Care Trust
PDL	Previously Developed Land
PM	Particulate Matter
PM_{10}	Particulate Matter < 10µm
PPPs	Policies, Plans and Programmes
PPG	Planning Policy Guidance
PPS	Planning Policy Statement
PSA	Public Service Agreement
RIGGS	Regionally Important Geological and Geomorphological Sites
RoWIP	Rights of Way Improvement Plan
RQO	River Quality Objective
SA	Sustainability Appraisal
SAC	Special Area of Conservation
SCOOT	Split Cycle Offset Optimisation Technique
SEA	Strategic Environmental Assessment
SPA	Special Protection Area
SPZ	Source Protection Zones
SSSI	Site of Special Scientific Interest
SUDS	Sustainable Drainage Systems
TAG	Transport Analysis Guidance
TAMP	Transport Assessment Management Plan
TaSTS	Towards a Sustainable Transport System
TfL	Transport for London
UK	United Kingdom
UN	United Nations
UNESCO	United Nations Educational, Scientific and Cultural Organization
UTC	Urban Traffic Control
WHO	World Health Organisation

Non-Technical Summary

Background

This document is the Environmental Report (ER) for the Strategic Environmental Assessment (SEA) of the draft London Borough of Haringey Second Local Implementation Plan (LIP2). It has been produced by Atkins Ltd for the London Borough of Haringey (Haringey Council).

Haringey's LIP2

According to the 1999 Greater London Authority (GLA) Act, each London borough is required to prepare a Local Implementation Plan setting out how they intend to contribute towards the implementation of the Mayor's Transport Strategy (MTS). As well as outlining the borough's local transport objectives, a LIP should detail the specific interventions and schemes intended to contribute towards meeting the MTS goals, challenges and opportunities. A clear strategy for monitoring performance against the goals should also be included.

The current round of LIPs were produced a number of years ago and are now being revised into a second round following the publication of the new Mayor's Transport Strategy in early May 2010.

The second round of LIPs will become effective from April 2011. Boroughs are required to submit their drafts LIP2s to TfL by 20 December 2010.

Haringey Council has therefore commenced the development of its LIP2 which will cover the period 2011-2014 and beyond and will replace LIP1, which covered 2006 to 2011.

The Haringey LIP2 is being developed in a complex and multi-level policy framework and is informed by national, regional (i.e. London) and sub-regional (i.e. North London) drivers, as well as local ones.

In particular, LIP2 must address the 6 goals of the MTS, namely:

1. Supporting economic development and population growth
2. Enhancing the quality of life of all Londoners
3. Improving the safety and security of all Londoners
4. Improving transport opportunities for all Londoners
5. Reducing transport's contribution to climate change and improving resilience
6. Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

These are each set in relation to a series of challenges for London. Haringey Council also derived local transport priorities and challenges, structured in line with the MTS goals, as follows:

- Haringey challenge: Plan for the predicted increase in travel demand as population and employment grows.
- Haringey challenge: Improve access to key destinations including town centres and employment and regeneration areas.
- Haringey challenge: Relieve highway congestion.
- Haringey challenge: Relieving crowding on the public transport network.
- Haringey challenge: Improve journey experience by providing cleaner, safer de-cluttered streets.
- Haringey challenge: Improving air quality through reduced car use.

- Haringey challenge: Promote healthier lifestyles by encouraging walking and cycling.
- Haringey challenge: Reduce noise disturbance from transport.
- Haringey challenge: Enhance the built and natural environment through the provision of well designed public spaces.
- Haringey challenge: To reduce crime and the fear of crime when travelling in Haringey.
- Haringey challenge: To continue to reduce all types of road traffic accidents and improve road safety.
- Haringey challenge: To reduce disadvantage by making sure essential services, such as health, education and employment are accessible for all.
- Haringey challenge: To reduce CO2 emissions from transport in the borough by 60% by 2025 by reducing car use and encouraging low carbon transport alternatives.

Sustainability Baseline and Key Issues

Haringey is one of London's 32 boroughs and is located in the centre of north London. It is home to 228,800 people living in an area of 30 square kilometres. Approximately a quarter (27%) of the borough is green spaces and areas of water. Domestic buildings and gardens account for 41% of the total land area of the borough and commercial buildings and land, road and rail account for about a third (32%) of the land area.

Historically considered an outer London borough, large parts of Haringey have the social and economic characteristics of an inner London borough. The borough is place of contrasts. Some areas display suburban characteristics with lower density housing whilst the majority of the borough is urban with higher density terrace housing and blocks of flats.

Haringey contains six main town centres. Wood Green is classified as a Metropolitan Centre – one of only ten in London. Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road are classified as District Centres. In addition, Haringey has 38 Local Shopping Centres.

The key sustainability issues identified for Haringey are briefly summarised below:

Deficiency in the road network capacity and traffic congestion

Parts of the road network lack capacity, leading to congestion and associated traffic and environmental problems. Improving sustainable transport options is therefore one solution to this issue.

Maximising opportunities for sustainable transport infrastructure

In many respects, Haringey has a good sustainable transport system, with a range of modes of transport and a high proportion of active travel and public transport usage. For example, car usage for journeys originating in Haringey accounts for 31% of trips which is significantly lower than the outer London average (51%) but slightly higher than the inner London average (27%). Both bus (20% and a total of 43 routes) and underground (12% and a total of 6 stations) usage is higher for journeys originating in Haringey than either the inner or outer London average for these different modes. There are 2 strategic walking routes in Haringey: the Capital Ring and Lea Valley Walk. Haringey Greenway cycle and walking routes are being implemented to link the green and open spaces of the borough for recreational walking and cycling.

However, there is still scope to further improve this and a significant driver given poor air quality issues For example, transport networks are less developed running across the borough (east to west). Whilst people walk a lot, many car trips are for short journeys only effecting air quality, suggesting further modal shift is possible. Additionally, cycling rates are slightly lower than the rest of London. Additional residential, work and school travel plans can help in sustainable transport.

Safety

Haringey's road safety, accident prevention, traffic calming and local safety scheme engineering works will continue to deliver a reduction in the numbers of road users killed or seriously injured in accidents. Haringey is on track to meet TfL's 50% reduction target for the number of people killed or serious injured by 2010, although progress is not on track for the number of cyclists and motorcyclist killed or seriously injured.

Regeneration and economic and employment growth

Regeneration is a key theme and objective in Haringey. This is supported by national funding and also by the London Plan. This focuses particularly on Haringey Heartlands, Tottenham Hale and those industrial areas within Central Leeside. Regeneration aims to tackle many issues and problems, including deprivation, attracting further inward investment and business and creating employment opportunities.

Economic and employment growth will also be focused on Haringey's six main town centres. Wood Green is classified as a Metropolitan Centre – one of only ten in London. Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road are classified as District Centres. In addition, the borough retains concentrations of employment in industry and warehousing, including 22 Defined Employment Areas (DEAs). Haringey's economy is dominated by small businesses. 90% of the businesses employ fewer than 10 people

Outside the borough, economic and employment growth is likely to take place at locations such as Stratford, Brent Cross and Stansted Airport, which are already relatively accessible.

Key transport interchanges require upgrading/improvements to accommodate proposed housing developments and regeneration programmes.

Population change and pressures on housing and land

There are intense pressures on housing in the borough. Haringey's population has grown by 8.4% since 1991 and is projected to grow by a further 21.3% by 2021. Half of the population comes from ethnic minority backgrounds. Haringey has a relatively transient population. Haringey has a young population with a high birth rate.

In particular, there is large demand for affordable housing. Future housing growth will place pressure on other land uses, open spaces and local services, particularly schools, and if not carefully integrated will affect the character of the borough.

Appropriate service provision is required for all groups of the community in terms of education, housing and health.

The high proportion of older people in the borough as a result of an ageing population generally is likely to place increasing pressure on health services in Haringey and require transport and access that is fit-for-purpose.

Deprivation and quality of life

Haringey is the 18th most deprived district in England as measured by the 2007 Index of Multiple Deprivation. There are pockets of multiple deprivation in a number of the wards in Haringey, notably Tottenham Hale, Bruce Grove, White Hart Lane, Northumberland Park, Tottenham Green, Seven Sisters, Harringay and Noel Park. These are particularly concentrated in the centre and east of the borough: 30% of Haringey's population live in central and eastern areas in the borough which are amongst the 10% most deprived in England.

Much of this deprivation sits around unemployment: in 2008/09, 9.7% of Haringey's residents were unemployed, which was above the London rate (7.4%) and notably higher than the national unemployment rate of 6.2%. Again, variations exist within the borough: Northumberland Park having the highest unemployment rate at 9.1% compared to 2.4% in Muswell Hill.

Deprivation has a clear impact on quality of life, for example affecting social cohesion and health and wellbeing.

Pressures on biodiversity and geodiversity and fragmentation of green infrastructure

Haringey is home to a number of statutory and non-statutory biodiversity designations. Parts of the Lee Valley Regional Park fall within the boundary of the LB Haringey. These include Tottenham Marshes, Markfield Park and the Paddock. The Lee Valley Ramsar/SPA site falls just outside the borough boundary. There are 60 SINCs in Haringey (of which 5 are of Metropolitan Importance, 9 of Borough Importance Grade 1, 13 Borough Grade II and 33 of Local Importance). Waste land and derelict sites also have biodiversity value at different sites in the borough.

Traffic and transport have the potential to impact on the sites of ecological or geological value and more generally on the network of linked multi-functional green spaces, comprising the local green infrastructure. This is through land take, habitat loss and severance for infrastructure and such construction and operational impacts as noise, vibration, dust, drainage and road kills.

Similarly, there are a number of assets in Haringey which exist and which can be capitalised on such as the Lee Valley.

Local and global air pollutants

The whole of Haringey has been declared an AQMA. Air quality throughout the borough is adversely affected by motor vehicle traffic. Air quality is generally improving in London and in Haringey but there are still shortfalls against EU standards for PM10 and NO2. For example, at the Haringey town hall monitoring site, targets for PM10 were missed in 2006. Meanwhile, at the Priory Park monitoring site, NO2 targets are not being met. Air quality is worse in the east of the borough.

Reducing carbon and greenhouse gas emissions is a key issue for Haringey and all levels of local, regional and national government. Since 2005, total CO2 emissions have fallen from 4.5 to 4.3 tonnes per capita in 2007. This covers business and public sector, domestic housing, and road transport. Specifically in relation to transport, CO2 emissions have fallen from 197 to 195 kilotonnes in the same period. Road transport makes up about 20% of all carbon emissions. Haringey ranks about middle in per capita reductions in CO2 emissions against other London boroughs.

Quality and accessibility of open space and physical activity

Haringey has a network of open spaces such as the Lee Valley Regional Park and Metropolitan Green Belt, Metropolitan Open Land (Alexandra Park) and Significant Local Open Land, together with smaller open spaces. There is about 1.7 ha of accessible green space per 1000 population and 11 open spaces have received Green Flag status. Strategic landscape and open space resources should be maintained, enhanced and, where possible, linked.

Levels of adult participation in sport, which is linked to open space, stands at around 20.81% for Haringey which is broadly in line with national and north London averages, which have all declined in the past few years. Reversing this trend is important and can be supported through good transport.

Tranquillity levels from noise, vibration and light pollution

A number of factors contribute to low tranquillity levels across different parts of the borough, including population density and levels of activity. This leads to noise, vibration and light pollution. Noise levels throughout the borough are dominated by motor vehicle traffic noise, as shown for example by Defra noise map noise levels of between 55 to 75+ dB(A) on the A10 and A105. Noise is also generated by railway lines and industrial point sources.

Reduced tranquillity can impact on mental and physical wellbeing.

General health and health inequalities

Health in Haringey is generally in line with the picture in London and the UK and shows overall gradual improvement in the past few years. For example, life expectancy is 76 for men and 82.1 for women. Similarly, rates for cancer and circulatory diseases are slightly lower than London averages.

However, there is still plenty of scope to improve health generally and in particular, to tackle pockets where health is a particular issue. Areas of health and disability deprivation tend to be consistent with those where there is wider deprivation. Two Super Output Areas (SOAs) are amongst the 10% most deprived in the country. Generally speaking, the eastern part of borough has higher levels of health and disability deprivation, with many areas in the top 20% most deprived, including Tottenham Green, Northumberland Park, Bruce Grove and Noel Park.

Need for climate change adaptation

Transport is a major contributor to greenhouse gases and hence climate change. Climate change in Haringey may lead to the increased damage to roads through flooding and summer cracking. This would result in increased instances of disturbances to traffic flows and potentially increased air pollution. To ensure a comfortable travelling temperature public transport may require air conditioning during hotter summers.

Pressure on cultural and historic assets and townscape

Haringey has a large number of cultural and historic assets, including Conservation Areas (29 in total), Areas of Archaeological Importance (22 in total) and listed buildings (467 listed buildings, 6 of which are grade I listed, 17 are classified as at risk). Finsbury Park and Alexandra Park are identified as historically important parks by English Heritage, with a number of more locally designated public spaces. All cultural and historic assets could be vulnerable to potential damage and destruction as a result of increased pressure from development and regeneration within the Borough.

More generally, transport can affect townscape and the quality of street environments and the public realm and consideration should be given to enhancing this wherever possible.

Transport can impact on the historic environment in two ways: existing traffic, and the construction of new infrastructure.

Increasing levels of congestion have an impact on towns, cities and countryside and queues of traffic affect quality of life; they detract from historic areas and buildings, communities are severed, and parking requirements take up increasing space.

New transport infrastructure can present a greater, and often irreversible, threat to the historic environment as development can affect historic landscapes and may cause direct damage to archaeological sites, monuments and buildings[2].

Landscape value

Landscape areas include open spaces such as the Lee Valley Regional Park and Metropolitan Green Belt, Metropolitan Open Land (Alexandra Park) and Significant Local Open Land. Landscape resources also include important parks such as Finsbury Park and Alexandra Park.

These are important not only from a landscape perspective but also for recreation, biodiversity and health.

Crime, fear of crime and safety

Crime rates are relatively high across the borough and incidences of crime and disorder are evenly spread across the borough. That said, crime is falling in some measures: for example, in 2006/7 there were 136.3 offences per 1,000 residents, compared to 157.6 for the previous year.

---

[2] More information can be found in “Transport and the Historic Environment, English Heritage 2004”

Flooding

There are varying levels of flood risk within the borough. The main risks from fluvial flooding relate to the River Lee and its tributaries (the Moselle Brook and Pymmes Brook). The potentially affected flood risk area is concentrated mostly in the eastern part of the borough.

In respect to surface water flooding, clearly the flatter and low lying places are more vulnerable but these areas are not the exception and localised variations can be found across the borough.

New transport schemes have the potential to exacerbate the existing flood risk by displacing flood storage due to land-raising; impinging landtake from waterways; and by adversely changing the drainage regime from land in transport use.

Water Quality

The majority of London's public water supplies, including for Haringey, come from the rivers Thames and Lee. The remaining supplies are obtained from groundwater sources situation beneath the London Borough's from the confined chalk aquifer. It is therefore important to protect water quality for public water supply. The River Lee (including the Lee Navigation) on the borough's eastern boundary is the principal watercourse in the area. Upstream of its upper confluence with Pymmes Brook the Lee has been assigned River Quality Objective class 2 whilst downstream of the lower confluence water quality is RQO 3. These are both good enough to support specific species that are relevant to good quality water.

There are also inner and outer groundwater Source Protection Zones SPZs related to the River Lee and also centred on North London Artificial Recharge wells in Wood Green, Tottenham and Hornsey. Land use activities within the SPZs are closely monitored by the Environment Agency.

Contaminated land

There are a number of sites around the borough which are potentially contaminated. Although it is unlikely that transport schemes will be constrained by or remediate such sites, this needs to be given due attention in LIP2.

Strategic Environmental Assessment Framework

The SEA Framework is a key tool in completing the SEA as it allows the assessment of the effects arising from LIP2 proposals in key areas in a systematic way. An SEA Framework containing objectives and associated indicators has been developed using the SA framework developed for the Core Strategy as the starting point. An iterative process, based on the review of relevant plans and programmes, the evolving baseline, analysis of key sustainability issues and consideration of which of these issues can potentially be addressed by LIP2, has also contributed to the development of the SEA Framework. The SEA Framework has been revised, following the consultation on the SEA Scoping Report.

The revised LIP2 SEA objectives are shown below:

1. To reduce crime, disorder and fear of crime and promote safe communities
2. To improve physical and mental health for all and reduce health inequalities
3. To improve access to services, amenities and opportunities for all groups
4. To improve the vitality and vibrancy of town centres
5. To protect and enhance biodiversity, including both habitats and species, green infrastructure and Geodiversity
6. To protect and enhance the borough's townscape character and quality, distinctiveness and cultural heritage resources
7. To protect and enhance the borough's landscape resources, character and quality
8. To protect and enhance the quality of water features and resources

9. To encourage the use of previously developed land and protection of soils
10. To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions
11. To protect and improve air quality
12. To limit climate change by reducing greenhouse gas, including CO_2 emissions
13. To ensure the sustainable use of natural resources
14. To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel
15. To reduce noise, vibration and light pollution

LIP2 Objectives

The transport challenges and opportunities facing Haringey over the next 20 years have been identified and prepared within the context of the goals and challenges of the Mayor Transport Strategy (MTS), the sub regional transport plan for North London, and through consultation with Haringey residents and key stakeholders. From this a draft set of LIP2 objectives has been developed.

The SEA guidance states that it is important that the objectives of LIP2 are in accordance with SEA objectives and as such, an assessment of the compatibility of the two sets of objectives was undertaken. This assessment demonstrated that overall LIP2 objectives are broadly compatible with the SEA objectives.

There are very few instances where LIP2 objectives are potentially in conflict with the SEA objectives and on the whole the former focus quite significantly on reducing private car usage and promoting sustainable transport modes. This has a range of positive impacts, such as improved air quality and reduced greenhouse gas emissions. This should be viewed as beneficial and provides a good framework within which to develop strategic alternatives and a preferred LIP2. Additionally, there are a considerable number of LIP2 objectives whose compatibility is dependent on the nature of implementation and can therefore not be ascertained with certainty at this stage.

Resulting from the compatibility assessment, amendments to some of LIP2 objectives have been proposed, along with two new objectives. After consideration of the recommendations put forward, the final LIP2 objectives are as follows:

- LIP2 Objective 1: Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough;
- LIP2 Objective 2: Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel;
- LIP2 Objective 3: Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents;
- LIP2 Objective 4: Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users;
- LIP2 Objective 5: Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale;
- LIP2 Objective 6: Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport;

- LIP2 Objective 7: Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives;
- LIP2 Objective 8: Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey;
- LIP2 Objective 9: Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network;
- LIP2 Objective 10: Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land; and
- LIP2 Objective 11: Minimise the effects of unpredictable events arising from climate change on the transport network.

LIP2 Strategic Options

LIP2 has been prepared in accordance with national policy and in conformity with the Mayor's Transport Strategy (MTS), and provide details on how the Council's transport objectives contribute towards the implementation of key priorities set within the MTS.

The Mayor's Transport Strategy requires the Council to set out its proposals for implementing the Strategy and the evolving sub regional transport plans. The specific measures and programmes outlined in LIP2 aim to mainly address the MTS goals and challenges. Consequently, the Council is constrained in the strategic options they can pursue, as the range of options scenarios would therefore be limited by the MTS.

As a result of the direct influence and guidance from the MTS in terms of preferred options, the production of LIP2 did not involve the identification and appraisal of strategic options

Assessment of Effects of LIP2

LIP2 measures and programmes seek to deliver the transport objectives during the 3 years period between 2011/12 and 2013/14 and beyond. LIP2 outlines the Council's long term transportation goals and also provides a framework that will enable the delivery of successful sustainable transport projects, which will additionally accord with the MTS goals.

Draft LIP2 proposals have been subject to the SEA to predict and evaluate the nature (beneficial, adverse or neutral), scale (significant or non-significant) and timeframe (short-term or medium to long-term) of the social and environmental effects.

The assessment indicated that LIP2 performs with mixed results against the SEA framework, but on the whole achieves a balance of positive effects.

The assessment results show that the implementation of LIP2 should successfully address a number of the key issues in the area. LIP2 may potentially significantly reduce crime and fear of crime, improve physical and mental health and reduce health inequalities, improve access to services, amenities and opportunities for all groups and improve the vitality and vibrancy of town centres, The plan also support delivery of the improvements in the quality of the built and natural environment and a shift towards sustainable transport modes.

Short term slight adverse effects may be expected against the SEA objectives concerned with biodiversity, green infrastructure and geodiversity, townscape, historic environment and natural resources, However, as travel behaviour changes with time and the use of more sustainable modes of transport increases, the effects are considered to be slight beneficial in the medium to long term. This increased beneficial effect will increase over time as more public realm measures are also implemented.

Recommendations to improve the overall sustainability performance of LIP2 have been provided.

Mitigation Measures

Although LIP2 will have positive effect overall, certain measures and programmes may have the potential for short term slight adverse effects as outlined above.

The SEA Report recommends a number of generic mitigation measures aimed at preventing, reducing or offsetting the adverse effects that have been identified.

Monitoring

Monitoring the significant sustainability effects of implementing LIP2 will be an important ongoing element of the SEA process. SEA monitoring involves measuring indicators which will enable a better understanding of the causal links between the implementation of the plan and the likely significant sustainability effects (either beneficial or adverse) being monitored. This will allow the identification of any unforeseen adverse effects and enable appropriate remedial action to be taken.

The SEA Framework contains indicators that have been used as the basis for preparing the monitoring programme, bearing in mind that it will not always be necessary to collect data for all the indicators. Monitoring must occur on a regular basis, at least annually, for the life of LIP2, to determine whether LIP2 targets and objectives are being met.

Conclusions

This ER sets out the SEA process and its key findings in relation to Haringey LIP2. It is considered that LIP 2 meets the range of SEA objectives identified in the SEA Framework to a large extent. It offers potentially significant positive effects on a number of environmental and social SEA objectives related to crime, health, accessibility, air quality, climate change, use of sustainable modes of transport and noise, vibration and light pollution. The adverse effects identified can be minimised to a satisfactory degree through the effective implementation of other schemes and measures which are part of Haringey LIP2 delivery plan and through identified mitigation measures.

Some recommendations have been made in this report to further improve the environmental performance of Haringey LIP2, where appropriate. It is understood that these recommendations will be included in the LIP2 document in the Delivery Plan and Performance Monitoring chapters.

1. Introduction

Purpose of this Document

1.1 This is the Environmental Report for the Strategic Environmental Assessment (SEA) of the draft London Borough of Haringey Second Local Implementation Plan (LIP2). It has been produced by Atkins Ltd for the London Borough of Haringey (Haringey Council).

1.2 An SEA is required of LIP2 under European Directive 2001/42/EC 'on the assessment of certain plans and programmes on the environment' (the 'SEA Directive').

Haringey LIP2 in Context

1.3 According to the 1999 Greater London Authority (GLA) Act, each London borough is required to prepare a Local Implementation Plan setting out how they intend to contribute towards the implementation of the Mayor's Transport Strategy (MTS). As well as outlining the borough's local transport objectives, a LIP should detail the specific interventions and schemes intended to contribute towards meeting the MTS goals, challenges and opportunities. A clear strategy for monitoring performance against the goals should also be included.

1.4 The current round of LIPs were produced a number of years ago and are now being revised into a second round following the publication of the new Mayor's Transport Strategy in early May 2010.

1.5 The second round of LIPs will become effective from April 2011. Boroughs are required to submit their drafts LIP2s to TfL by 20 December 2010.

1.6 Haringey Council has therefore commenced the development of its LIP2 which will cover the period 2011-2014 and beyond and will replace LIP1, which covered 2006 to 2011.

Strategic Environmental Assessment

1.7 The EU Directive 2001/42/EC[3] (the "SEA Directive") on assessment of effects of certain plans and programmes on the environment came into force in the UK through the Environmental Assessment of Plans and Programmes Regulations 2004[4] (the "SEA Regulations"). The SEA Regulations apply to a wide range of plans and programmes, including transport plans such as LIP. The first generation of LIP (LIP1) were already the subject of SEA.

1.8 Recent advice from TfL[5]on the preparation of LIP2states:

"TfL is of the view that a formal revision of a borough's LIP is likely to be subject to mandatory assessment under the regulations and will involve the preparation of an environmental report, to be available during public consultation on the proposed LIP".

1.9 The overarching objective of the SEA Directive is:

"To provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans… with a view to promoting sustainable development, by ensuring that, in accordance with this Directive, an environmental assessment is carried out of certain plans… which are likely to have significant effects on the environment." (Article 1)

---

[3] European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment
[4] Statutory Instrument 2004 No. 1663, The Environmental Assessment of Plans and Programmes Regulations 2004
[5] Transport for London, May 2010, Guidance on Developing the Second Local Implementation Plans

1.10 The main requirements introduced by the SEA Regulations are that:

- the findings of the SEA are published in an Environmental Report (ER), which sets out the significant effects of the draft plan, in this case LIP2;
- consultation is undertaken on the plan and the ER;
- the results of consultation are taken into account in decision-making relating to the adoption of the plan; and
- information on how the results of the SEA have been taken into account is made available to the public.

1.11 SEA extends the evaluation of environmental effects from individual projects to the broader perspective of regional, county and district level plans. It is a systematic process that identifies and predicts the potential significant environmental effects of plans/programmes, informing the decision making process by testing different alternatives or options against environmental sustainability objectives.

1.12 The main work component stages for the preparation of the Haringey LIP2, both from a transport planning and SEA perspective, are shown in Figure 1.1 on the next page.

Figure 1.1 – LIP2 and SEA Process Stages and Links

Transport Planning Stage	Strategic Environmental Assessment	
	Stage	**Tasks**
Determining the scope of the LIP2 clarifying goals; specifying the problems or challenges the authority wants to solve	**A. Setting the context and objectives, establishing the baseline and deciding on the scope**	Identify related plans/programmes
		Identify environmental protection objectives
		Baseline data and likely future trends
		Identify sustainability issues
		Develop objectives, indicators and targets (Assessment Framework)
		Prepare SEA Scoping Report
		Consult on the scope of the SEA
Generating options to resolve these challenges; appraising the options and predicting their effects	**B. Developing, refining and appraising strategic**	Assess LIP2 objectives against the Assessment Framework
		Develop, refine and appraise strategic options
		Evaluate/select preferred options.
Selecting preferred options for LIP 2 and deciding priorities	**B. Assessing the effects of the LIP2 Preferred Options**	Predict and assess effects of options taken forward
		Propose mitigation measures
Production of the draft LIP2		Propose monitoring programme
	C. Prepare Environmental Report	
Consultation on draft LIP2	**D. Consultation on the Environmental Report**	
Production of final LIP2	**D. Prepare a supplementary or revised Environmental Report if necessary**	Assess significant changes
		Prepare supplementary or revised Environmental Report
Adoption of LIP2	**D. SEA Statement**	

SEA/ LIP2 Programme Key Milestones

1.13 The SEA process has been programmed as follows:

- Commencement: May 2010
- SEA Scoping Consultation: 17th June to 22nd July 2010
- Consultation on the draft LIP2 and Environmental Report: 27th September – 8th November 2010
- Publication of final LIP2 and SEA Statement: May 2011

Consultation in the SEA Process

1.14 The SEA Regulations identify three organisations to act as statutory consultation authorities: the Environment Agency, Natural England (formerly English Nature, Rural Development Service and the Countryside Agency) and English Heritage.

1.15 Two consultation periods involving the statutory consultation authorities and, in the latter period, the public are set in the SEA Regulations. The consultation periods relate to:

- **Scoping.** The responsible authority is required to send details of the plan or programme to each consultation authority so that they may form a view on the scope, level of detail and appropriate consultation period of the Environmental Report. The consultation authorities are required to give their views within five weeks.
- **The Environmental Report.** The responsible authority is required to invite the consultation authorities and the public to express their opinions on the Environmental Report and the plan or programme to which it relates.

Scoping Report Consultation

1.16 As indicated above, a Scoping Report consultation to establish the scope and methodology for the SEA and to provide the basis for consultation related to the range and level of detail of the Environmental Report was undertaken.

1.17 Appendix C summarises the main consultees comments received on the Scoping Report and indicates how these comments have been addressed in the preparation of this Environmental Report. Comments were received from Natural England and English Heritage.

Environmental Report Consultation

1.18 The SEA Directive states that:

'An Environmental Report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme, are identified, described and evaluated.'

1.19 The ER is the key written document produced for the SEA. It is an important consultation document and is therefore likely to be of interest to a wide variety of readers including decision makers, other plan/programme practitioners, statutory consultees, NGOs and members of the public.

1.20 This Environmental Report is being published in support of the public consultation for the draft LIP2.

Relationship to EqIA, HIA and HRA

1.21 Boroughs have a duty under race, disability and gender legislation to carry out an EqIA of their LIP2. This should identify whether or not (and to what extent) a LIP has an impact (positive or negative) on a particular equality target group, or whether any adverse impacts identified have been appropriately mitigated.

1.22 An Equalities Impact Assessment (EqIA) is being completed by the Haringey Council separately from the SEA. The SEA will be informed by the results of this parallel assessment as appropriate. The EQIA for Haringey's LIP has concluded that the vast majority of the LIP objectives and proposals will have a positive impact on the six Equality groups.

1.23 No specific Health Impact Assessment (HIA) is being undertaken as part of LIP2 as this not a requirement of the Mayor of London's LIP2 guidance. Human health is, however, an SEA topic and therefore will be covered to some extent by the SEA.

1.24 As part of an exercise separate from the SEA for LIP2, Haringey Council has considered the need for HRA for LIP2 and has arrived at the following conclusions.

1.25 There are no designated, potential or candidate SPA, SAC or Ramsar sites within the London Borough of Haringey. However, within a 10km of the borough boundary lie three sites that form part of the Natura 2000 Network. These are:

- The Lee Valley Ramsar Site;
- The Lee Valley SPA; and
- Epping Forest SAC.

1.26 These sites have been subject to a HRA scoping exercise for the development of Haringey's Core Strategy, to ascertain whether the policies of the Core Strategy, either alone or in combination with other plans or projects, are likely to have any significant effect on these three sites. The HRA scoping exercise for the Core Strategy has considered the likely effect of Haringey's LIP2 policies.

1.27 Haringey's Core Strategy provides for:

- 11,195 additional dwellings between 2011 and 2026;
- Population growth of 15% by 2026; and
- Significant focus on intensification of existing housing stock/sites and utilisation of previously used land.

1.28 As such, the possible effects of the Core Strategy on the SAC, SPA and Ramsar sites could arise from:

- Urbanisation in general: intensification of development, rising population density, increasing mobility, greater noise and light pollution.
- Increased visitor numbers at each site, with associated disturbance of fauna and impacts on the habitats.
- Increased traffic, leading to increased air pollution, which could affect habitats and species sensitive to air quality.
- A decrease in water quality in the River Lee owing to greater volume of untreated water discharge.

1.29 The HRA evaluation of the potential impacts of the Core Strategy, in regard to the transport policies, is as follows:

- The Epping Forest SAC is not located within the London Borough of Haringey, therefore, no direct impacts are anticipated regarding the key infrastructure proposals in Haringey. The policy seeks to reduce car dependency and use, combat climate change and improve environmental quality. Therefore, indirect effects may arise over the long term with regard to emissions from cars if less people are dependent on them. However, due to the location of Epping Forest it is unlikely these will be significant effects.
- The Lee Valley SPA and Ramsar lies within the London Borough of Waltham Forest along its eastern boundary adjacent to the London Borough of Haringey. However, no direct impacts are anticipated regarding the key infrastructure proposals in Haringey. The policy seeks to reduce car dependency and use, combat climate change and improve environmental quality. Therefore, indirect effects may arise over the long term with regard to emissions from cars if less people are dependent on them.

1.30 The HRA scoping exercise stated the following reasons why the Core Strategy policies related to transport will have no effect on the three sites:

- Concentration of development in urban areas will not affect a European Site and will help to steer development and land use change away from a European Site and associated sensitive areas.
- The policy will help to steer development away from a European Site and associated sensitive areas.
- The policy is intended to protect the natural environment, including biodiversity.

2. Scope of the SEA

Introduction

2.1 The following section describes the proposed spatial, temporal and technical scope of the environmental studies to be undertaken as part of the SEA.

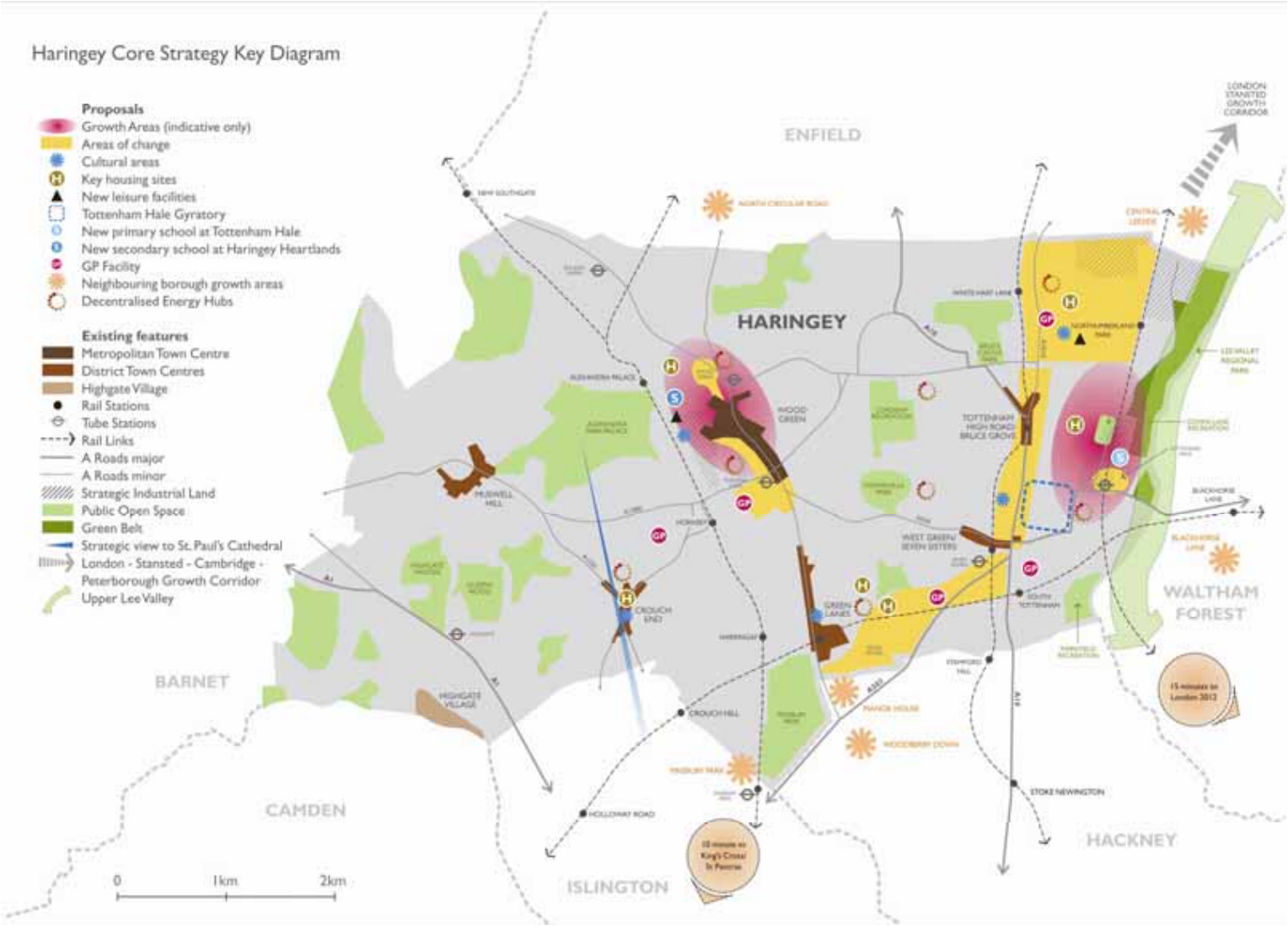
Spatial scope

2.2 The proposed study area for the SEA of LIP2 covers the London Borough of Haringey (see Figure 2.1 and Figure 2.2).

Figure 2.1 – Haringey in the London context

Source: Figure 1.2 Haringey in the London Context, taken from Haringey Core Strategy Proposed Submission, April 2010

Figure 2.2 – Haringey Core Strategy Key Diagram



Source: Figure 2.1 Haringey Core Strategy Key Diagram, taken from Haringey Core Strategy Proposed Submission, April 2010

Plan Design Enable

Temporal scope

2.3 The temporal scope of the SEA will be aligned with that for LIP2. Guidance for local authorities on the preparation of LIP2 by the Mayor of London states that the Borough Transport Objectives should cover the period 2011 to 2014 and beyond, reflecting the timeframe of the MTS. Boroughs will be required to prepare a new Delivery Plan in 2013 for the period 2014/15 to 2016/17, or longer for proposed Major Schemes. They will also be required to update their targets to cover the period to 2016/17.

2.4 LIP2 is being developed in a policy framework that extends beyond this period, including key documents such as the London Plan and Haringey LDF. The SEA will consider the interactions and overlaps with these different timescales and plans.

Technical scope

2.5 The SEA Directive and the SEA regulations require that the likely significant effects on the environment are assessed, considering the following factors and interrelationship between them:

- Biodiversity;
- Population;
- Human Health (covering noise issues among other effects on local communities and public health);
- Fauna and flora;
- Soil;
- Water;
- Air;
- Noise;
- Climatic Factors;
- Material Assets (covering infrastructure, waste and other assets);
- Cultural Heritage including architectural and archaeological heritage; and
- Landscape.

2.6 This effectively forms the technical scope of the SEA, namely those topics that will be addressed.

3. The Local Implementation Plan 2

The Proposed Objectives of LIP2

3.1 The Haringey LIP2 is being developed in a complex and multi-level policy framework and is informed by national, regional (i.e. London) and sub-regional (i.e. North London) drivers, as well as local ones.

3.2 In particular, LIP2 must address the 6 goals of the MTS, namely:

1. Supporting economic development and population growth
2. Enhancing the quality of life of all Londoners
3. Improving the safety and security of all Londoners
4. Improving transport opportunities for all Londoners
5. Reducing transport's contribution to climate change and improving resilience
6. Support delivery of the London 2012 Olympic and Paralympic Games and its legacy

3.3 These are each set in relation to a series of challenges for London.

3.4 The six MTS goals have been translated to the sub-regional (North London) and local level with the following specific key sub-regional challenges identified:

- Facilitating and responding to growth, particularly in Brent Cross / Cricklewood and the Upper Lee Valley
- Relieving crowding on the public transport network
- Managing highway congestion and making more efficient use of the road network
- Enhancing connectivity and the attractiveness of orbital public transport
- Improving access to key locations and to jobs and services. Improving walking and cycling infrastructure and promoting sustainable travel behaviours across a diverse population.

3.5 The sub-regional transport plan – to be completed later this year – will confirm the main challenges and priorities for North London; show how the MTS will be implemented within the sub-region; and set out the priority solutions for north London. The final draft of the sub-regional transport plan is due in October and thus it is expected to be too late to significantly input into Haringey's LIP2.

3.6 Haringey Council also derived local transport priorities and challenges. These are structured in line with the MTS goals, as follows:

1. Support economic development and population growth

Haringey challenge: Plan for the predicted increase in travel demand as population and employment grows.

Haringey challenge: Improve access to key destinations including town centres and employment and regeneration areas.

Haringey challenge: Relieve highway congestion.

Haringey challenge: Relieving crowding on the public transport network.

2. Enhance the quality of life for all Londoners

Haringey challenge: Improve journey experience by providing cleaner, safer de-cluttered streets.

Haringey challenge: Improving air quality through reduced car use.

Haringey challenge: Promote healthier lifestyles by encouraging walking and cycling.

Haringey challenge: Reduce noise disturbance from transport.

Haringey challenge: Enhance the built and natural environment through the provision of well designed public spaces.

3. Improve safety and security of all Londoners

Haringey challenge: To reduce crime and the fear of crime when travelling in Haringey.

Haringey challenge: To continue to reduce all types of road traffic accidents and improve road safety.

4. Improving transport opportunities for all Londoners

Haringey challenge: To reduce disadvantage by making sure essential services, such as health, education and employment are accessible for all.

5. Reduce transport's contribution to climate change and improve its resilience

Haringey challenge: To reduce CO2 emissions from transport in the borough by 60% by 2025 by reducing car use and encouraging low carbon transport alternatives.

3.7 DfT's 'Delivering a Sustainable Transport System' framework provides the assessment of funding for transport infrastructure schemes intended for implementation in the period 2014 to 2019. This framework feeds into the content of the MTS and is reflected within Haringey LIP2 policies.

4. Methodology

Introduction

4.1 The SEA started as the preparation of LIP2 began and it has progressed concurrently in an iterative fashion in order to feedback environmental sustainability objectives and policies into the plan making process. The SEA has been used as a tool for improving LIP2 allowing environmental and wider sustainability objectives to be met throughout the LIP formulation process from inception through production to adoption of the proposals, measures and schemes.

4.2 A Scoping Report for the SEA of the draft LIP2 (hereafter the 'Scoping Report') was published for consultation on 17 June until 22 July setting out the results of SEA Stage A.

4.3 This Environmental Report recaps on the scoping work undertaken during the initial stages of the SEA process but takes the process further by reporting on the significant environmental effects of the preferred proposals and schemes. It reports on proposed mitigation measures and proposals for monitoring significant environmental effects.

Assessment Methodology

4.4 The work undertaken thus far involved the completion of the SEA stages A, B and C and associated tasks as follows:

Stage A - Setting the Context and Establishing the Baseline

Other Relevant Plans and Programmes and Environmental Protection Objectives

4.5 The Haringey LIP2 will both influence and be influenced by other plans produced by the Borough, by the Mayor of London, by statutory agencies and other bodies with plan-making responsibilities. Legislation is a further driver that sets the framework for the LIP2, both directly and indirectly. Relevant plans and programmes have therefore been identified.

4.6 The constraints or challenges relevant plans and programmes pose for the LIP2 were considered and broad environmental sustainability objectives were identified. This is presented in section 5 of this report.

Baseline Information

4.7 To predict accurately how potential plan proposals will affect the environment, it is first important to understand the current state of the environment and then examine the likely evolution of the environment without the implementation of the plan.

4.8 Baseline information provides the basis for understanding existing environmental issues in Haringey; formulating objectives to address these issues; predicting and monitoring environmental effects and helps to identify environmental problems and alternative ways of dealing with them.

4.9 Baseline data tables (Appendix A) have been prepared where data has been listed under SEA topic areas. These tables record:

- General indicators;
- Quantified data within the plan area;
- Comparators and targets (if applicable);
- Trends (if identified); and

- Source of the information.

4.10 Baseline data maps have also been produced to illustrate spatial distributions of baseline information and are presented in section 6.

4.11 Data was collated from a wide range of existing London Borough of Haringey and external sources. For each indicator readily available, quantified baseline data was collected where it was readily accessible and in a format applicable to the issues to be assessed by the SEA. The main sources used were official websites , Haringey Borough Council reports and data, the Census 2001 and Area Profiles (Audit Commission). Relevant indicators not readily accessible from reports or web sources have been identified.

4.12 The initial baseline data was reviewed and updated following consultee comments from the Scoping Report consultation. This is presented in section 6 of this report.

4.13 Where significant gaps exist, these have been identified and recommendations for filling the gaps will be included in the proposals for monitoring the implementation of LIP2.

Environmental Issues

4.14 The key environmental issues that are relevant to LIP2 have been identified through an initial draft for comment with Council officers, together with reviews of published documents, analysis of existing data and review of the key issues identified in the Environmental Report prepared previously for LIP1 and the Core Strategy Proposed Submission document. The identification of these issues helped focus the SEA on the key aspects that the plan can influence. Opportunities for how LIP2 could assist in addressing these issues were also identified. These are presented in section 7 of this report.

Developing SEA Framework

4.15 A set of SEA objectives against which the proposals in LIP2 can be assessed, was drawn up. The SA framework developed for the Core Strategy was used as a starting point for this exercise. The SEA objectives were also identified by reviewing relevant policy documents at the international, national, regional, county and district/city level, reviewing the baseline data and identifying key sustainability issues (see above). The SEA objectives were refined through the consultation on the original Scoping Report and are presented in this report.

4.16 For each objective, one or more indicators have been set that provide for the status of the objective to be tested against targets (where these are set), now or in the future, and that are appropriate to the Borough.

4.17 A table has been prepared setting out the SEA Framework of objectives and indicators and identifying how relevant SEA Directive topic(s) have been covered.

4.18 An analysis of the likely evolution of the state of the environment without the implementation of LIP2 was also undertaken at this stage.

4.19 This is presented in section 8 of this report.

Consulting on the Scope of SEA

4.20 London Borough of Haringey sought the views from the statutory consultees on the Scoping Report. This was to consult on whether the scope and level of detail of the ensuing Environmental Report were appropriate. The Scoping Report consultation results have influenced and helped shape the Environmental Report.

Stage B - Developing alternatives

Testing the Plan Objectives against the SEA Objectives

4.21 A compatibility assessment of LIP2 objectives in its initial stages of preparation against the SEA Objectives has been undertaken as part of the iterative process to assess the sustainability of LIP2 objectives. This has been undertaken to ensure that the overall objectives of LIP2 were in accordance with the SEA objectives and to provide a suitable framework for developing alternatives. The results are presented in section 9 of this report.

Developing, Refining and Appraising Strategic Alternatives

4.22 As LIP2 has been developed to locally support the Mayor's Transport Strategy, there was no strategic option development and appraisal undertaken to select preferred options..

Assessing the Effects of LIP2 Preferred Options

4.23 Assessing the significance of predicted effects is essentially a matter of judgement. There are a number of factors that will determine the significance of an effect, e.g. its scale and permanence and the nature and sensitivity of the receptor. It is very important that judgements of significance are systematically documented, in terms of the particular characteristics of the effect which are deemed to make it significant and whether and what uncertainty and assumptions are associated with the judgement. The assessment of significance also includes information on how the effect may be avoided or its severity reduced.

4.24 The methodology that has been adopted for this assessment is generally broad-brush and qualitative. In the current practice of SEA the broad-brush qualitative prediction and evaluation of effects can be often based on a qualitative seven point scale in easily understood terms. In general, this assessment has adopted the scale shown in Table 4.1 to assess the significance of effects of the proposals in the LIP2.

Table 4.1 - Criteria for Assessing Significance of Effects

Assessment Scale	Significance of Effect
+++	Large beneficial
++	Moderate beneficial
+	Slight beneficial
0	Neutral or no effects
-	Slight adverse
--	Moderate adverse
---	Large adverse

4.25 Large or moderate beneficial and adverse effects have been considered **significant** whereas neutral, no effects and slight beneficial and adverse effects have been considered non-significant.

4.26 The results of the prediction and evaluation tasks are presented in tables highlighting how the Draft LIP2 Preferred Option performs against the SEA objectives and are included in this Environmental Report as Appendix D.

4.27 The assessment of the Preferred Option also considered cumulative, indirect (secondary) and synergistic effects of LIP2. Commentary on the assessment of cumulative effects is provided as follows:

4.28 *Secondary or indirect effects* are effects that are not a direct result of the plan, but occur away from the original effect or as a result of the complex pathway e.g. a development that changes a water table and thus affects the ecology of a nearby wetland. These effects are not cumulative and have been identified and assessed primarily through the examination of the relationship between various objectives during the Assessment of Environmental Effects.

4.29 *Cumulative effects* arise where several proposals individually may or may not have a significant effect, but in-combination have a significant effect due to spatial crowding or temporal overlap between plans, proposals and actions and repeated removal or addition of resources due to proposals and actions. Cumulative effects can be:

- **Additive**- the simple sum of all the effects;
- **Neutralising**- where effects counteract each other to reduce the overall effect;
- **Synergistic**– is the effect of two or more effects acting together which is greater than the simple sum of the effects when acting alone. For instance, a wildlife habitat can become progressively fragmented with limited effects on a particular species until the last fragmentation makes the areas too small to support the species at all.

4.30 The results are presented in section 11 of this report.

Mitigating Adverse Effects and Maximising Beneficial Effects

4.31 Mitigation measures have been identified to reduce the scale/importance of significant negative effects.

4.32 The results are presented in section 12 of this report.

Monitoring the Environmental Effects of Plan Implementation

4.33 SEA monitoring involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant effect (positive or negative) being monitored. It thus helps to ensure that any adverse effects which arise during implementation, whether or not they were foreseen, can be identified and that action can be taken by London Borough of Haringey to deal with them.

4.34 A preliminary monitoring programme has been prepared showing, for each significant effect, what data should be monitored, the source of the data, the frequency of monitoring, as well as when and what actions should be considered if problems are identified from the monitoring.

4.35 The results are presented in section 13 of this report

Stage C – Preparing the Environmental Report

4.36 The Environmental Report has been prepared to accompany the Draft LIP2 on consultation. It summarises the steps above.

Next Stages in the SEA

Stage D – Consulting on Draft Plan and Environmental Report

Assessing Significant Changes

4.37 The results of the formal public consultation exercise may well result in changes to the Draft LIP2, and these will have implications for the Environmental Report. In addition, the consultation exercise may result in direct changes to the contents of the Environmental Report, such as revisions to mitigation or monitoring measures.

4.38 The SEA Directive requires that information on the changes to the Environmental Report resulting from the formal consultation is recorded in the statement of how the SEA findings have been taken into account in the final LIP2, which should be made available to stakeholders.

4.39 The Environmental Report will be revised to reflect the decisions and actions resulting from the public consultation exercise, in particular finalising the proposed mitigation measures and monitoring arrangements.

SEA Statement

4.40 Following completion of the public consultation an SEA Statement will be prepared setting out the following:

- How environmental considerations have been integrated into the plan, for example any changes to or deletions from the plan in response to the information in the Environmental Report.
- How the Environmental Report has been taken into account.
- How the opinions and consultation responses have been taken into account. The summary should be sufficiently detailed to show how the plan was changed to take account of issues raised, or why no changes were made.
- The reasons for choosing the plan as adopted in the light of other reasonable alternatives dealt with.
- The measures that are to be taken to monitor the significant environmental effects of implementation of the plan or programme.

5. Other Relevant Plans and Programmes

Introduction

5.1 The first task of the SEA is the identification of other relevant plans, policies, programmes (PPPs). This helps to identify environmental objectives, baseline information and key issues. LIP2 must be prepared to take these PPPs into account as it may influence and be influenced by them. LIP2 enables potential synergies to be exploited and, conversely, conflicting initiatives to be identified.

5.2 The SEA Directive specifically states that information should be provided on:

"The relationship [of the plan or programme] with other relevant plans and programmes"

"The environmental protection objectives, established at international, [European] Community or [national] level, which are relevant to the plan or programme and the way those objectives and any environmental considerations have been taken into account during its preparation"

5.3 In addition to this, the PPPs related to health have also been considered and are reported alongside environmental considerations in this section.

Methodology

5.4 Both LIP2 and the SEA should be set in the context of international, national, regional and local objectives along with environmental, strategic planning, transport, health and social policies.

5.5 Relevant plans and programmes include those at different levels (international, national, regional and local) which influence LIP2, or those in other sectors which contribute, together with LIP2, to changes in the environmental and health conditions of the area to which they apply. Relevant plans and programmes may include land use or spatial plans, plans dealing with aspects of the physical environment, and plans and programmes for specific sectors or types of activity. Environmental and health protection objectives may be set by policies or legislation. Such policies and legislation may include European Directives, international undertakings, UK initiatives and national planning guidance.

5.6 A large number of other plans and programmes were reviewed as part of the Haringey LIP2 SEA, Although all plans and programmes reviewed are deemed to be relevant to LIP2, the following are considered to be of particular importance - Haringey LIP1 SEA (2006) and Haringey Core Strategy Proposed Submission Consultation Document (May, 2010), and informed the development of the SEA objectives contained in LIP2 SEA framework.

Results of the Review

5.7 Table 5.1lists the documents reviewed as part of the PPP review process to identify environmental objectives. This is then followed by a series of key themes which was used alongside baseline information and key issues to help develop an SEA framework for the assessment of LIP2.

Table 5.1 - List of other relevant environmental plans, policies and programmes

Plan, Policy or Programme
International
The Convention on Biological Diversity, Rio de Janeiro, 1992
Ramsar Convention on Wetlands of international importance especially as waterfowl habitat – 1971
Johannesburg Declaration on Sustainable Development, 2002
United Nations Framework Convention on Climate Change, 1994 and 2008
Kyoto Protocol to the UN Framework Convention on Climate Change (2005)
UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)
The UN Millennium Declaration and Millennium Development Goals – Sept 2000
European Directive: Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC)
European Directive: Noise Directive 2002/49/EC
European Directive: Conservation of Wild Birds Directive (79/409/EEC)
European Directive: Air Quality Directive (96/62/EC)
EU 6th Environmental Action Programme (2002)
EU Sustainable Development Strategy (2006)
Environmental Liability Directive (2004/35/EC)
EU Thematic Strategy on Air Quality, 2005
National Emissions Ceiling Directive (2001/81/EC)
Action Plan on Biodiversity (2006-2010)
Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)
EU Biodiversity Strategy (EU, 1998)
EU Directive for the Promotion of Bio-fuels for Transport (2003/30/EC)
Strategy on Climate Change: Control Measures Through Until 2020 and Beyond (EC, 2007)
EC Green Paper on Adaptation to Climate Change in Europe (2007)
European Landscape Convention (EC, 2000)
Guidelines for Community Noise (WHO, 2000)
Groundwater Directive (GWD) (2006/118/EC)
Water Framework Directive (2000/60/EC)
Waste Framework Directive (2006/12/EC)
European Convention on the Protection of the Archaeological Heritage (1992)

Plan, Policy or Programme
Together for Health: A Strategic Approach for the EU 2008-2013 (White Paper, 2007)
Health Effects of Transport-Related Air Pollution (WHO, 2005)
Transport, Environment and Health (WHO, 2000)
Collaboration Between the Health and Transport Sectors in Promoting Physical Activity (WHO, 2006)
European Transport Policy for 2010: A Time to Decide (EC, 2001)
Freight Logistics - The Key to Sustainable Mobility (EU, 2006)
Freshwater Fish Directive (78/659/EEC)
Aarhus Convention on Access to Information, Public Participation in Decision-Making and Access to Justice in Environmental Matters, June 1998
EU Thematic Strategy for Soil Protection (2004)
The European Convention on the Protection of Archaeological Heritage (Revised) (1995)
Water Pollution caused by Nitrates from Agricultural Sources: Nitrates Directive – 91/676/EEC
Bathing Water Quality Directive – 76/160/EEC
Drinking Water Directive – 98/83/EC
Framework Waste Directive – 75/442/EEC, as amended
Directive 99/31/EC on the landfill of waste
EU Soil Framework Directive (Proposed) 2006
IPPC Directive 96/61/EC – Integrated Pollution Prevention and Control
Surface Water Abstraction Directive 75/440/EEC
European Spatial Development Perspective (1999)
Directive to Promote Electricity from Renewable Energy (2001/77/EC)
EU Framework Directive on Waste (91/156/EEC)
Clean Air for Europe (CAFE) Programme
Second European Climate Change Programme (ECP II)
Directive on the Assessment and Management of Flood Risks (2007/60/EC)
National
Transport
Towards a Sustainable Transport System: Supporting Economic Growth in a Low Carbon World (TaSTS), Department for Transport (2007)
Delivering a Sustainable Transport System (DaSTS), Department for Transport (2008)
Delivering a Sustainable Transport System (DaSTS): Consultation on Planning for 2014 and Beyond, Department for Transport (2008)
Low Carbon Transport: A Greener Future, A Carbon Reduction Strategy for Transport, Department for Transport (2009)

Plan, Policy or Programme
Delivering Low Carbon Travel: An Essential Guide for Local Authorities (DfT, 2009)
Ultra-low Carbon Vehicles in the UK, HM Government (2009)
Delivering a Sustainable Railway, Department for Transport (2007)
Powering Future Vehicles Strategy, Department for Transport (2002)
The Eddington Transport Study (Eddington, 2006)
Child Road Safety Strategy (DfT, 2007)
Older People: Their Transport Needs and Requirements (DfT, 2001)
10 Year Transport Plan (DfT, 2000)
Sustainable Distribution: A Strategy (DfT, 1999)
Road Safety Act 2006
The Future of Transport White Paper – A Network for 2030 (DfT, 2004)
Building Sustainable Transport into New Developments (DfT, 2008)
Road Traffic Reduction Act 1997
Road Traffic Reduction (National Targets) Act 1998
DfT Public Service Agreement
DfT, A new deal for Transport, Better for Everyone, 1998
DfT Tomorrow's Roads, Safer for Everyone, 1999
DETR, Encouraging Walking: Advice to Local Authorities, 2000
DfT, National Cycling Strategy (September 1996), and Modified (October 2004)
Traffic Management Act 2004
Mayor's Draft Air Quality Strategy 2010.
General environment and sustainability
Securing the Future - UK Government Sustainable Development Strategy, Department for Environment, Food and Rural Affairs (2005)
Sustainable Communities: People, Places Prosperity, ODPM, 2005
DfT Sustainable Development Action Plan (2007 and 2008)
UK Climate Change Act (2008)
Climate change and biodiversity adaptation: the role of the spatial planning system (April, 2009)
Strong and Prosperous Communities Statutory Guidance (2008)
Sustainable Communities (2003)
Planning for a Sustainable Future, Department for Communities and Local Government (2007)
Carbon Pathways: Informing Development of a Carbon Reduction Strategy for Transport

Plan, Policy or Programme
(DfT, 2008)
Building a Low-Carbon Economy – The UK's Contribution to Tackling Climate Change. The First Report of the Committee on Climate Change (Committee on Climate Change, 2008)
Adapting to Climate Change in England (DEFRA, 2008)
Natural England Guidance on Local Transport Plans and the Natural Environment (Natural England, 2009)
PPS1 - Delivering Sustainable Development (2005)
PPS1 (supplement) - Planning and Climate Change (2007)
PPS1 consultation – Planning for a Low Carbon Future in a Changing Climate (2010)
PPG2 - Green Belts (1995)
PPS3 – Housing (Nov 2006)
PPS4 – Planning for Sustainable Economic Growth (2009)
PPS5 – Planning for the Historic Environment (2010)
PPS5 – Planning for the Historic Environment: Historic Environment Planning Practice Guide (2010)
PPS7 – Sustainable Development in Rural Areas (Aug 2004)
PPS9 - Biodiversity and Geological Conservation (2005)
PPS consultation – Planning for a Natural and Healthy Environment
PPS10 - Planning for Sustainable Waste Management (2006)
PPS11 – Regional Spatial Strategies (Sept 2004)
PPS12 – Local Spatial Planning (June 2008)
PPG13 - Transport (2001)
PPG14 – Development on Unstable Land (April 1990)
PPG17 – Planning for Open Space, Sport and Recreation (2002)
Good Practice Guide on Planning for Tourism (May 2006)
PPS22 – Renewable Energy (2004)
PPS23 - Planning and Pollution Control (2004)
PPG24 - Planning and Noise (1994)
PPS25 - Development and Flood Risk (2010)
PPS25 - Development and Flood Risk – Practice Guide (2010)
PPS25 Supplement – Development and Coastal Change (2010)
National Air Quality Strategy, Department for Environment, Food and Rural Affairs (2007)
Air Quality Regulations 2000 and The Air Quality (Amendment) Regulations 2002
Air quality strategy for England, Scotland, Wales and Northern Ireland: Working together for clean air

Plan, Policy or Programme
English Nature, Natural Area Strategy
Working with the grain of nature, a biodiversity strategy for England, 2002
Circular 06/05: Biodiversity and Geological Conservation – Statutory obligations and their impact within the planning system
UK Biodiversity Action Plan, UK Biodiversity Partnership and HM Government (1994)
Biodiversity by Design – A guide for Sustainable Communities, TCPA, September 2004
Environment: The Transport Act 2000 (as amended by the Local Transport Act 2008)
Natural Environment and Communities Act (NERC) (2006)
Biodiversity Duty Guidance for Local Authorities on Implementing the Biodiversity Duty (Defra, 2007)
Treatment of Landscape, Biodiversity, Access & Recreation in Sixteen Provisional Local Transport Plans (Countryside Agency, 2005)
Biodiversity Indicators in Your Pocket. (Defra, 2007)
Conservation of Habitats and Species Regulations 2010
The Countryside and Rights of Way Act 2000
LTP and ROWIP Good practice note (2009)
Wildlife and Countryside Act (England and Wales) 1981
Environment Act 1990
Conserving Biodiversity – The UK Approach (Defra on behalf of the UK Biodiversity Partnership 2007)
PSA Delivery Agreement 27 Lead the Global Effort to Avoid Dangerous Climate Change (HM Government, 2007)
PSA Delivery Agreement 28 Secure a Healthy Natural Environment for Today and the Future (HM Government, 2007)
Future Water: The Government's Water Strategy for England (2008)
Environmental Quality in Spatial Planning, June 2005
A Better Place to Play (Environment Agency, 2006)
Open Space Strategies – Best Practice Guidance (CABE and Greater London Authority , 2009)
NE176 - Natural England's Green Infrastructure Guidance (2009)
Nature Nearby – Accessible Natural Greenspace Guidance (2010)
By all reasonable means: Inclusive access to the outdoors for disabled people (Countryside Agency, 2005)
Draft Heritage Protection Bill (2008)
Heritage Counts – Annual State of the Historic Environment Report, English Heritage, 2009
The Government's Statement on the Historic Environment for England (2010)

Plan, Policy or Programme
Landscape Indicators for Strategic Environmental Assessment of LTPs – issues to consider (2005)
Transport and the Historic Environment, March 2004
Ancient Monuments and Archaeological Areas Act 1979
Heritage Protection for the 21st Century: White Paper (DCMS, 2007)
The Historic Environment: A Force for Our Future, DCMS, 2001
Planning (Listed Buildings and Conservation Areas) Act 1990
Power of Place, English Heritage, 2000]
Clean Neighbourhoods and Environment Act 2005
Environmental Noise (England) Regulations 2006 SI 2238
Public consultation on Draft Noise Action Plans (July 2009)
Waste Strategy for England (Defra, 2007)
Planning for Economic Development (ODPM, 2004)
The Stern Review of the Economics of Climate Change (2006)
Our Towns and Cities: The Future – Delivering an Urban Renaissance The Urban White Paper (2000),
A New Commitment to Neighbourhood Renewal (2001)
Our Energy Future - Creating a Low Carbon Economy - Energy White Paper (2003)
The Future of Air Transport White Paper (2003)
The Future of Rail White Paper (2004)
Air Transport White Paper Progress Report (2006)
Homes for the future: more affordable, more sustainable. Housing Green Paper (2007)
Water Resources Strategy for England and Wales (2009)
The Future of Air Transport - White Paper and the Civil Aviation Bill (2003 and 2005)
A Sustainability Checklist for Developments: A common framework for developers and local authorities
Building a Better Quality of Life – A Strategy for more Sustainable Construction
Sustainability Appraisal of Regional Spatial Strategies and Local Development Frameworks Consultation Paper
The Green Guide to Specification
RIBA – checklist for steps in the process of designing a built development
Social Exclusion Unit Report: Final Report on Transport and Social Exclusion (February 2003)
White Paper: Choosing Health: Making Healthy Choices Easier (2004)
Living Places: Cleaner, Safer, Greener (ODPM 2002)

Plan, Policy or Programme
Living Places: Caring for Quality (ODPM 2004)
Government Response to ODPM Select Committee Report on Living Places: Cleaner, Safer, Greener (ODPM 2003)
ODPM Circular 01/97 Planning Obligations
ODPM Circular 05/2005 Planning Obligations
ODPM Circular 02/03 Compulsory Purchase Orders
ODPM Circular 06/04 Compulsory Purchase and the Crichel Down Rules
By Design, Urban design in the Planning System: Towards Better Practice (DETR/CABE, 2000)
Building in Context, New Development in Historic Areas (English Heritage/CABE, 2001)
English Heritage Strategy 2005 – 2010
The Value of Good Design (CABE, August 2002)
Protecting Design Quality in Planning (CABE, August 2003)
The Councillor's Guide to Urban Design (CABE, November 2003)
Secured by Design Principles (ACPO, June 2004)
Better Neighbourhoods: Making Higher Densities Work (CABE, February 2005)
Making Design Policy Work – How to Deliver Good Design Through Your Local Development Framework (CABE, June 2005)
Guidance on Conservation Area Appraisals (English Heritage, August 2005)
Guidance on the Management of Conservation Areas (English Heritage, August 2005)
Strategy for Sustainable Construction (June 2008)
Conservation Principles: Policies and Guidance – Second Stage Consultation (English Heritage, February 2007)
Manual for Streets (DCLG/DfT, March 2007)
A new vision for planning: Delivering sustainable communities, settlements and places – "Mediating Space – Creating Place". Royal Town Planning Institute, 27 June 2001
The countryside in and around towns – a vision for connecting town and country in the pursuit of sustainable development' – Countryside Agency & Groundwork, January 2005
Walking and Cycling: an action plan (DfT, June 2004).
Active Travel Strategy, Department for Health and Department of Transport (2010)
Planning for Sustainable Travel, Commission for Integrated Transport (2009)
Government 'Social Enterprise – A Strategy for Success
Suburbs & the Historic Environment, English Heritage (2007)
Regeneration and the Historic Environment, English Heritage (2005)
Strategic Partnerships and the Historic Environment

Plan, Policy or Programme
Energy White Paper: Meeting the Energy Challenge
Draft Flood and Water Management Bill (2008)
Regional and Sub-Regional
Mayor's Spatial Development Strategy for London – The London Plan (2004) consolidated with further alterations (2008)
Draft London Replacement Plan (October 2009) (The draft consultation plan was available for comment until January 2010)
Sustainable Development Framework (or Integrated Regional Strategy) Mayor of London and the London Sustainable Development Commission (2005)
Sub-Regional Framework for North London (2004)
Mayor's Draft Economic Development Strategy (2009)
Mayor's Draft Air Quality Strategy – Clearing the Air (March 2010)
The Mayor's Biodiversity Strategy (2002)
Green Light to Clean Power – The Mayors Energy Strategy (2004)
The Mayor's Ambient Noise Strategy (2004)
London Housing Strategy (February 2010)
Re-thinking Rubbish in London – The Mayors Municipal Waste Management Strategy (2003)
The Mayor's Draft Water Strategy (March 2009)
The Mayors Transport Strategy (2010)
The London Road Safety Plan (2001)
NHS and Urban Planning in London (2003)
The Mayor's Climate Change Action Plan (2007)
Mayor's Cultural Strategy (2003)
Mayor's Sustainable Construction SPG (2006)
Mayor's Housing SPG (2005)
Mayor's Achieving an Inclusive Environment SPG (2004)
Tree and Woodland framework for London (2005)
Design for Biodiversity (2003)
Lower Lee Valley Planning Framework: Strategic Planning Guidance (2007)
The East London Green Grid Framework: Draft SPG (Aug 2007)
A Strategy for Restoring Rivers in North London (2006)
North London Joint Waste Strategy (2004)
North London Housing Strategy (2003)
North London Strategic Flood Risk Assessment (2008)

Plan, Policy or Programme
Sounder City The Mayor's Ambient Noise Strategy (2004)
Local
Haringey LIP1
Haringey Core Strategy Proposed Submission Consultation Document, May 2010
Site Allocations DPD Consultation Document, May 2010
Development Management DPD Consultation Document, May 2010
Haringey's Community Safer Partnership Strategy - Safer for All (2008-2011)
Haringey Local Agenda 21 (LA21) Action Plan
Statement of Community Involvement (2008)
Open Space and Recreation SPD (2008)
Greenest Borough Strategy (2008)
Changing Lives – The Haringey Children and Young Peoples Plan (2006-9)
Haringey's Biodiversity Action Plan (2004)
Haringey Urban Renewal Strategy (2002-2012) – Narrowing the Gap
Haringey Crime and Drugs Strategy (2005-2008)
Haringey's Community Strategy (2007-2016)
Haringey Anti-Social Behaviour Strategy (2009-11)
Haringey Employment and Training Strategy (2004)
The Education and Development Plan (2002 – 2007)
School Organisation Plan (2003 – 2008)
Air Quality Management Area: Action Plan (2004)
Housing Strategy Statement (2006-2008)
People, Places & Prosperity: Haringey's Regeneration Strategy
Cycling Action Plan (2004)
Haringey Local Delivery Plan 2005-08 NHS Teaching Primary Care Trust
Sustainable Communities Plan (2004)
Unitary Development Plan (2006) and Saved Policies (2009)
SPG 1a – Design Guidance (Adopted 2006)
SPG 1b – Parking in Front Gardens (Draft 2006)
SPG 2 – Conservation and Archaeology (Draft 2006)
SPG 3b Privacy/Overlooking, Aspect/Outlook and Daylight/Sunlight (Draft 2006)
SPG 3c - Backlands Development (Draft 2006)
SPG 4 Access for All – Mobility Standards (Draft 2006)

Plan, Policy or Programme
SPG 5 Safety by Design (Draft 2006)
SPG 7a Vehicle and Pedestrian Movement (Draft 2006)
SPG 7b Travel Plans (Draft 2006)
SPG 7c Transport Assessments (Draft 2006)
SPG 8a Waste and Recycling (Adopted 2006)
SPG 8b Materials (Draft 2006)
SPG 8c Environmental Performance (Draft 2006)
SPG 8d Biodiversity, Landscaping and Trees (Draft 2006)
SPG 8e Light Pollution (Draft 2006)
SPG 8f Land Contamination (Draft 2006)
SPG 8g Ecological Impact Assessments (Draft 2006)
SPG 8h Environmental Impact Assessments (Draft 2006)
SPG 8i Air Quality (Draft 2006)
SPG 9 Sustainability Statement guidance notes & Sustainability Checklist (Draft 2006)
SPG 10a The Negotiation, Management and Monitoring of Planning Obligations
SPG 10c Educational Needs Generated by New Housing Development (Draft 2006)
SPG 10d Planning Obligations and Open Space (Draft 2006)
SPG 10e Improvements to public transport infrastructure and services (Draft 2006)
SPG 11c Town Centre Retail Thresholds (2004)
Haringey's Empty Property Strategy 2005 to 2008
Haringey Homelessness Strategy 2008 to 2011

Environmental Themes

5.8 The review of PPPs revealed a large amount of common themes in terms of their objectives relating to the environment within the context of transport planning.

5.9 The result of this assessment has been integrated into the SEA Framework for appraisal of LIP2, provided in section 8 of this report.

Climate Change and Energy

- Reduce energy consumption and energy wastage;
- Reduce greenhouse gas (GHG) emissions, particularly carbon dioxide and methane;
- Maximise the production and use of renewable energy;
- Minimise reliance on energy-using equipment;
- Increase energy efficiency and facilitate the transition to more sustainable forms of energy;

- Minimise the use of fossil fuels;

Built Environment

- Improve the quality of the built environment including streets;

Transport

- Promote mixed-use development policies to reduce the need to travel;
- Improve local air quality through minimising traffic related emissions;
- Encourage walking, cycling and the use of public transport;
- Encourage transport using waterways and the blue ribbon;
- Reduce traffic congestion and improve safety for all road users;
- Promote sustainable alternatives to car travel;
- Promote viable alternatives to road haulage, such as shipping and rail;
- Promote clean vehicle technology;
- Connect key regeneration sites;
- Connect the area to the wider regional, national and international networks;

Natural Resources

- Ensure efficient resource use and minimise footprint;
- Raise awareness of resource use/depletion;
- Reuse secondary materials;
- Consider opportunities to maximise on-site re-use of materials;
- Ensure sustainable building design and materials (recycled);
- Reclaim derelict land and buildings, optimising the use of “brownfield sites”;

Waste

- Employ waste reduction methods to minimise waste;
- Utilise waste as a resource;
- Reduce the amount of residual waste to landfill;

Land

- Adhere to the brownfield/Greenfield hierarchy of land use;
- Minimise and seek to reclaim derelict and contaminated land;
- Protect soils;

Water

- Improve the quality of ground and surface water;
- Improve the biological and chemical quality of rivers;
- Make use of 'Sustainable Urban Drainage Systems';

- Minimise the potential for flooding by controlling surface water management and floodplain management;
- Prevent inappropriate development in floodplains;
- Prepare for impacts of climate change, including sea level rise and coastal erosion;

Biodiversity

- Contribute to the delivery of local and national Biodiversity Action Plans;
- Protect and enhance endangered species, habitats and geodiversity, including sites of geological importance;
- Protect and enhance existing wildlife and provide opportunities for new habitat creation;
- Increase tree cover and ensure the sustainable management of existing woodland;
- Minimise the fragmentation of nature corridors and networks and green infrastructure overall;
- Protect and enhance existing wildlife/landscape designations e.g. Sites of Special Scientific Interest;
- Promote access and understanding of nature and biodiversity;

Heritage

- Help to conserve heritage assets through sensitive adaptation and re-use;
- Improve access to buildings and landscapes of historic/cultural value;
- Use architectural design to enhance the local character and “sense of place” of development, safeguarding the historic context of the surrounding area;
- Protect local distinctiveness;

Economy

- Improve economic, social and environmental conditions particularly in the most deprived areas;

Jobs and Education

- Improve physical accessibility of jobs through the location of sites and transport links close to areas of high unemployment;

Safety

- Promote design that discourages crime and fear of crime e.g. by reducing hiding places or escape routes;

Community Services and Amenities

- Provide or improve access to local health and social care services;
- Reduce light pollution;
- Reduce noise pollution and protect tranquillity;
- Minimise dust, odours, litter;
- Provide access to leisure and tourism facilities;

- Ensure the protection, creation and access to green spaces and open spaces;
- Improved public spaces;

Health

- Address pockets of deprivation;
- Provide physical access for people with disabilities;
- Provide or improve access to local health and social care facilities;
- Provide opportunities for increased exercise, thus reducing obesity and illnesses such as coronary heart disease; and
- Provide for an ageing population.

6. Baseline Information

Introduction

6.1 The next task in the SEA addresses the collection of an evidence base for the SEA.

6.2 The SEA Directive states that the Environmental Report should provide information on:

"relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan" and the "environmental characteristics of the areas likely to be significantly affected" (Annex I (b) (c))

and

"any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC (Birds Directive) and 92/43/EEC (Habitats Directive)" (Annex I (c)).

6.3 To accurately predict how potential LIP2 strategies and measures will affect the environment, it is important to understand the current state of the environment and then examine the likely evolution of the environment without the implementation of the plan.

Methodology

6.4 Baseline information provides the basis for the prediction and monitoring of the effects of the implementation of LIP2 and helps to identify environmental problems and alternative ways of dealing with them.

6.5 Due to the fact that SEA is an iterative process, subsequent stages in its preparation and assessment might identify other issues and priorities that require the sourcing of additional data and/or information and identification of monitoring strategies. This makes the SEA process flexible, adaptable and responsive to change in the baseline conditions and enables trends to be analysed over time.

6.6 The most efficient way to collate relevant baseline data is through the use of indicators (see below). This ensures that the data collation is both focused and effective. The identification of relevant indicators has taken place alongside the assessment of other relevant plans, policies and programmes (Task A1), the identification of sustainability issues (Task A3) and developing the SEA framework (Task A4).

6.7 It should be noted that the SEA process does not require the collection of primary data, but relies of the analysis of existing information. As such, where data gaps exist, this is highlighted in the report.

6.8 Indicators have been selected for their ability to provide objective data that will, over time, offer an insight into general trends taking place. Throughout the assessment process, the following issues will need to be addressed:

- What is the current situation, including trends over time?
- How far is the current situation from known thresholds, objectives or targets?
- Are particularly sensitive or important elements of the environment, economy or society affected?

- Are the problems of a large or small scale, reversible or irreversible, permanent or temporary, direct or indirect?
- How difficult would it be to prevent, reduce or compensate for any negative effect?
- Have there been, or will there be, any significant cumulative or synergistic effects over time?

General Characteristics of Haringey

6.9 This section sets out general characteristics of Haringey including land use, demographics, transport, socio-economics and environment. Relevant maps can be seen in the Haringey Core Strategy Proposed Submission (April, 2010). These include Haringey Core Strategy Figures 4.2 showing the extent of flooding within the Borough, 6.2 showing existing open spaces, 7.1 showing all health facilities and 8.1 showing all education facilities within the Borough.

6.10 Haringey is one of London's 32 boroughs and is located in the centre of north London. It is home to 228,800 people living in an area of 30 square kilometres. Approximately a quarter (27%) of the borough is green spaces and areas of water. Domestic buildings and gardens account for 41% of the total land area of the borough and commercial buildings and land, road and rail account for about a third (32%) of the land area.

6.11 Historically considered an outer London borough, large parts of Haringey have the social and economic characteristics of an inner London borough. The borough is place of contrasts. Some areas display suburban characteristics with lower density housing whilst the majority of the borough is urban with higher density terrace housing and blocks of flats.

6.12 Haringey contains six main town centres. Wood Green is classified as a Metropolitan Centre – one of only ten in London. Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road are classified as District Centres. In addition, Haringey has 38 Local Shopping Centres.

6.13 Haringey boasts national landmarks like Alexandra Palace and is the home of Tottenham Hotspur Football Club.

6.14 Haringey is strategically located in the London-Stansted-Cambridge-Peterborough growth area. With strong links to the City, West End and Stansted Airport the borough is very well placed for both business and commuting. By 2016 it is estimated that approximately 350,000 new London jobs will have been created within one hour commuting time of Haringey. These include the new job opportunities being created at Stratford City and the Olympic 2012 – accessible by rail in 15 minutes from Tottenham Hale.

6.15 Haringey has good radial transport links into central London by road, underground and rail. Orbital (east-west) journeys are more difficult by road and rail with only the Barking – Gospel Oak line in the south of the Borough offering rail based public transport. Most of the bus routes operating in the Borough are radial. The nature of the road network and low rail bridges provides some constraint on enhancing orbital travel. Of the 43 bus routes currently serving Haringey all but 10 are high frequency routes.

6.16 The Borough has three Underground lines (Victoria, Northern and Piccadilly) and three national rail lines (West Anglia, Great Northern and London Overground). These lines serve four underground stations (Bounds Green, Wood Green, Turnpike Lane, Highgate), nine rail stations (White Hart Lane, Bruce Grove, Northumberland Park, Bowes Park, Alexandra Palace, Hornsey, Harringay, Harringay Green Lanes, South Tottenham) and three rail/underground interchanges (Finsbury Park, Seven Sisters, Tottenham Hale). Nearly all rail and underground stations offer interchange with local bus services while Muswell Hill is an important bus to bus interchange. Finsbury Park, Tottenham Hale and Seven Sisters/South Tottenham are identified as key strategic interchanges in the MTS. Overall the borough is well served by public transport.

6.17 The Borough has 351km of roads made up of 30.3km of A roads (7.4km Transport for London Road Network and 22.9km of other Principal roads), 19km B roads, 21.4km of other classified roads and 280.3km of unclassified roads. The TLRN roads are the A1 Archway Road and A10 Tottenham High Road, both running north-south in the Borough. In addition the A105 Wood Green High Road/Green Lanes, A1080 Westbury Avenue/The Roundway (west), A1010 Tottenham High Road and A1000 Great North Road are part of the Strategic road network.

6.18 The strategic and local cycle networks comprise 8 LCN Plus links and 4 Greenways routes. The Greenways routes are as follows: Link 1 Parkland Walk south (between Highgate and Finsbury Park); Link 2 Parkland Walk north (between Muswell Hill and Muswell Hill Road); Link 3 Finsbury Park to Lee Valley; Link 4 Highgate to Wood Green.

6.19 The borough retains concentrations of employment in industry, offices and warehousing. The Unitary Development Plan identifies 22 Defined Employment Areas (DEAs) in the borough. Collectively the DEAs provide 138 hectares of employment land, over 1,000 buildings, 722 business establishments and nearly 736,000 sq.m of employment floorspace. The borough also contains other smaller employment locations which total a further 17 hectares of employment land.

6.20 The borough has a diverse industrial base, with companies operating in a large number of sectors including retail, real estate and manufacturing. There are currently 8,200 businesses in Haringey employing a total of 64,700 people.

6.21 A network of parks, open space, wildlife sites and Green Belt is one of Haringey's strengths, making an important contribution to the quality of life. Despite this, parts of Haringey are deficient in different types of open space provision.

6.22 The borough has numerous natural and historical assets. It includes part of the Lee Valley Regional Park, which is Green Belt, areas of Metropolitan Open Land, including Alexandra Park and Ecological Valuable Sites of Metropolitan Importance. Alexandra Park and Finsbury Park are Parks and Gardens of Special Historic Interest. The borough contains 29 conservation areas and over 467 listed buildings.

6.23 Linked to transport and other factors, Haringey has poor air quality and the whole borough has been declared as an AQMA. For noise, there are various hotspots across the borough that reduce tranquillity levels: this is principally from roads which lead to noise levels of between 55 to 75+ dB(A) on roads such as the A10 and A105.

Data Analysis

6.24 The baseline data provides an overview of the environmental and social characteristics of the LIP2 area and where possible how these compare to London and the UK. This overview is presented in Appendix A. The analysis of the baseline data has highlighted a number of key issues in Haringey. These, together with implications and opportunities arising for LIP2, have been summarised in Table 7.1.

6.25 Data have been collated and analysed for the following indicators (as detailed in Appendix A):

- Annual Incident Rate per 1,000 population;
- Motor Vehicle Crime per 1,000 population;
- NI 119 Self-reported measure of people's overall health and wellbeing;
- Life expectancy;
- Number of 'healthy walks' schemes created;
- Mortality rates per 100,000 for cancer and circulatory disease;
- NI 8 Adult participation in sport and active recreation for Haringey;
- NI 055 Obesity in primary school age children in reception for Haringey;
- NI 199 Children and young people's satisfaction with parks and play areas;
- Number of people killed and seriously injured overall as a result of transport;
- Access to Education;
- Number of "No Car" Households with access to health centres/GPs surgeries, hospitals and supermarkets;
- ha of accessible green space per 1000 population;
- NI 176: Working age people with access to employment by public transport (and other specified modes);
- Deprivation levels;
- Unemployment levels;
- Percentage of vacant town centre floor space;
- Peak Zone A rental data £/m^2 annum;
- Type of designated sites and habitats;
- Condition of designated sites and habitats;
- Change in priority habitats;
- Change in priority species;
- Area of Nature Reserve per 1000 population;
- Heritage at Risk;
- Number of Listed Buildings;
- Extent of Areas of Archaeological Importance;
- Extent of Conservation Areas;

- Extent of Historic Parks;
- Ancient Woodland;
- Green Heritage Sites;
- Open spaces;
- Extent of Green Belts;
- Number of open spaces achieving Green Flag status;
- Landscape Character Types;
- Water quality - River quality objective;
- Source protection zones;
- Percentage of new homes on previously developed land;
- Extent of Green Belts;
- Number of properties within flood zones;
- NI 189 Flood and coastal erosion risk management;
- Number of planning permissions granted contrary to Environment Agency advice on flood risk;
- NI 188: Planning to adapt to climate change;
- NI 194: Level of air quality – reduction in NO_x and primary PM_{10} emissions through local authority's estate and operations;
- Percentage of residents who identify the level of pollution as something most in need of improvement;
- CO_2 emissions for road transport sector;
- CO_2 emissions tonnes per capita - road transport;
- Greenhouse gas Footprint (per capita);
- Percentage of households with 2+;
- Travel to work by public transport;
- Congestion (vehicle delay): Person journey time during the morning peak on monitored routes;
- Percentage of network where maintenance should be considered (A roads/ B&C roads);
- Percentage of residents who identify the level of traffic congestion as something most in need of improvement;
- Road traffic - Estimated traffic flows for all vehicle types - excluding Trunk roads (million vehicle kilometres);
- Road traffic - Estimated traffic flows for cars only (million vehicle kilometres);
- Proportion of personal travel made by means other than car
- % of walking and cycling trips per annum;
- Percentage of residents who are very or fairly satisfied with local bus services;
- Percentage of residents who are very or fairly satisfied with local transport information; and

- Amount and percentage of non-residential development complying with car parking.

Data Limitations

6.26 The purpose and use of indicators is to provide quantified, objective information in order to show how things change over time. However, they do not explain why particular trends are occurring and the secondary, or knock-on, effects of any changes.

6.27 There are several gaps in the data collected as a result of not all the relevant information being available at the local level for recent time periods. However, it is believed that the data sets available provide a comprehensive overview of the sustainability situation in Haringey. Data gaps include information such as:

- Number of crimes reported on public transport; and
- Travel plan coverage (proportion of workforce).

Plan Design Enable

7. Key Environmental Issues

Introduction

7.1 The SEA Directive states that the Environmental Report should provide information on:

"*Any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC*" (Annex I(d))

7.2 The analysis of environmental issues influences the development of the SEA framework (see Section 8), in particular in identifying and selecting objectives and indicators.

Methodology

7.3 The key environmental issues that are relevant to LIP2 have been identified through an initial draft for comment with Council officers, together with reviews of published documents, analysis of existing data and review of the key issues identified in the Environmental Report prepared previously for LIP1 and the Core Strategy Proposed Submission document. The analysis of environmental issues is iterative and ongoing. Accordingly, as the SEA develops with further stakeholder consultation and involvement, the analysis of these key issues is likely to evolve further.

7.4 This review of key environmental issues and problems indicates that there are a number of significant environmental issues in Haringey directly related to transport. These include:

- Deficiency in the road network capacity and traffic congestion;
- Maximising opportunities for sustainable transport infrastructure;
- Regeneration and economic and employment growth;
- Population change and pressures on housing and land;
- Deprivation and quality of life;
- Pressures on biodiversity and geodiversity and fragmentation of green infrastructure;
- Local and global air pollutants;
- Quality and accessibility of open space and physical activity;
- Tranquillity levels from noise, vibration and light pollution;
- General health and health inequalities;
- Safety;
- Need for climate change adaptation;
- Pressure on cultural and historic assets and townscape;
- Landscape value;
- Crime, fear of crime and safety;
- Flooding; and
- Water Quality.

7.5 These key issues have been summarised in Table 7.1. This table also includes an outline of the potential opportunities for LIP2 to address these issues, in some instances contributing to the wider regeneration initiatives in the Borough. The relevance to the SEA topics outlined in the Directive is indicated in the third column of the table.

Table 7.1 - Key Environmental Issues

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
Deficiency in the road network capacity and traffic congestion Parts of the road network lack capacity, leading to congestion and associated traffic and environmental problems. Improving sustainable transport options is therefore one solution to this issue.	LIP2 should include targeted interventions to improve the efficiency of the existing road network and reduce congestion. The need to make the best use of the current transport system is desirable not only from an environmental perspective but it is also dictated by the resource limitations for new infrastructure. LIP2 can contribute to reducing congestion and encouraging modal shift by facilitating a widening of travel choice through quality integrated facilities and services, public transport, walking and cycling improvements, restricting on street parking, especially in congested areas, network management, travel planning and intelligent transport systems. The introduction of cycle hire schemes, as a cost-effective option, should be considered in this respect. LIP2 should further seek to reduce private car dependency through capped car provision for new developments. LIP2 should consider the use of parking charging as a form of car disincentive at the most congested areas. LIP2 should consider improved coordination and integration of different public transport modes through the use of smart ticketing, allowing passengers to move seamlessly between modes. LIP2 should consider combining engineering and infrastructure measures with publicity or awareness-raising campaigns and/or education and practical offers to promote active modes of transport or physical activity. Green Travel Plans and School Travel Plans should be encouraged through LIP2.	Climatic Factors, Air Quality, Human Health, Population
Maximising opportunities for sustainable transport infrastructure In many respects, Haringey has a good sustainable transport system, with a range of modes of transport and a high	LIP2 should promote further active travel and public transport usage and capacity. LIP2 should promote transport integration.	Climatic Factors, Air, Human Health, Population

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
proportion of active travel and public transport usage. For example, car usage for journeys originating in Haringey accounts for 31% of trips which is significantly lower than the outer London average (51%) but slightly higher than the inner London average (27%). Both bus (20% and a total of 43 routes) and underground (12% and a total of 6 stations) usage is higher for journeys originating in Haringey than either the inner or outer London average for these different modes. There are 2 strategic walking routes in Haringey: the Capital Ring and Lea Valley Walk. Haringey Greenway cycle and walking routes are being implemented to link the green and open spaces of the borough for recreational walking and cycling. However, there is still scope to further improve this and a significant driver given poor air quality issues For example, transport networks are less developed running across the borough (east to west). Whilst people walk a lot, many car trips are for short journeys only effecting air quality, suggesting further modal shift is possible. Additionally, cycling rates are slightly lower than the rest of London. Additional residential, work and school travel plans can help in sustainable transport.	LIP2 should further encourage walking through additional and improved strategic walking routes. LIP2 should further encourage cycling through cycle routes, cycle training and cycle parking. LIP2 should increase sustainable transport provision and support proposals which provide additional capacity on public transport, in particular for underground and bus services LIP2 should promote transport networks running across the borough (east to west). LIP2 should further promote transport modes such as car clubs through the provision of parking spaces and membership. LIP2 should further promote transport modes such as electric vehicles through the provision of parking spaces and charging points. LIP2 should ensure that residential, work and school travel plans are developed and delivered for planning applications for new development with significant transport implications	
Safety Haringey's road safety, accident prevention, traffic calming and local safety scheme engineering works will continue to deliver a reduction in the numbers of road users killed or seriously injured in accidents. Haringey is on track to meet TfL's 50% reduction target for the number of people killed or serious injured by 2010, although progress is not on track especially for the number of cyclists and motorcyclist killed or seriously injured.	Haringey's LIP2 should contain policies and proposals which aim to achieve the new national road safety targets for 2020 (to be set by DfT in 2010) and any further road safety targets set by the Mayor of London. LIP2 should set out a clear strategy and programme to continue to enhance safety for all road users, especially pedestrians and cyclists and aim to reduce the rate of transport causalities. LIP2 should contribute to an improvement of road safety for users of all modes of transport through measures such as: Traffic management such as 20mph zones, traffic calming and signing; Accident investigation including accident databases and road safety audits;	Human Health, Population

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
	Engineering schemes and enforcement. Education, training and publicity; Safe paths for walking and cycling. The design of traffic calming should be carefully considered to avoid negative effects on the effective operation of public transport, e.g. road humps may adversely affect operation of low floor buses. A more radical approach to street design with people-oriented understanding of public space, known as 'shared space' or 'Home Zones' should be given consideration where appropriate. Such design of streets and other public spaces would allow tackling not only safety but also congestion, economic vitality and community severance. LIP2 could draw lessons from the best practice schemes of this type within Europe, including the European Shared Space project (2004/08) and through Haringey's membership of LEPT (London European Partnership for Transport)	
Regeneration and economic and employment growth Regeneration is a key theme and objective in Haringey. This is supported by national funding and also by the London Plan. This focuses particularly on Haringey Heartlands, Tottenham Hale and those industrial areas within Central Leeside. Regeneration aims to tackle many issues and problems, including deprivation, attracting further inward investment and business and creating employment opportunities. Economic and employment growth will also be focused on Haringey's six main town centres. Wood Green is classified as a Metropolitan Centre – one of only ten in London. Tottenham High Road, Crouch End, Green Lanes, Muswell Hill and West Green Road are classified as District Centres. In addition, the borough retains concentrations of employment in industry and warehousing, including 22 Defined Employment Areas (DEAs). Haringey's economy is dominated by small	LIP2 should, through improving accessibility and transport's affordability, support attracting inward investment, reducing unemployment and tackling deprivation. LIP2 should therefore be coordinated in conjunction with spatial planning and regeneration. LIP2 should maintain and enhance the street environment within each centre, ensuring the retention of business and employment. LIP2 should improve transport links to major employment opportunity areas outside of the borough including Stratford, Brent Cross and Stansted Airport. LIP2 should help achieve the required upgrading/improvements to key transport interchanges to accommodate proposed housing developments and regeneration programmes.	Population, Human Health

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
businesses. 90% of the businesses employ fewer than 10 people Outside the borough, economic and employment growth is likely to take place at locations such as Stratford, Brent Cross and Stansted Airport, which are already relatively accessible. Key transport interchanges require upgrading/improvements to accommodate proposed housing developments and regeneration programmes.		
Population change and pressures on housing and land There are intense pressures on housing in the borough. Haringey's population has grown by 8.4% since 1991 and is projected to grow by a further 21.3% by 2021. Half of the population comes from ethnic minority backgrounds. Haringey has a relatively transient population. Haringey has a young population with a high birth rate. In particular, there is large demand for affordable housing. Future housing growth will place pressure on other land uses, open spaces and local services, particularly schools, and if not carefully integrated will affect the character of the borough. Appropriate service provision is required for all groups of the community in terms of education, housing and health. The high proportion of older people in the borough as a result of an ageing population generally is likely to place increasing pressure on health services in Haringey and require transport and access that is fit-for-purpose.	LIP2 should provide the necessary means of transport and access for new housing and associated services such as education and health. LIP2 should provide stronger orbital public transport capacity to serve key development areas, town centres and residential areas. LIP2 needs to provide transport and access that is appropriate for the high proportion of older people in the borough.	Population, Material Assets, Biodiversity, Flora, Fauna, Landscape, Water, Soil, Air, Human Health, Climatic Factors, Cultural Heritage
Deprivation and quality of life Haringey is the 18th most deprived district in England as measured by the 2007 Index of Multiple Deprivation. There are pockets of multiple deprivation in a number of the wards in Haringey, notably Tottenham Hale, Bruce Grove, White Hart Lane, Northumberland Park, Tottenham Green, Seven Sisters, Harringay and Noel Park. These are particularly concentrated in the centre and east of the borough: 30% of Haringey's	LIP2 should help tackle deprivation and improve quality of life by providing improved access to services, facilities and opportunities, particularly for the most vulnerable and deprived members of the community. This will help tackle social exclusion, improve the public realm (e.g. through improved pedestrian and cycling routes), and in turn support neighbourhood renewal and attract investment. This will in itself help create virtuous cycles, further reducing deprivation and improving	Population, Human Health, Material Assets

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
population live in central and eastern areas in the borough which are amongst the 10% most deprived in England. Much of this deprivation sits around unemployment: in 2008/09, 9.7% of Haringey's residents were unemployed, which was above the London rate (7.4%) and notably higher than the national unemployment rate of 6.2%. Again, variations exist within the borough: Northumberland Park having the highest unemployment rate at 9.1% compared to 2.4% in Muswell Hill. Deprivation has a clear impact on quality of life, for example affecting social cohesion and health and wellbeing.	quality of life. LIP2 should recognise and address the needs of vulnerable groups that need special consideration in transport planning	
Pressures on biodiversity and geodiversity and fragmentation of green infrastructure Haringey is home to a number of statutory and non-statutory biodiversity designations. Parts of the Lee Valley Regional Park fall within the boundary of the LB Haringey. These include Tottenham Marshes, Markfield Park and the Paddock. The Lee Valley Ramsar/SPA site falls just outside the borough boundary. There are 60 SINCs in Haringey (of which 5 are of Metropolitan Importance, 9 of Borough Importance Grade 1, 13 Borough Grade II and 33 of Local Importance). Waste land and derelict sites also have biodiversity value at different sites in the borough. Traffic and transport have the potential to impact on the sites of ecological or geological value and more generally on the network of linked multi-functional green spaces, comprising the local green infrastructure. This is through land take, habitat loss and severance for infrastructure and such construction and operational impacts as noise, vibration, dust, drainage and road kills. Similarly, there are a number of assets in Haringey which exist and which can be capitalised on such as the Lee Valley.	LIP2 should aim to protect designated areas and other areas of ecological and geodiversity value, e.g. by ensuring that planning / design of transport schemes avoid sensitive areas and through the adoption of best practice wildlife friendly designs into road schemes. Where this is not possible, there should be appropriate mitigation and compensation for losses. LIP2 should avoid the fragmentation of green infrastructure, which contributes to protecting natural habitats and biodiversity LIP2 should seek to improve air quality especially relating to its impact to designated sites such as the Lee Valley RAMSAR/SPA. LIP2 should take account of the potential for biodiversity creation in brownfield sites despite the emphasis on redeveloping such sites. LIP2 should explore opportunities for new habitat creation and enhancement associated with transport developments, e.g. through the use of appropriate native local species in landscaping plans. The Lee Valley presents a significant recreational waterway which could serve to link Haringey with developments in East London, most notably the Olympic Park. LIP2 should maintain and enhance the green infrastructure and green corridors	Biodiversity, Fauna, Flora

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
	through, for example, greening foot paths, cycle lanes and other public rights of ways. The East London Green Grid Framework presents an opportunity for Haringey to enhance inter-borough green corridors.	
Local and global air pollutants The whole of Haringey has been declared an AQMA. Air quality throughout the borough is adversely affected by motor vehicle traffic. Air quality is generally improving in London and in Haringey but there are still shortfalls against EU standards for PM_{10} and NO_2. For example, at the Haringey town hall monitoring site, targets for PM10 were missed in 2006. Meanwhile, at the Priory Park monitoring site, NO_2 targets are not being met. Air quality is worse in the east of the borough. Reducing carbon and greenhouse gas emissions is a key issue for Haringey and all levels of local, regional and national government. Since 2005, total CO_2 emissions have fallen from 4.5 to 4.3 tonnes per capita in 2007. This covers business and public sector, domestic housing, and road transport. Specifically in relation to transport, CO_2 emissions have fallen from 197 to 195 kilotonnes in the same period. Road transport makes up about 20% of all carbon emissions. Haringey ranks about middle in per capita reductions in CO_2 emissions against other London boroughs.	LIP2 should prioritise zero or low carbon modes of transport. LIP2 should integrate different modes of transport (see also Maximising opportunities for sustainable transport infrastructure above). LIP2 should promote the use of local materials where practicable to help reduce transport costs and emissions. Sustainable procurement for wider transport infrastructure should be encouraged through LIP2. LIP2 should support innovative technologies such as regenerative braking on train lines which help save demands on electricity supply. LIP2 could include proposals for specific levels of fuel efficiency and vehicle selection criteria for public transport vehicles. LIP2 could include supporting infrastructure for low emission vehicles. For example, Haringey could consider establishing itself as a forerunner in the trialling and adoption of electric vehicle charging infrastructure; LIP2 could include the use of new Intelligent Transport Systems technologies (e.g. bus priority controls and traffic signals) to reduce congestion and therefore CO_2 emissions. LIP2 could improve energy-efficiency of public transport and promote the use of alternative energy sources such as sustainable bio-fuels.	Air, Climatic Factors, Human Health, Population, Biodiversity
Quality and accessibility of open space and physical activity Haringey has a network of open spaces such as the Lee Valley Regional Park and Metropolitan Green Belt, Metropolitan Open Land (Alexandra Park) and Significant Local Open Land, together with smaller open spaces. There is about 1.7 ha of accessible green space per 1000 population and	LIP2 should maintain, enhance and link strategic landscape and open space resources. This includes green infrastructure and waterways such as the River Lee. LIP2 should aim to improve smaller scale open spaces, for example through greening and tree planting in areas around highways and junctions. LIP2 should help encourage public	Landscape, Human Health, Population

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
11 open spaces have received Green Flag status. Strategic landscape and open space resources should be maintained, enhanced and, where possible, linked. Levels of adult participation in sport, which is linked to open space, stands at around 20.81% for Haringey which is broadly in line with national and north London averages, which have all declined in the past few years. Reversing this trend is important and can be supported through good transport.	accessibility to open space and the movement of people within open areas via an integrated network of green space into and through the study area. LIP2 has the potential to improve accessibility to open space through the Rights of Way Improvement Plan. LIP2 can also help create and link new areas of open space. LIP2 should also aim to promote enjoyment of open spaces and encourage regular physical activity for children and adults as part of a healthy lifestyle to reduce obesity levels and associated health problems.	
Tranquillity levels from noise, vibration and light pollution A number of factors contribute to low tranquillity levels across different parts of the borough, including population density and levels of activity. This leads to noise, vibration and light pollution. Noise levels throughout the borough are dominated by motor vehicle traffic noise, as shown for example by Defra noise map noise levels of between 55 to 75+ dB(A) on the A10 and A105. Noise is also generated by railway lines and industrial point sources. Reduced tranquillity can impact on mental and physical wellbeing.	LIP2 should reduce the need to travel and promote and prioritise the use of non-motorised transport and schemes. This will in turn minimise noise, vibration and light pollution and improve tranquillity. Conversely, LIP2 should avoid the development of schemes which threaten tranquillity, such as new or widened roads. LIP2 should include requirements for road designs that minimise pollution where such schemes are necessary. For noise, for example, this includes specifying quieter surfaces and mitigation technologies like barriers and double-glazing. For light, this includes the use of street lamps of a specification that reduces light pollution. LIP2 should promote the use of silent vehicles, such as electric vehicles.	Landscape, Human Health
General health and health inequalities Health in Haringey is generally in line with the picture in London and the UK and shows overall gradual improvement in the past few years. For example, life expectancy is 76 for men and 82.1 for women. Similarly, rates for cancer and circulatory diseases are slightly lower than London averages. However, there is still plenty of scope to improve health generally and in particular, to tackle pockets where health is a particular issue. Areas of health and disability deprivation tend to be consistent with those where there is wider deprivation. Two Super Output	LIP2 should encourage healthier lifestyles by providing environments that promote good physical and mental health, e.g. through promotion of active modes of travel such as walking and cycling, through the improvement of local air quality and tranquillity levels. LIP2 should also improve accessibility to health, recreation, community and employment facilities and opportunities and be affordable and efficient. LIP2 should recognise the significant tangible health benefits that results in access to green open space especially from areas of high social deprivation.	Human Health, Population

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
Areas (SOAs) are amongst the 10% most deprived in the country. Generally speaking, the eastern part of borough has higher levels of health and disability deprivation, with many areas in the top 20% most deprived, including Tottenham Green, Northumberland Park, Bruce Grove and Noel Park.		
Need for climate change adaptation Transport is a major contributor to greenhouse gases and hence climate change. Climate change in Haringey may lead to the increased damage to roads through flooding and summer cracking. This would result in increased instances of disturbances to traffic flows and potentially increased air pollution. To ensure a comfortable travelling temperature public transport may require air conditioning during hotter summers.	LIP2 should take account of the predicted climate changes and investigate potential solutions for transport infrastructure and public transport fleet adaptability to these changes. Increased air conditioning in vehicles will increase energy consumption and transport costs, but it would make public transport more attractive and therefore it may need to be considered. Focus on energy efficiency improvement in air conditioning systems through better design, installation and operation of equipment which will help mitigate negative effects. LIP2 should require the use materials and techniques (e.g. specialist road surfaces) which have been tested for durability outside the normal range of the UK's climatic/weather conditions, including extreme incidents, both during winter and summer time. LIP2 can inform asset management plans in these terms to help authorities be prepared for such events. LIP2 should include a requirement for a periodic review of maintenance procedures to take into account climate change factors. LIP2 should take into account carbon assessment as a means of tracking and reducing the impacts transport has to climate change. Without benchmarking any improvement may be difficult to quantify. An example of this could be the energy efficiency of Street lighting and the need to reduce its carbon footprint. LIP2 should encourage climate change adaptation through measures such as: • making best use of existing transport infrastructure; • making use of green	Climatic Factors, Material Assets, Human Health, Population

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
	infrastructure associated with transport networks for climate change adaptation e.g. carbon storage, sustainable drainage, energy generation and water conservation; • reducing the need to travel and promoting more sustainable modes (e.g. public rights of way and wider access network improvements) and behaviours. See also recommendations listed for Flooding Issue above.	
Pressure on cultural and historic assets and townscape Haringey has a large number of cultural and historic assets, including Conservation Areas (29 in total), Areas of Archaeological Importance (22 in total) and listed buildings (467 listed buildings, 6 of which are grade I listed, 17 are classified as at risk). Finsbury Park and Alexandra Park are identified as historically important parks by English Heritage, with a number of more locally designated public spaces. All cultural and historic assets could be vulnerable to potential damage and destruction as a result of increased pressure from development and regeneration within the Borough. More generally, transport can affect townscape and the quality of street environments and the public realm and consideration should be given to enhancing this wherever possible. Transport can impact on the historic environment in two ways: existing traffic, and the construction of new infrastructure. Increasing levels of congestion have an impact on towns, cities and countryside and queues of traffic affect quality of life; they detract from historic areas and buildings, communities are severed, and parking requirements take up increasing space. New transport infrastructure can present a greater, and often irreversible, threat to the historic environment as development can affect historic landscapes and may cause	LIP2 should aim to preserve and where possible enhance cultural and historic assets and townscape character. LIP2 should aim to preserve and enhance the condition, character and setting of assets. LIP2 should also seek to increase access to cultural heritage and historic assets, including conforming to DDA requirements. LIP2 should encourage a high quality urban environment that supports active travel. LIP2 should also seek to reduce damaging Air Quality in order to mitigate damage to cultural assets. LIP2 should present opportunities to invest in the historic environment in line with the Mayor's Transport Strategy and English Heritage's Streets for All.	Cultural Heritage, Landscape, Air Quality

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
direct damage to archaeological sites, monuments and buildings[6].		
Landscape value Landscape areas include open spaces such as the Lee Valley Regional Park and Metropolitan Green Belt, Metropolitan Open Land (Alexandra Park) and Significant Local Open Land. Landscape resources also include important parks such as Finsbury Park and Alexandra Park. These are important not only from a landscape perspective but also for recreation, biodiversity and health.	LIP2 should maintain, enhance and link strategic landscape and open space resources. This includes green infrastructure and waterways such as the River Lee. LIP2 should conserve and enhance local landscape character and quality and local distinctiveness.	Landscape, Cultural Heritage, Biodiversity
Crime, fear of crime and safety Crime rates are relatively high across the borough and incidences of crime and disorder are evenly spread across the borough. That said, crime is falling in some measures: for example, in 2006/7 there were 136.3 offences per 1,000 residents, compared to 157.6 for the previous year.	LIP2 should help reduce crime, fear of crime and promote safe communities through good design and measures such as enhanced street lighting, extending the CCTV network on public transport and at interchanges. LIP2 should consider obtaining safety standards accreditation for schemes, following the example of rail stations going through the secure stations initiative.	Population, Human Health
Flooding There are varying levels of flood risk within the borough. The main risks from fluvial flooding relate to the River Lee and its tributaries (the Moselle Brook and Pymmes Brook). The potentially affected flood risk area is concentrated mostly in the eastern part of the borough. In respect to surface water flooding, clearly the flatter and low lying places are more vulnerable but these areas are not the exception and localised variations can be found across the borough. New transport schemes have the potential to exacerbate the existing flood risk by displacing flood storage due to land-raising; impinging landtake from waterways; and by adversely changing the drainage regime from land in transport use.	LIP2, along with other plans, should help to provide access to areas which are suitable for development which are at lower risk from flooding. LIP2 should have regard to the risk of flooding and take into consideration the effects of climate change which could accentuate this risk. LIP2 should aim to limit the frequency and severity of flooding incidents through, for example, ensuring that road infrastructure design includes improved drainage standards to allow for increases in rainfall intensity of 20% and vegetated drainage systems where appropriate. The use of impermeable hard surfacing, e.g. concrete, should be minimised and SUDS should be used where practicable.	Climatic Factors, Landscape, Flora and Fauna, Water, Material Assets, Population

[6] More information can be found in "Transport and the Historic Environment, English Heritage 2004"

Key Issues / Problems	Opportunities / Implications for LIP2	SEA Topic
Water Quality The majority of London's public water supplies, including for Haringey, come from the rivers Thames and Lee. The remaining supplies are obtained from groundwater sources situation beneath the London Borough's from the confined chalk aquifer. It is therefore important to protect water quality for public water supply. The River Lee (including the Lee Navigation) on the borough's eastern boundary is the principal watercourse in the area. Upstream of its upper confluence with Pymmes Brook the Lee has been assigned River Quality Objective class 2 whilst downstream of the lower confluence water quality is RQO 3. These are indicative of good quality water which should remain so. There are also inner and outer groundwater Source Protection Zones SPZs related to the River Lee and also centred on North London Artificial Recharge wells in Wood Green, Tottenham and Hornsey. Land use activities within the SPZs are closely monitored by the Environment Agency.	LIP2 should seek to prevent pollution of watercourses and groundwater within areas of high vulnerability. It should also encourage the reduction in the channelling of surface water run-off into the surface water drainage system by incorporating sustainable drainage systems in road drainage design to convey, store and treat runoff and by promoting porous surfacing for transport infrastructure.	Water, Biodiversity, Flora and Fauna
Contaminated land There are a number of sites around the borough which are potentially contaminated. Although it is unlikely that transport schemes will be constrained by or remediate such sites, this needs to be given due attention in LIP2	LIP2 should identify potentially contaminated land sites and look to mitigate the effects of such sites on any future transport development. Where such sites have to be utilised then these sites should be suitably remediated in order to mitigate any future risks.	Material Assets, Human Health, Soil, Population

8. SEA Framework

Introduction

8.1 The assessment framework is a key component in completing the SEA by synthesising the baseline information, review of policies, plans and programmes and key environmental issues into a systematic and easily understood tool that allows the prediction and assessment of effects arising from the implementation of the plan. Although the SEA Directive does not specifically require the use of objectives or indicators in the SEA process, they are a recognised and useful way in which environmental effects can be described, analysed and compared at key stages of the plan development

8.2 Defining these objectives before the plan is written gives an early indication of the environmental issues that will require particular attention in the plan making process. They also ensure that a new or revised plan is consistent with the strategic aims of the partner authorities, with all related plans, and is consistent with European, UK Government and regional policies.

8.3 The SEA framework has been made of a set of objectives and indicators against which the proposals in the LIP2 were assessed.

8.4 The draft Haringey LIP2 SEA framework has brought together the other activities undertaken during Stage A of the SEA process. The SA framework developed for the Core Strategy was used as a starting point for this exercise (see Appendix B).The Core Strategy is a very recent publication and the sustainability objectives and indicators have been shaped by previous SEA/SA exercises, including consultation.

8.5 However, given that the Core Strategy is a spatial plan and not a transport plan, some refinement to it has been necessary (see Table 8.1). Additionally, the Core Strategy was subjected to a Sustainability Appraisal incorporating SEA covering environmental, social and economic issues whereas SEA covers environmental and social issues only.

Table 8.1 – Haringey Core Strategy SA Objectives and links to SEA Framework for LIP2

No	Core Strategy SA Objective	Relevance to SEA
1.	To reduce crime, disorder and fear of crime	SEA objective 1. Added reference to promoting safer communities.
2.	To improve levels of educational attainment for all age groups and all sectors of society	Not directly relevant
3.	To improve physical and mental health for all and reduce health inequalities	SEA objective 2
4.	To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents.	Not directly relevant
5.	To protect and enhance community spirit and cohesion.	Not directly relevant
6.	To improve access to services and amenities for all groups	SEA objective 3. Added reference to opportunities.
7.	To encourage sustainable economic growth and business development across the borough.	Not directly relevant
8.	To develop the skills and training needed to establish and maintain a healthy labour pool	Not directly relevant
9.	To encourage economic inclusion	Not directly relevant
10.	To improve the vitality and vibrancy of town centres	SEA objective 4
11.	To protect and enhance biodiversity.	SEA objective 5. Added green infrastructure and geodiversity
12.	To protect and enhance the borough's townscape and cultural heritage resources	SEA objective 6. Added reference to distinctiveness.
13.	To protect and enhance the borough's landscape resources.	SEA objective 7
14.	To protect and enhance the quality of water features and resources.	SEA objective 8
15.	To encourage the use of previously developed land	SEA objective 9. Added reference to protecting soils
16.	To adapt to climate change.	SEA objective 10. Added additional wording to clarify
17.	To protect and improve air quality.	SEA objective 11
18.	To limit climate change by reducing CO2 emissions	SEA objective 12. Amended wording to make wider reference to other GHGs
19.	To ensure the sustainable use of natural resources	SEA objective 13
20.	To promote the use of sustainable modes of transport.	SEA objective 14. Added additional wording to clarify

8.6 Attention has also been paid to the Haringey LIP1 SEA framework, although this framework is now considered to be slightly out of date.

8.7 The SEA objectives have been worded so that they reflect one single desired direction of change for the theme concerned and do not overlap with other objectives. They include both externally imposed social and environmental objectives and others devised specifically in relation to the context of the LIP2 being prepared. The SEA objectives have also been worded to take account of local circumstances and concerns feeding from the analysis of environmental / sustainability problems and opportunities.

8.8 Existing indicators have been used as often as possible. In some cases, specific new indicators have been proposed which will require monitoring by relevant bodies should significant effects relating to the SEA objectives concerned be identified as part of the assessment of effects during SEA Stage C. These proposed indicators aim to capture the change likely to arise from the LIP2 implementation and will play a role in the assessment itself.

8.9 As the SEA progressed the preliminary set of indicators has been refined for the purposes of establishing a monitoring programme (see section 13).

SEA Framework

8.10 The SEA framework, consisting of objectives and indicators, is set out in Table 8.2.

Table 8.2 –SEA Framework

Key to Data Availability for Indicators

Bold = Known data for Haringey

Underlined = Data for Haringey on SEA currently unknown

ID	SEA objective	Indicator	SEA Topics
1	To reduce crime, disorder and fear of crime and promote safe communities	**Annual Incident Rate per 1,000 population**	Population, Human Health
		Motor Vehicle Crime per 1,000 population	Population, Human Health
		Number of crimes reported on public transport	Population, Human Health
2	To improve physical and mental health for all and reduce health inequalities	**NI 119 Self-reported measure of people's overall health and wellbeing**	Population, Human Health
		Life expectancy	Population, Human Health
		Number of 'healthy walks' schemes created	Population, Human Health
		Mortality rates per 100,000 for cancer and circulatory disease	Population, Human Health
		NI 8 Adult participation in sport and active recreation for Haringey	Population, Human Health
		NI 055 Obesity in primary school age children in reception for Haringey	Population, Human Health

ID	SEA objective	Indicator	SEA Topics
		NI 199 Children and young people's satisfaction with parks and play areas	Population, Human Health
		Number of people killed and seriously injured overall as a result of transport.	Population, Human Health
3	To improve access to services, amenities and opportunities for all groups	**Access to Education**	Population, Human Health
		Percentage of "No Car" Households	Population, Human Health
		Number of "No Car" Households with access to: *** health centres/GPs surgeries** *** hospitals** *** supermarkets**	Population, Human Health
		Ha of accessible green space per 1000 population	Population, Human Health
		% of Rights of Way that are easy to use (former BVPI 178)	Population, Human Health
		NI 176: Working age people with access to employment by public transport (and other specified modes)	Population, Human Health
		NI 175 Access to services and facilities by public transport, walking and cycling: a) Proportion of 16-19 yr olds living within 30 minutes by public transport of 4 main centres of Post 16 education b) Proportion of patients living within 30 minutes of a hospital	Population, Human Health
		Pedestrian crossings with facilities for disabled people	Population, Human Health
		Number of LIP2 initiatives to improve access to essential facilities	Population, Human Health
		LIP2 initiatives to improve access to essential facilities for residents in the top 10% most deprived areas in the country	Population, Human Health

ID	SEA objective	Indicator	SEA Topics
		Deprivation levels	Population, Human Health
		Unemployment levels	Population, Human Health
		Number of improvement schemes for pedestrian and cycle routes and green networks	Population, Human Health
		% of bus fleet complying with DiPTAC Levels of Accessibility for disabled and mobility impaired passengers	Population, Human Health
		Use of targeted fare concessions	Population, Human Health
4	To improve the vitality and vibrancy of town centres	**Percentage of vacant town centre floor space**	Population, Material Assets
		Peak Zone A rental data £/m2 annum	Population, Material Assets
5	To protect and enhance biodiversity, including both habitats and species, green infrastructure and geodiversity	**Type of designated sites and habitats**	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		Condition of designated sites and habitats	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		Change in priority habitats	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		Change in priority species	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors

ID	SEA objective	Indicator	SEA Topics
		Area of Nature Reserve per 1000 population	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		Number of RIGGS	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		Number of schemes promoting conservation and enhancement of biodiversity	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
		NI 197 Improved local biodiversity – active management of local sites	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors
6	To protect and enhance the borough's townscape character and quality, distinctiveness and cultural heritage resources	**Heritage at Risk (HAR)**	Cultural Heritage, Material Assets, Landscape
		Number of Listed Buildings	Cultural Heritage, Material Assets, Landscape
		Extent of Areas of Archaeological Importance	Cultural Heritage, Material Assets, Landscape
		Extent of Conservation Areas	Cultural Heritage, Material Assets, Landscape
		Extent of Historic Parks	Cultural Heritage, Material Assets, Landscape
		Ancient Woodland	Cultural Heritage, Material Assets, Landscape
		Green Heritage Sites	Cultural Heritage, Material Assets, Landscape

ID	SEA objective	Indicator	SEA Topics
		% change in landscape areas, open space areas and green verges; area of valued townscape harmed by change	Cultural Heritage, Material Assets, Landscape
7	To protect and enhance the borough's landscape resources, character and quality	**Open spaces**	Landscape, Soil, Human Health, Climatic Factors, Water, Air
		Extent of Green Belts	Landscape, Soil, Human Health, Climatic Factors, Water, Air
		Number of open spaces achieving Green Flag status	Landscape, Soil, Human Health, Climatic Factors, Water, Air
		Number of schemes aimed at improving streetscapes	Landscape, Soil, Human Health, Climatic Factors, Water, Air
8	To protect and enhance the quality of water features and resources	**Water quality - River quality objective**	Water, Soil, Landscape, Biodiversity, Flora and Fauna
		Standards of drinking water from SPZs	Water, Soil, Landscape, Biodiversity, Flora and Fauna
		Number of pollution incidents attributable to transport related activities	Water, Soil, Landscape, Biodiversity, Flora and Fauna
9	To encourage the use of previously developed land and protection of soils	Proportion of land that is previously developed	Soil, Climatic Factors, Material Assets, Landscape, Human Health

ID	SEA objective	Indicator	SEA Topics
		Percentage of new homes on previously developed land	Soil, Climatic Factors, Material Assets, Landscape, Human Health
		Extent of Green Belts	Soil, Climatic Factors, Material Assets, Landscape, Human Health
10	To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions	**Number of properties within flood risk zones**	Climatic Factors, Water, Human Health, Material Assets
		NI 189 Flood and coastal erosion risk management	Climatic Factors, Water, Human Health, Material Assets
		Number of new transport schemes in flood risk areas	Climatic Factors, Water, Human Health, Material Assets
		Number of planning permissions granted contrary to Environment Agency advice on flood risk	Climatic Factors, Water, Human Health, Material Assets
		NI 188: Planning to adapt to climate change	Climatic Factors, Water, Human Health, Material Assets
11	To protect and improve air quality	**NI 194: Level of air quality – reduction in NOx and primary PM10 emissions through local authority's estate and operations**	Air, Human Health, Climatic Factors
		Percentage of residents who identify the level of pollution as something most in need of improvement	Air, Human Health, Climatic Factors

ID	SEA objective	Indicator	SEA Topics
12	To limit climate change by reducing greenhouse gas, including CO_2 emissions	**CO_2 emissions for road transport sector**	Climatic Factors, Air, Human Health, Population
		CO_2 emissions tonnes per capita - road transport	Climatic Factors, Air, Human Health, Population
		Greenhouse gas Footprint (per capita)	Climatic Factors, Air, Human Health, Population
		Proportion of Council and bus fleets using alternative fuel technology.	Climatic Factors, Air, Human Health, Population
		Number of transport schemes featuring energy efficient design and/or use of renewable energy	Climatic Factors, Air, Human Health, Population
		Proportion of street lamps which are energy efficient	Climatic Factors, Air, Human Health, Population
13	To ensure the sustainable use of natural resources	Percentage of secondary aggregate used in maintenance or new build.	Material Assets, Climatic Factors, Population
		Proportion of road materials that are recycled	Material Assets, Climatic Factors, Population
14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel	**Percentage of "No Car" Households**	Population, Human Health, Air, Climatic Factors, Landscape
		Percentage of households with 2+ cars	Population, Human Health, Air, Climatic Factors, Landscape

ID	SEA objective	Indicator	SEA Topics
		Travel to work by public transport	Population, Human Health, Air, Climatic Factors, Landscape
		NI 198 Children travelling to school – mode of travel usually used	Population, Human Health, Air, Climatic Factors, Landscape
		Congestion (vehicle delay): Person journey time during the morning peak on monitored routes	Population, Human Health, Air, Climatic Factors, Landscape
		Percentage of network where maintenance should be considered (A roads/ B&C roads)	Population, Human Health, Air, Climatic Factors, Landscape
		Percentage of residents who identify the level of traffic congestion as something most in need of improvement	Population, Human Health, Air, Climatic Factors, Landscape
		Vehicle kilometres per average weekday	Population, Human Health, Air, Climatic Factors, Landscape
		Road traffic - Estimated traffic flows for all vehicle types - excluding Trunk roads (million vehicle kilometres)	Population, Human Health, Air, Climatic Factors, Landscape
		Road traffic - Estimated traffic flows for cars only (million vehicle kilometres)	Population, Human Health, Air, Climatic Factors, Landscape
		Proportion of personal travel made by means other than car	Population, Human Health, Air, Climatic Factors, Landscape

ID	SEA objective	Indicator	SEA Topics
		% of vehicles with more than one occupant on key routes in the town centre	Population, Human Health, Air, Climatic Factors, Landscape
		Modal Split	Population, Human Health, Air, Climatic Factors, Landscape
		NI 178: Bus services running on time	Population, Human Health, Air, Climatic Factors, Landscape
		Number of 'walking bus' routes at Primary School	Population, Human Health, Air, Climatic Factors, Landscape
		% of walking and cycling trips per annum	Population, Human Health, Air, Climatic Factors, Landscape
		Percentage of residents who are very or fairly satisfied with local bus services	Population, Human Health, Air, Climatic Factors, Landscape
		Percentage of residents who are very or fairly satisfied with local transport information	Population, Human Health, Air, Climatic Factors, Landscape
		Number of schemes for improving transport coordination and integration, including interchange between cycling and other forms and travel	Population, Human Health, Air, Climatic Factors, Landscape

ID	SEA objective	Indicator	SEA Topics
		Travel plan coverage (proportion of workforce)	Population, Human Health, Air, Climatic Factors, Landscape
		Amount and percentage of non-residential development complying with car parking standards	Population, Human Health, Air, Climatic Factors, Landscape
15	To reduce noise, vibration and light pollution	Number of noise complaints received relating to transport activities	Human Health, Population
		Noise Levels	Human Health, Population
		Proportion of street lamps which reduce light pollution	Human Health, Population

Predicted Future Trends

8.11 The starting points for the prediction of future trends are current conditions and trends. The existing environmental and social baseline and associated current trends for Haringey is presented in Appendix A.

8.12 The SEA Directive requires the consideration of the likely evolution of the state of the environment without the implementation of the plan being assessed. There will be a number of external influences that will affect the state of Haringey's social, natural, built and economic environment during the lifetime of LIP2. Key local and regional planning documents that will influence Haringey's future trends without the implementation of LIP2 are:

- Haringey's Community Strategy (2007 – 2016);
- Haringey's Local Development Framework;
- Mayor of London's Plan.

8.13 The SEA framework (Table 8.2) is the key tool used in the assessment of effects. The prediction of effects, in terms of their magnitude, frequency, duration, and spatial extent, is conducted via detailed analysis of the baseline data. It is thus important to ensure that critical aspects of the baseline can be directly related to the objectives and indicators of the SEA framework. Determining the significance of predicted effects is perhaps the most critical task in the SEA. The picture that the baseline presents in terms of the SEA framework is the starting point for this.

8.14 Table 8.3 presents a preliminary analysis of the fundamental characteristics of the baseline (current conditions and predicted trends without LIP2) against the draft SEA objectives using a simple three-point normative scale as follows:

- Current Conditions - good/moderate/poor;
- Future Trends (without plan implementation) - improving/stable/declining.

8.15 Table 8.3 indicates that without the implementation of LIP2 the predicted future trends show a decline in performance against a number of SEA objectives, including air quality, transport related CO_2 and promoting sustainable transport as well as energy efficiency and efficient resource management. Missed opportunities will occur for topics like improving the vitality and vibrancy of town centres although it is acknowledged that there may be improvements for topics such as biodiversity and landscape without LIP2.

Table 8.3 – SEA Baseline Condition and Future Trends Summary

ID	SEA objective	Baseline condition	Future trends without LIP2	Future trends comments	Limitations of data
1	To reduce crime, disorder and fear of crime and promote safe communities	Poor	Improving	Without LIP2, other factors such as the police will seek to ensure that crime levels reduce.	No comparator data
2	To improve physical and mental health for all and reduce health inequalities	Moderate	Stable	Although LIP2 provides a potentially significant opportunity to improve the health levels through reduced air pollution and increased exercise, other factors such as the local PCT are likely to also have an effect on the health levels of the population.	Some missing trend and comparator data but good overall
3	To improve access to services, amenities and opportunities for all groups	Moderate	Stable	Without LIP2, the specific needs of the borough with regards to accessibility to services and facilities may not be addressed. However, other influences such as the economy, LEAs and local development frameworks at least provide services, amenities and opportunities.	Some missing trend and comparator data, some data unknown
4	To improve the vitality and vibrancy of town centres	Good	Stable	Without LIP2, it is likely that transport and access may constrain economic growth which support the vitality and viability of centres but is not deemed to be the key factor, especially in comparison to wider economic circumstances	None
5	To protect and enhance biodiversity, green infrastructure and geodiversity	Moderate	Improving	As the sites are designated by international, national or local legislation, it is likely that sites protected for biodiversity importance will improve without LIP2.	Some missing data

Plan Design Enable

ID	SEA objective	Baseline condition	Future trends without LIP2	Future trends comments	Limitations of data
6	To protect and enhance the borough's townscape, distinctiveness and cultural heritage resources	Good	Stable	National as well as local organisations have responsibility for maintaining and enhancing heritage assets themselves. Therefore the current condition is likely to remain stable.	Some missing trend and comparator data, some data unknown
7	To protect and enhance the borough's landscape resources	Good	Improving	Without LIP2, trends in the quality of open space are likely to continue.	Some missing trend and comparator data, some data unknown
8	To protect and enhance the quality of water features and resources	Moderate	Stable	The EA regulates water quality. As such, quality is likely to continue to improve.	Some missing trend and comparator data
9	To encourage the use of previously developed land and protection of soils	Good	Stable	Development is likely to continue to be on Previously Developed Land and therefore future is likely to be stable in comparison to current condition	No comparator data
10	To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions	Moderate	Stable	This will be regulated by the council planning department.	Some missing trend and comparator data, some data unknown
11	To protect and improve air quality	Poor	Declining	Without LIP2, current trends in a deterioration in air quality are likely to continue	Some missing comparator and trend data
12	To limit climate change by reducing greenhouse gas, including CO2, emissions	Good	Declining	It is suggested that without LIP2, CO_2 emissions from transport will increase, reversing current trends. The local implementation of transport schemes is likely to be key in the delivery of this objective.	Some missing comparator and trend data

Plan Design Enable

ID	SEA objective	Baseline condition	Future trends without LIP2	Future trends comments	Limitations of data
13	To ensure the sustainable use of natural resources	Poor	Improving	No known data is available against this objective but an assumption has been made in respect to current baseline and future trends.	No known data
14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel	Good	Stable	Haringey has comparatively high levels of sustainable transport modes including public transport and active travel. Without LIP2, these high levels are likely to remain stable.	Some missing trend and comparator data, some data unknown
15	To reduce noise, vibration and light pollution	Moderate	Declining	No known data is available against this objective but an assumption has been made in respect to current baseline and future trends.	No known data

Key:

Current Conditions - good/moderate/poor

Good
Mod
Poor

Future Trends – improving/stable/declining

Improving
Stable
Declining

Plan Design Enable

9. Compatibility Assessment Between LIP2 and SEA Objectives

9.1 In order to ensure that the objectives of LIP2 are in accordance with environmental as well as wider sustainability principles, these have been tested for compatibility against the SEA objectives. This process is called the compatibility assessment. It helps identify potential synergies and inconsistencies and helps to refine LIP2 objectives as well as in identifying strategic alternatives, the next stage of work.

9.2 The compatibility assessment has been undertaken by assessing the compatibility of preliminary LIP2 objectives (numbered 1-10 down a vertical axis) against SEA objectives (numbered 1-15 across a horizontal axis). The outcomes of this process are represented in Table 9.1.

9.3 A discussion of the findings follows. A series of recommendations have been made that seek to improve the clarity of the LIP2 objectives and ensure greater compatibility with the SEA objectives.

Table 9.1 – Compatibility Assessment

		SEA Objectives														
LIP2 Objectives		**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**
1	Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough	✓	✓	✓	✓									?	✓	?
2	Ensure Haringey's transport network can accommodate increases in travel demand by increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel		✓	✓	✓		?	?	?			✓	✓	?	✓	?
3	Tackle traffic congestion by reducing car usage through measures which promote alternatives to private car ownership and encourage a modal shift towards sustainable forms of transport	✓	✓	?	✓	?	?	?				✓	✓	✓	✓	✓
4	Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents	?	✓	✓	✓		?	?				✓	✓	✓	✓	✓
5	Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users		✓													
6	Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale	✓	✓	✓	✓		?	?		?		?	?	?	?	?
7	Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of low carbon transport alternatives					?					?	✓	✓	✓		
8	Reduce crime, the fear of crime and anti-social behaviour on all modes of transport through Haringey	✓	✓		✓										✓	
9	Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport		✓			✓	✓					✓	✓			
10	Improve the condition of principal roads and footways within the borough and increase satisfaction with the condition of the network	✓	?	✓	?	?	?		?		?		?	X	?	?

✓	Broadly compatible	X	Potential conflict
	Not relevant	?	Dependent on nature of implementation

	SEA Objectives		
1	To reduce crime, disorder and fear of crime and promote safe communities	9	To encourage the use of previously developed land and protection of soils
2	To improve physical and mental health for all and reduce health inequalities	10	To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions
3	To improve access to services, amenities and opportunities for all groups	11	To protect and improve air quality
4	To improve the vitality and vibrancy of town centres	12	To limit climate change by reducing greenhouse gas, including CO2, emissions
5	To protect and enhance biodiversity, green infrastructure and geodiversity	13	To ensure the sustainable use of natural resources
6	To protect and enhance the borough's townscape, distinctiveness and cultural heritage resources	14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel
7	To protect and enhance the borough's landscape resources	15	To reduce noise, vibration and light pollution
8	To protect and enhance the quality of water features and resources		

9.4 Overall, LIP2 objectives are broadly compatible with the SEA objectives. There are very few instances where the LIP2 objectives are potentially in conflict with the SEA objectives and on the whole the former focus quite significantly on reducing private car usage and promoting sustainable transport modes. This has a range of positive impacts, such as improved air quality and reduced greenhouse gas emissions. This should be viewed as beneficial and provides a good framework within which to develop strategic alternatives and a preferred LIP2.

9.5 There are a considerable number of LIP2 objectives whose compatibility is dependent on the nature of implementation and can therefore not be ascertained with certainty at this stage. These are mostly in relation to biodiversity (SEA objective 5), townscape and cultural heritage (SEA objective 6), landscape (SEA objective 7), water resources (SEA objective 8) and noise, vibration and light pollution (SEA objective 15) which can only really be assessed once more specific LIP2 proposals emerge.

9.6 However, it is recommended that a LIP2 objective be added which protects and enhances key environmental resources as these are not addressed in the wording of any of the proposed LIP2 objectives. This is shown by the absence or reduced compatibility against SEA objectives 5 (biodiversity), 6 (townscape and cultural heritage), 7 (landscape), 8 (water) and 9 (land). The LIP2 objective could read as follows:

9.7 "Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land"

9.8 The protection of biodiversity assets is especially important given the presence of internationally designated sites within close proximity to the borough.

9.9 In addition, there is relatively little coverage of SEA objective 10 "To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions". As this issue is likely to become ever more important, and as it is different to effects on environmental resources such as biodiversity and air quality, it is suggested an additional LIP2 objective is added as follows:

9.10 "Minimise the effects of unpredictable events arising from climate change on the transport network"

Objective 1: Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough

9.11 This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others.

9.12 The LIP2 objective could reduce crime, fear of crime and promote safety (SEA objective 1); improve physical and mental health and reduce health inequalities (SEA objective 2); improve access (SEA objective 3); improve the vitality and vibrancy of town centres (SEA objective 4); and reduce the need to travel and promote sustainable transport (SEA objective 14). Environmental impacts represented in SEA objectives 5 to 11 are unlikely to be relevant to this objective, although there is some uncertainty relating to the noise, vibration and light pollution (SEA objective 15) and use of natural resources (SEA objective 13).

Recommendations

9.13 None

Objective 2: Ensure Haringey's transport network can accommodate increases in travel demand by increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel

9.14 This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others.

9.15 The LIP2 objective could improve physical and mental health and reduce health inequalities (SEA objective 2); improve access (SEA objective 3); improve the vitality and vibrancy of town centres (SEA objective 4); protect air quality (SEA objective 11); limit climate change (SEA objective 12) and reduce the need to travel and to promote sustainable transport (SEA objective 14).

9.16 There is some uncertainty regarding the compatibility with SEA objectives for townscape and cultural heritage (SEA objective 6), landscape (SEA objective 7), water resources (SEA objective 8), the sustainable use of resources (SEA objective 13), noise, vibration and light pollution (SEA objective 15). These can potentially be remedied by ensuring that these objectives are reflected in LIP2 objective 10 so that it has regard to townscape and landscape.

Recommendations

9.17 See amendment to LIP2 objective 10.

Objective 3: Tackle traffic congestion by reducing car usage through measures which promote alternatives to private car ownership and encourage a modal shift towards sustainable forms of transport

9.18 This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others.

9.19 The LIP2 objective could reduce crime and fear of crime (SEA objective 1); improve physical and mental health and reduce health inequalities (SEA objective 2); improve the vitality and vibrancy of town centres (SEA objective 4); protect air quality (SEA objective 11); limit climate change (SEA objective 12); promote sustainable resource use (SEA objective 13); reduce the need to travel and promote sustainable transport (SEA objective 14); and reduce noise, vibration and light pollution (SEA objective 15).

9.20 There is some uncertainty regarding the compatibility with SEA objectives for improving access (SEA objective 3); biodiversity and geodiversity (SEA objective 5); townscape and cultural heritage (SEA objective 6) and landscape (SEA objective 7).

9.21 There is potentially a lot of overlap between this LIP2 objective and LIP2 objective 2 as they both refer to sustainable forms of transport and modal shift. There is the potential to merge them into one objective.

Recommendations

9.22 Review LIP2 objectives 2 and 3 and possibly merge into one with the following text:

9.23 "Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel".

Objective 4: Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents

9.24 This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others.

9.25 The LIP2 objective could improve physical and mental health and reduce health inequalities (SEA objective 2); improve access (SEA objective 3); improve the vitality and vibrancy of town centres (SEA objective 4); protect air quality (SEA objective 11); limit climate change (SEA objective 12); promote sustainable resource use (SEA objective 13); reduce the need to travel and promote sustainable transport (SEA objective 14); and reduce noise, vibration and light pollution (SEA objective 15).

9.26 There is some uncertainty regarding the compatibility with SEA objectives for reducing crime and fear of crime (SEA objective 1); townscape and cultural heritage (SEA objective 6) and landscape (SEA objective 7).

Recommendations

9.27 None

Objective 5: Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users

9.28 This LIP2 objective is compatible with only one SEA objective: number 2 "To improve physical and mental health for all and reduce health inequalities".

Recommendations

9.29 None

Objective 6: Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale

9.30 This LIP2 objective is compatible with a number of SEA objectives and dependent on the nature of implementation for a few others.

9.31 The LIP2 objective could reduce crime and fear of crime (SEA objective 1); improve physical and mental health and reduce health inequalities (SEA objective 2); improve access (SEA objective 3); and improve the vitality and vibrancy of town centres (SEA objective 4).

9.32 There is some uncertainty regarding the compatibility with SEA objectives for townscape and cultural heritage (SEA objective 6); landscape (SEA objective 7); land and soils (SEA objective 9) air quality (SEA objective 11); climate change (SEA objective 12); sustainable resource use (SEA objective 13); reducing the need to travel and promoting sustainable transport (SEA objective 14); and reducing noise, vibration and light pollution (SEA objective 15).

Recommendations

9.33 None

Objective 7: Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of low carbon transport alternatives

9.34 This LIP2 objective is compatible with a number of SEA objectives, in particular air quality (SEA objective 11); climate change (SEA objective 12); and sustainable resource use (SEA objective 13). However, this LIP2 objective can be strengthened by adding a reference to zero carbon alternatives such as electric vehicles. There is some uncertainty in respect to SEA objectives 5 (biodiversity and geodiversity) and 10 (climate change adaptation).

Recommendations

9.35 "Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives"

Objective 8: Reduce crime, the fear of crime and anti-social behaviour on all modes of transport through Haringey

9.36 This LIP2 objective is compatible with a number of SEA objectives, in particular reducing crime, fear of crime and promoting safety (SEA objective 1); improve physical and mental health and reduce health inequalities (SEA objective 2); improving the vitality and vibrancy of town centres (SEA objective 4); and reducing the need to travel and promoting sustainable transport (SEA objective 14).

Recommendations

9.37 It is recommended that this LIP2 objective is slightly amended so that it improves crime and fear of crime not only on transport but also in the public realm, e.g. in the creation of footpaths and

cycle storage. "Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in ~~through~~ Haringey"

Objective 9: Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport

9.38 This LIP2 objective is compatible with a number of SEA objectives. This includes physical and mental health (SEA objective 2), protecting and enhancing biodiversity (SEA objective 5); townscape and cultural resources (SEA objective 6); air quality (SEA objective 11); and CO2 emissions (SEA objective 12).

Recommendations

9.39 None

Objective 10: Improve the condition of principal roads and footways within the borough and increase satisfaction with the condition of the network

9.40 This LIP2 objective features a mix of scores: some are compatible with SEA objectives but a greater number are dependent on the nature of implementation, and one is in potential conflict.

9.41 The SEA objectives in broad compliance include crime and fear of crime (SEA objective 1), and access (SEA objective 3). There is uncertainty regarding the compatibility with objectives for physical and mental health (SEA objective 2), vitality and vibrancy of town centres (SEA objective 4), biodiversity (SEA objective 5), townscape and cultural heritage (SEA objective 6), water resources (SEA objective 8); adapting to climate change (SEA objective 10), CO2 emissions (SEA objective 12), reducing the need to travel and promoting sustainable transport (SEA objective 14) and reducing noise, vibration and light (SEA objective 15). The reasons for this uncertainty sit around the potential that this LIP2 objective will lead to continued private car usage, through improving the condition of the highway network. Though this may be against sustainable development principles, given that most other LIP2 objectives focus on sustainable travel, and given the need to recognise and provide for car users, the only recommendations relate to minimising visual impacts.

Recommendations

9.42 It is recommended that cycle paths and the public realm are also referenced:

9.43 "Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network"

Recommended LIP2 objectives

9.44 After consideration of the recommendations put forward above, the final LIP2 objectives are as follows:

- Objective 1: Reduce Haringey's deprivation and health inequalities by improving access for all to essential services, including health, education, employment, social and leisure facilities across the borough;
- Objective 2: Ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel;
- Objective 3: Facilitate an increase in walking and cycling to improve the health and wellbeing of Haringey's residents;
- Objective 4: Reduce the number of people killed and seriously injured on Haringey's transport network and reduce the number of casualties among vulnerable road users;

- Objective 5: Increase transport access and connectivity to and from Haringey's key employment and regeneration areas, including Wood Green town centre, and the growth areas of Haringey Heartlands and Tottenham Hale;
- Objective 6: Improve air quality within the borough through initiatives to reduce and mitigate the effects of pollutant emissions from road and diesel operated rail transport;
- Objective 7: Reduce Haringey's CO2 emissions from transport by 40% by 2020 through smarter travel measures to reduce car use and encouraging the use of zero or low carbon transport alternatives;
- Objective 8: Reduce crime, the fear of crime and anti-social behaviour on all modes of transport and in the public realm in Haringey;
- Objective 9: Improve the condition and legibility of principal roads, cycle paths and footways within the borough, having regard to the public realm, and increase satisfaction with the condition of the network;
- Objective 10: Ensure that transport protects and enhances Haringey's natural environment including biodiversity, geodiversity, landscape, townscape, cultural heritage, water resources and land; and
- Objective 11: Minimise the effects of unpredictable events arising from climate change on the transport network.

10. Strategic Options

Introduction

10.1 Stage B2 of the SEA process seeks to develop and refine options for LIP2. The SEA Directive requires that the Environmental Report should consider:

'reasonable alternatives taking into account the objectives and the geographical scope of the plan or programme' and give 'an outline of the reasons for selecting the alternatives dealt with' (Article 5.1 and Annex Ih).

Strategic Options

10.2 LIP2 has been prepared in accordance with national policy and in conformity with the Mayor's Transport Strategy (MTS), and provide details on how the Council's transport objectives contribute towards the implementation of key priorities set within the MTS.

10.3 The Mayor's Transport Strategy requires the Council to set out its proposals for implementing the Strategy and the evolving sub regional transport plans. The specific measures and programmes outlined in LIP2 aim to mainly address the MTS goals and challenges. Consequently, the Council is constrained in the strategic options it can pursue as the range of options scenarios would therefore be limited by the MTS.

10.4 As a result of the direct influence and guidance from the MTS in terms of preferred options, the production of LIP2 did not involve the identification and appraisal of strategic options.

.

11. Assessment of Effects of Draft LIP2

Introduction

11.1 This task comprises systematic prediction of changes to the sustainability baseline arising from LIP2 preferred option. As required by the SEA Directive, predicted effects must be fully characterised in terms of their magnitude, the time period over which they occur, whether they are permanent or temporary, positive or negative, probable or improbable, frequent or rare, and whether there are cumulative and/or synergistic effects. Ideally, the effects of the evolving Guidance should be predicted and assessed during the plan-making process to ensure that the final LIP2 is as sustainable as possible.

11.2 The SEA Directive states that in the Environmental Report:

'The likely significant effects on the environment of implementing the plan or programme….and reasonable alternatives….are [to be] identified, described and evaluated' (Article 5.1). The Environmental Report should include information that may 'reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan or programme [and] its stage in the decision-making process' (Article 5.2).

11.3 In addition, the SEA Directive requires the Environmental Report to outline measures to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme (Annex I (g)).

11.4 Existing SEA guidance recognises that the most familiar form of SEA prediction and evaluation is generally broad-brush and qualitative. It is recognised that quantitative predictions are not always practicable and broad-based and qualitative predictions can be equally valid and appropriate.

Contents of Draft LIP2

11.5 LIP2 is a borough wide transport strategy that details how the council's transport objectives contribute towards the implementation of key priorities set within the Mayor's Transport Strategy (MTS) and additionally reflects the transport needs and aspirations of people in Haringey. LIP2 sets out the councils transport objectives and delivery proposals for 2011-2014 and provide longer term proposals and programmes to implement the MTS over the 20 year period 2011-2031.

11.6 LIP2 outlines the Council's long term transportation goals and also provides a framework that will enable the delivery of successful sustainable transport projects, which will additionally accord with the following five MTS goals:

- Supporting economic development and population growth
- Enhancing the quality of life for all Londoners
- Improving the safety and security of all Londoners
- Improving transport opportunities for all Londoners
- Reducing transport's contribution to climate change and improving it's resilience

11.7 Summarising, draft LIP2 includes the following:

- the borough objectives and the transport challenges and opportunities facing Haringey over the next 20 years;
- description of the local context and geographical characteristics of Haringey as a borough;
- Haringey's key transportation issues and identification of how the council will work towards achieving the goals set out within the MTS

- LIP2 delivery plan, which prioritises the types of transport programmes and schemes to be delivered through the Neighbourhoods and Corridors, Smarter Travel, Maintenance and Major Schemes funded programmes during the 3 years period between 2011/12 to 2013/14 and beyond;
- the Haringey's Performance Monitoring Plan, which includes targets for five mandatory indicators (mode share, bus service reliability, asset condition, road traffic casualties and CO2 emissions);

Assessment of Draft LIP2

11.8 As already discussed in Section 4 on Methodology, the assessment undertaken relies heavily on professional judgement which has necessarily an element of subjectivity. It also relies on certain assumptions about the changes to people's behaviour as a result of the measures being assessed and the way development will be implemented. The assessment was undertaken considering LIP2 schemes and programmes as a whole and was undertaken taking into account the SEA objectives outlined in Table 8.2 (SEA Framework). Cumulative effects have also been taken into account as part of the assessment.

11.9 The detailed assessment of LIP2 against the SEA objectives is shown in Appendix D and the results are presented below.

Analysis of Results

11.10 The section below presents the results of the detailed assessment of the potential effects of LIP2 predicted to arise during its life and an analysis in terms of the significance of effects and Table 11.1 presents the summary of the assessment scale showing the significance of effects against each SEA objective. Recommendations for improvements to LIP2 are also set out in this section.

11.11 Overall, the results show that LIP2 is likely to have beneficial effects in most of the SEA Objectives, with some of them being significant. LIP2 is not considered to have significant adverse effects, however it is considered to have short term slight adverse effects when assessed against SEA objectives 5 (biodiversity and green infrastructure), 6 (historic environment) and 13 (sustainable use of natural resources).

11.12 By providing security measures to encourage the uptake of more sustainable modes of transport, such as walking, cycling and public transport use, and by ensuring that the Council will continue to implement schemes and encourage developments which '*designs out the potential for crime'* from the public realm LIP2 is likely to have beneficial effects against SEA objective 1 (crime and fear of crime), which are likely to increase in significance in the medium to long term. Additionally, other measures, such as smarter travel initiatives, will assist in informing and changing opinions on the perceived risk of crime when using public transport, walking or cycling. Measures to improve security are also likely to have beneficial effects against SEA objective 2 (physical and mental health). Reducing crime and fear of crime also improve both physical and mental wellbeing, allows greater access to opportunities through the transport system and facilitates secure access to health services.

11.13 By providing schemes and measures to reduce traffic growth, discourage single-occupancy car travel, encourage the use of more sustainable and active modes of transport, LIP2 is expected to have slight to significant beneficial effects in most of the SEA objectives. These include SEA objectives 2 (physical and mental health), 4 (vitality and vibrancy of town centres), 8 (water environment), 9 (use of previously developed land), 10 (adaptation to climate change and flooding), 11 (air quality), 12 (climate change), 14 (reduce need to travel and promote the use of sustainable modes of transport) and 15 (noise, vibration and light pollution).

11.14 By reducing traffic growth and encouraging the use of more sustainable modes of transport, noise, vibration, light pollution and road emissions(including CO_2) are likely to decrease, contributing in

this way to improve the overall health of the residents, local air quality, local biodiversity, local landscape resources, water environment and existing built heritage and historic environment. In addition, Haringey's contributions to climate change and to overall consumption of fossil fuel are also likely to be reduced. Also the sustainable use of previously developed land and protection of soils is also likely to be encouraged.

11.15 Several measures and programmes will be delivered as part of LIP2 to provide major enhancements to public realm. These measures are to be delivered borough-wide, although with Haringey's town centres being the main focus. Improved public realm will bring beneficial effects in several SEA objectives, including the ones that seek to reduce crime and fear of crime (1), improve health (2), improve the vitality and vibrancy of town centres (4) and protect the natural and built environment (7, 8 and 10).

11.16 One of LIP2 key challenges is' *improve access to key destinations including town centres and employment and regeneration areas*' and improving accessibility is also one of LIP2 main objectives. Several schemes and programmes, proposed as part of LIP2, are likely to improve accessibility, thus having a significant positive effect against SEA objective 3, which is likely to improve in significance in the medium to long term. Improved accessibility, especially by sustainable modes of transport, and improved public realm in town centres, all part of LIP2, are also likely to promote vibrancy and sustain the economic vitality of town centres (SEA objective 4).

11.17 By promoting modal shift and improving public realm LIP2 may potentially reduce adverse effects on biodiversity, green infrastructure, townscape character and quality and historic environment. However, by improving the highway and road network through increased maintenance programmes, LIP2 has the potential to encourage private car usage. Additionally, it is expected that some greenfield land will be lost as a result of construction of a circular route and widening of the path in Lordship Recreation Ground, These measures are likely to have slight adverse effects on biodiversity and green infrastructure (SEA objective 5) in the short term. However, as travel behaviour changes with time and the use of more sustainable modes of transport increases, the effect is considered to be slight beneficial in the medium to long term. This increased beneficial effect will increase over time as more public realm measures to protect and enhance biodiversity are implemented.

11.18 Improved highway and road network along with improved public realm and increased accessibility are also likely to have slight adverse effects on the historic environment (SEA objective 6) in the short term. This is mainly due to the fact that all these measures together are likely to not only attract visitors who use sustainable modes of transport but also attract visitors who are willing to travel using private cars, thus increasing traffic in those sensitive areas. The townscape character may also be adversely affected, albeit temporarily, by the effects of construction works such as digging and signage. Construction works of additional infrastructures may also have the potential to disturb any unknown archaeological features. However, with time the effect is considered to be slight beneficial in the medium to long term.

11.19 LIP2 involves some physical intervention and construction works, for example in the delivery of the new bus station, new and improved walking and cycling paths/routes and new cycling hub, and in the delivery of several maintenance programmes, such as maintenance of highways, road network, footways, drainage, highways bridges and structures and rail and underground improvements. This inevitably requires resources and creates waste. On the other hand LIP2 limits the extent of resource use by reducing the reliance on private car usage, and by implication the use of finite resources such as petrol. Therefore LIP2 is likely to have slight beneficial effects against SEA objective 13 (sustainable use of natural resources) in the long term but slight negative in the short-term.

Table 11.1 – Assessment Summary for LIP2 Preferred Option

SEA Objectives	LIP2 Preferred Option	
	ST Effect	MT-LT Effect
1	+	++
2	+	++
3	+	++
4	+	+
5	-	+
6	-	+
7	+	+
8	+	+
9	+	+
10	0	+
11	+	++
12	+	++
13	-	+
14	++	+++
15	+	++

Scale of Effect (SE):

+++ Large beneficial
++ Moderate beneficial
+ Slight beneficial
0 Neutral or no effects
--- Large adverse
-- Moderate adverse
- Slight adverse

Those effects which are either moderate or large are deemed to be significant

SEA Objectives

1. To reduce crime, disorder and fear of crime and promote safe communities
2. To improve physical and mental health for all and reduce health inequalities
3. To improve access to services, amenities and opportunities for all groups
4. To improve the vitality and vibrancy of town centres
5. To protect and enhance biodiversity, including both habitats and species, green infrastructure and Geodiversity
6. To protect and enhance the borough's townscape character and quality, distinctiveness and cultural heritage resources
7. To protect and enhance the borough's landscape resources, character and quality
8. To protect and enhance the quality of water features and resources
9. To encourage the use of previously developed land and protection of soils
10. To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions
11. To protect and improve air quality
12. To limit climate change by reducing greenhouse gas, including CO_2 emissions
13. To ensure the sustainable use of natural resources
14. To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel
15. To reduce noise, vibration and light pollution

Recommendations for Improvements to LIP2

11.20 To improve the overall sustainability performance of draft LIP2 recommendations have been made. We recommend that a sub-section within Chapter 3.0 (Delivery Plan) is added. The new sub-section, to be numbered 3.3.49, could be presented at the end of Chapter 3, after all LIP2 measures, schemes and programmes are presented. The following text could be added:

"***3.3.49 LIP2 General Considerations***

The following general considerations will be taken into account as part of LIP2 delivery plan:

- *LIP2 should seek to exploit opportunities to work in conjunction with the private and voluntary sectors to maximise the benefits derived from LIP2 measures;*
- *LIP2 should ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan, which will have beneficial effects, including helping to avoid or reduce any water pollution effects and reduce noise, vibration and light pollution;*
- *LIP2 should seek to ensure that any future use of the London Blue Ribbon Network for water based transport must be undertaken in a sustainable manner;*
- *LIP2 should provide reference to the need to minimise and mitigate the risk of flooding;*

- *LIP2 should seek to safeguard as much as possible the borough's landscape resources, character and quality;*
- *LIP2 should periodically review the role which traffic and demand management measures assume in promoting both a modal shift towards public transport as part of the wider package of measures aimed at tackling the carbon footprint of transport;*
- *LIP2 should be adequately flexible so as to accommodate forthcoming transport technological developments, such as any forthcoming new or improved technologies for buses or cars which will contribute to decrease CO_2 emissions or noise. This will improve sustainable transport provision within London*."

12. Mitigation

12.1 The term mitigation encompasses any approach which is aimed at preventing, reducing or offsetting significant adverse environmental effects that have been identified. In practice, a range of measures applying one or more of these approaches is likely to be considered in mitigating any significant adverse effects predicted as a result of implementing LIP2. In addition, it is also important to consider measures aimed at enhancing positive effects. All such measures are generally referred to as mitigation measures.

12.2 However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined should mitigation then examine ways of reducing the scale/importance of the effect.

12.3 Mitigation can take a wide range of forms, including:

- Refining options in order to improve the likelihood of positive effects and to minimise adverse effects;
- Technical measures (such as setting guidelines) to be applied during the implementation stage;
- Identifying issues to be addressed in project environmental impact assessments for certain projects or types of projects;
- Proposals for changing other plans and programmes; and
- Contingency arrangements for dealing with possible adverse effects.

12.4 However, the emphasis should be in the first instance on proactive avoidance of adverse effects. Only once alternative options or approaches to avoiding an effect have been examined should mitigation then examine ways of reducing the scale/importance of the effect.

General Mitigation Measures

12.5 LIP2 is considered to have slight adverse effects in the short term on SEA objectives 5 (biodiversity and green infrastructure), 6 (townscape and historic environment) and 13 (sustainable use of natural resources). As a result, generic mitigation measures to be considered by LIP2 to reduce the scale of adverse effects have been identified. They are listed below:

- *LIP 2 should:*

- propose opportunities for habitats creation and enhancements;
- ensure that any unavoidable loss of biodiversity would be appropriately reinstated within the Borough;
- where viable, restrict road traffic in areas of close proximity to historic assets;
- use of sympathetically designed sustainable streetscape furniture and materials when delivering new/improved walking and cycling routes and new infrastructure;
- safeguard as much as possible the settings and character of historic areas;
- ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan which will help reduce any adverse effect on the historic environment and will help reduce, reuse and recycle waste. In addition, consideration and preference should be given to sourcing locally based resources and recycled products.

13. Monitoring

13.1 The SEA Directive states that '*member states shall monitor the significant environmental effects of the implementation of plans and programmes…..in order, inter alia, to identify at an early stage unforeseen adverse effects, and to be able to undertake appropriate remedial action*' (Article 10.1). In addition, the Environmental Report should provide information on a '*description of the measures envisaged concerning monitoring*' (Annex I (i)) (Stage E).

13.2 SEA monitoring will cover significant social and environmental effects and it involves measuring indicators which will enable the establishment of a causal link between the implementation of the plan and the likely significant effects (both positive and negative) being monitored. In line with the SEA Directive, these significant positive and negative effects should be monitored with the implementation of LIP2.

13.3 The sustainability appraisal of LIP2 has identified significant beneficial effects with regards to certain SEA objectives which will require monitoring and the SEA framework (Table 8.2) contains indicators which could be used to monitor significant effects post implementation.

13.4 The following significant beneficial effects (direct as well as cumulative effects) have been identified by the assessment and form the basis of the monitoring programme:

SEA objectives (identified significant beneficial effects)

- SEA objective 1 - To reduce crime, disorder and fear of crime and promote safe communities;
- SEA objective 2 - To improve physical and mental health for all and reduce health inequalities;
- SEA objective 3 - To improve access to services, amenities and opportunities for all groups;
- SEA objective 11 - To protect and improve air quality;
- SEA objective 12 - To limit climate change by reducing greenhouse gas, including CO2 emissions;
- SEA objective 14 - To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel;
- SEA objective 15 - To reduce noise, vibration and light pollution.

13.1 The monitoring programme outlined in Table 13.1 is preliminary and will be confirmed at the time of the adoption of LIP2.

13.2 The programme may still evolve based on the results of public consultation, dialogue with environmental and other consultees and the identification of additional data sources as in many cases information will be provided by outside bodies. It should be noted, however, that there will be a need for careful consideration of the practicalities of monitoring to be taken into account in shaping the final monitoring strategy. The emphasis must be on creating a balanced, effective, yet achievable set of monitoring criteria.

Table 133.1 – Proposed Monitoring Programme

No	SA objective against which a significant effect was predicted	Indicator(s) to be used	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
1	To reduce crime, disorder and fear of crime and promote safe communities	Annual Incident Rate per 1,000 population	Annually	LB Haringey/ Metropolitan Police
		Motor Vehicle Crime per 1,000 population	Annually	LB Haringey/ Metropolitan Police
		Number of crimes reported on public transport	Annually	LB Haringey/ Metropolitan Police/ TfL
2	To improve physical and mental health for all and reduce health inequalities	NI 119 Self-reported measure of people's overall health and wellbeing	Annually	LB Haringey/ NHS
		Number of 'healthy walks' schemes created	Annually	LB Haringey
		Mortality rates by cause	Annually	LB Haringey
		NI 8 Adult participation in sport and active recreation for Haringey	Annually	LB Haringey
		NI 055 Obesity in primary school age children in reception for Haringey	Annually	LB Haringey
		NI 199 Children and young people's satisfaction with parks and play areas	Annually	LB Haringey
		Number of people killed and seriously injured overall as a result of transport.	Annually	LB Haringey
3	To improve access to services, amenities and opportunities for all groups	Public Transport Accessibility Scores (PTAL)	Annually	TfL
		How do children travel to school	Periodically	LB Haringey
		Number of "No Car" Households with access to: * health centres/GPs surgeries * hospitals * supermarkets	Annually	LB Haringey
		Ha of accessible green space per 1000 population	Annually	LB Haringey

Plan Design Enable

No	SA objective against which a significant effect was predicted	Indicator(s) to be used	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
		Access to Countryside	Annually	LB Haringey
		% of Rights of Way that are easy to use (former BVPI 178)	Annually	LB Haringey
		NI 176: Working age people with access to employment by public transport (and other specified modes)	Annually	LB Haringey
		NI 175 Access to services and facilities by public transport, walking and cycling: a) Proportion of 16-19 yr olds living within 30 minutes by public transport of 4 main centres of Post 16 education b) Proportion of patients living within 30 minutes of a hospital	Annually	LB Haringey
		Pedestrian crossings with facilities for disabled people	Annually	LB Haringey
		Number of LIP2 initiatives to improve access to essential facilities	Annually	LB Haringey
		LIP2 initiatives to improve access to essential facilities for residents in the top 10% most deprived areas in the country	Annually	LB Haringey
		Transport infrastructure schemes consistent with the principles of TfL's 'Better Streets' initiatives	Annually	LB Haringey/ TfL
		% increase of water based freight transportation as a result of LIP2 measures	Annually	LB Haringey/ TfL/ British Waterways
		Number of improvement schemes for pedestrian and cycle routes and green networks	Annually	LB Haringey
		% of bus fleet complying with DiPTAC Levels of Accessibility for disabled and mobility impaired passengers	Annually	LB Haringey
		Use of targeted fare concessions	Annually	LB Haringey
		Number and % of accessible bus stops	Annually	LB Haringey
11	To protect and improve air quality	NI 194: Level of air quality – reduction in NOx and primary PM10 emissions through local authority's estate and operations	Annually	GLA

Plan Design Enable

No	SA objective against which a significant effect was predicted	Indicator(s) to be used	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
12	To limit climate change by reducing greenhouse gas, including CO2 emissions	CO_2 emissions for road transport sector	Annually	LB Haringey/ DECC
		CO_2 emissions tonnes per capita - road transport	Annually	LB Haringey/ DECC
		Greenhouse gas Footprint (per capita)	Annually	LB Haringey
		Proportion of Council and bus fleets using alternative fuel technology.	Annually	LB Haringey/ TfL
		Number of transport schemes featuring energy efficient design and/or use of renewable energy	Annually	LB Haringey/ TfL
		Proportion of street lamps which are energy efficient	Annually	LB Haringey
		% increase of use of electric cars	Annually	LB Haringey
		Number of vehicle miles travelled in the Borough	Annually	TfL
14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel	Percentage of “No Car” Households	Annually	LB Haringey
		Percentage of households with 2+ cars	Annually	LB Haringey
		Travel to work by public transport	Annually	LB Haringey
		NI 198 Children travelling to school – mode of travel usually used	Annually	LB Haringey
		Congestion (vehicle delay): Person journey time during the morning peak on monitored routes	Annually	LB Haringey/ TfL
		Percentage of network where maintenance should be considered (A roads/ B&C roads)	Annually	LB Haringey
		% increase of use of electric cars	Annually	LB Haringey
		Vehicle kilometres per average weekday	Annually	LB Haringey
		Road traffic - Estimated traffic flows for all vehicle types - excluding Trunk roads (million vehicle kilometres)	Annually	LB Haringey
		Road traffic - Estimated traffic flows for cars only (million vehicle kilometres)	Annually	LB Haringey

Plan Design Enable

No	SA objective against which a significant effect was predicted	Indicator(s) to be used	Suggested frequency of review/analysis of monitoring data/mitigation	Responsibility for undertaking monitoring
		Proportion of personal travel made by means other than car	Annually	LB Haringey
		% of vehicles with more than one occupant on key routes in the town centre	Annually	LB Haringey
		Modal Split	Annually	LB Haringey
		NI 178: Bus services running on time	Annually	LB Haringey/ TfL
		Number of 'walking bus' routes at Primary School	Annually	LB Haringey
		% of walking and cycling trips per annum	Annually	LB Haringey
		% increase of Controlled Parking Zones (CPZ)	Annually	LB Haringey
		% car club expansion, including car club with access for mobility impaired drivers	Annually	LB Haringey
		Number of schemes for improving transport coordination and integration, including interchange between cycling and other forms and travel	Annually	LB Haringey
		% increase of water based freight transportation as a result of LIP2 measures	Annually	LB Haringey/ TfL/ British Waterways
		Amount and percentage of non-residential development complying with car parking standards	Annually	LB Haringey
		% increase of Smarter Travel initiatives	Annually	LB Haringey
15	To reduce noise, vibration and light pollution	Number of noise complaints received relating to transport activities	Annually	LB Haringey
		Noise Levels	Periodically	LB Haringey
		Proportion of street lamps which reduce light pollution	Periodically	LB Haringey

Plan Design Enable

14. Conclusion

14.1 This ER sets out the SEA process and its key findings in relation to Haringey LIP2. It is considered that LIP 2 meets the range of SEA objectives identified in the SEA Framework to a large extent. It offers potentially significant positive effects on a number of environmental and social SEA objectives related to crime, health, accessibility, air quality, climate change, use of sustainable modes of transport and noise, vibration and light pollution. The adverse effects identified can be minimised to a satisfactory degree through the effective implementation of other schemes and measures which are part of Haringey LIP2 delivery plan and through identified mitigation measures.

14.2 Some recommendations have been made in this report to further improve the environmental performance of Haringey LIP2, where appropriate. It is understood that these recommendations will be included in the LIP2 document in the Delivery Plan and Performance Monitoring chapters.

15. References

In addition to the plans, policies and programmes that have been reviewed, the following is a list of additional references utilised in the compilation of this Scoping Report:

Advice on SEA for Local Implementation Plans, Association of London Government, Sept 2004;

A Practical Guide to the Strategic Environmental Assessment Directive, produced by the Office of the Deputy Prime Minister (2005);

North London Cluster Group Air Quality Modelling, Haringey Council (August 2009) http://www.haringey.gov.uk/north_london_cluster_group_air_quality_modelling_report_2009.pdf;

London Borough of Haringey Local Implementation Plan 1 SEA Environmental Report, 2005;

London Borough of Haringey Proposed Submission Core Strategy, Sustainability Appraisal Report, April 2010;

London Borough of Haringey Local Development Framework Annual Monitoring Report 2008/9;

London Borough of Haringey Local Development Framework Annual Monitoring Report 2007/8;

Transport for London, Draft Haringey Performance Report 2009;

Transport for London, London Wide Performance Report 2009;

Transport and the Historic Environment, English Heritage 2004.

Appendix A – Baseline Data Tables

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
1	To reduce crime, disorder and fear of crime and promote safe communities	**Annual Incident Rate per 1,000 population**	To decrease	2006/7 - 136.3 offences per 1,000 residents.	Haringey - 2005/6 - 157.6 offences per 1,000 residents.		No geographical comparator data	Crime is high but is falling. LIP2 presents the opportunity encourage modal shift to walking and cycling and creating safer public realms which will reduce crime and fear of crime, for example through increasing 'natural surveillance'.	Human Health, Population	CS SA; http://www.haringey.gov.uk/index/news_and_events/fact_file/statistics/keyfacts/keyfactscrime.htm
		Motor Vehicle Crime per 1,000 population	To decrease	2006/07 - 4,457 motor vehicle offences (comprising 'theft of' and 'theft from' motor vehicle). Performance represents a rate of 19.9 offences per 1,000 population	2006/07 Haringey was ranked 11th highest in London (out of 32 boroughs), higher than the London average of 4,047 motor vehicle offences. Compared with 2005/06 Haringey had the 9th largest percentage decrease in number of offences in London (10.7%). In 2006/07 Haringey had 3rd lowest number of motor vehicle offences of its 7 neighbouring boroughs.	2005/06: 22.2 offences per 1,000 population. There was an average of 45 fewer offence per month in 2006/07 compared with 2005/06.	No geographical comparator data			http://www.haringey.gov.uk/index/news_and_events/fact_file/statistics/keyfacts/keyfactscrime.htm
2	To improve physical and mental health for all and reduce health inequalities	**NI 119 Self-reported measure of people's overall health and wellbeing**	General improvement	2008/9: 80.1%	2001 London - 68.6% England - 70.8% Average for London Boroughs 2008/9: 79.91%	2001 - 70.2% of people are in good health	None	General health levels are slightly better than the national average but slightly worse than London average. However, Obesity levels among children of reception age are deteriorating. Figures for 2008/9 show that obesity in the borough	Human Health, Population	CS SA; http://oneplace.direct.gov.uk/
		Life expectancy	General increase	2008 - 76 for men; 82.1 for women	London - 77.4 for men; 82 for women England - 77.32 for men; 81.85 for women		No trend data			CS SA

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Number of 'healthy walks' schemes created	General increase	8 x 30 minute walks organised in the borough each week. (February 2010)			No geographical comparator or trend data	is higher than the London Borough average. The LIP2 provides an opportunity to improve accessibility for the population to access open space as well as travel to work and school by walking and cycling, which could improve levels of health and reduce obesity.		http://www.whi.org.uk/walkfinder/region/London/Haringey%3A+Health+in+mind/1230.html
		Mortality rates per 100,000 for cancer and circulatory disease	To reduce heart disease, stroke and related illnesses amongst people under 75 by at least 40 % by 2010 (Source: UK Sustainable Development Quality of Life Indicators)	2005-7 - 173.39.	London - 186.96		No trend data			CS SA
		NI 8 Adult participation in sport and active recreation for Haringey	27.90%	2008/9: 21.3%	Average for London Boroughs: 2008/9: 21.04%; 2007/08: 20.31%; 2005/06: 21.5%	2007/8: 20.2%; 2005/6: 23.1%	None			http://oneplace.direct.gov.uk/

Plan Design Enable

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		NI 055 Obesity in primary school age children in reception for Haringey	To reduce	2008 /9: 12%	Average for London Boroughs 2008/ 9: 11.08% 2007/ 8: 10.79% 2006/ 7: 11.13%	2007/ 8: 10% 2006/ 7: 13%	None			http://www.haringey.gov.uk/haringey_community_strategy_progress_report_-_summary.pdf; http://oneplace.direct.gov.uk/
		NI 199 Children and young people's satisfaction with parks and play areas	To increase	2009/10: 65%	Average for London Boroughs: 2009/10: 60.76% (Haringey in the best 25%); 2008/9: 54.25% (Haringey in the best 5%)	2008/9: 62%	None			http://oneplace.direct.gov.uk/
		Number of people killed and seriously injured overall as a result of transport.	London target = 50% compared to 1994/2008 average for 2010, Borough target = 40%.	Changes are at 43% for 2009. 2009 – 92 people killed and seriously injured overall	London wide average – 44%. Number of other boroughs on track – 19 out of 32.	2007 – 96 2006 – 114 2005 – 139 1994/98 - 160	None			Draft Haringey Performance Report 2009 and London Wide Performance Report 2009
3	To improve access to services, amenities and opportunities for all groups	**Access to Education**	To improve	2008 - 100% of 5 year olds within 15 mins to the nearest primary school; 99% of 11 to 15 year olds are within 20 minutes to the nearest secondary school; 100% of 16 to 19 year olds are within 30 minutes of further education	National - 97.6% of 5 year olds within 15 mins to the nearest primary school; 87% of 11 to 15 year olds are within 20 minutes to the nearest secondary school; 90% of 16 to 19 year olds are within 30 minutes of further education		No trend or geographical comparator data	Access to education is better in Haringey than the national picture. Haringey also have good levels of accessible greenspace but high levels of unemployment against comparators. High volumes of traffic can increase the extent to which		CS SA

Plan Design Enable

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Number of "No Car" Households with access to: * health centres/GPs surgeries * hospitals * supermarkets	To increase	2008 * health centres/GPs surgeries - 100% within 15 mins * hospitals - 99% within 30 mins * supermarkets - 100% within 30 mins	National - * health centres/GPs surgeries - 94.6% within 15 mins * hospitals - 84% within 30 mins * supermarkets - 98.1% within 30 mins		No trend data	people are cut off from essential facilities including shops, employment, health facilities, parks, friends and family. A significant proportion of population, including children, the elderly, people on low incomes and disabled people do not have access to private cars for transport. Many may not be able to access or afford to use public transport regularly.		CS SA
		Ha of accessible green space per 1000 population	1ha of accessible greenspace per 1000 people (based on English Nature's Accessible Natural Greenspace Standards)	1.7ha			No geographical comparator data			AMR
		NI 176: Working age people with access to employment by public transport (and other specified modes)	Increase year on year % of a) people of working age (16 – 74) and b) people in receipt of Jobseekers' allowance within 20/40 minutes	2008/9: 86%	London Boroughs Average 2008/9: 82.56%	2007: 86%	None			

Plan Design Enable

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
			of work by public transport (DfT accessibility indicators)							
		Deprivation levels	To decrease	30% of Haringey's population live in central and eastern areas in the borough which are amongst the 10% most deprived in England.	Haringey is the 18th most deprived district in England		No trend data			AMR
		Unemployment levels	To decrease	2008/09 - 9.7%	London - 7.4% National - 6.2% Haringey 2007/8 - 7.7%	Currently high and increasing from previous period	None			AMR
4	To improve the vitality and vibrancy of town centres	**Percentage of vacant town centre floor space**	No greater than 10%	2008/9 - 4 - 5%	National 2008/9 - 14% London 2008/9 - 11%	Haringey 2007/8 - 4.7 - 8.8% 2006/7 - 2.7 – 7% 2005/6 - 2.7 – 10% 2004/5 - 1.7 – 8%	None	Low vacancy levels despite economic recession when compared to London and national averages. Haringey has seen a narrowing in the variation of vacancy levels in different shopping centres. Rents have been increasing steadily over time, reflecting the attractiveness of	Population, Material Assets	AMR
		Peak Zone A rental data £/m2 annum	Generally higher rents albeit at a level capable	2008 - Wood Green achieves a Zone A rent of £1,399 per sq m. Retail rents have steadily increased in the centre since 1998.			None			CS SA

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
			of attracting and retaining tenants	Muswell Hill achieves and Zone A rent of £969 per sq m.				different centres in Haringey. However, the economic recession risks reducing or stabilising rental levels and incomes.		
5	To protect and enhance biodiversity, green infrastructure and geodiversity	**Type of designated sites and habitats**	To maintain and increase	2009 - Lee Valley Regional Park - straddles the eastern boundary of the borough. Is a designated European site. Lee Valley is also a SSSI. Other sites of biodiversity importance: 60 SINCs, of which 4 are Sites of Metropolitan Importance- Lea Valley, Parklands Walk, New River and Highgate Wood and Queen's Wood. There are 22 Sites of Borough Importance and 35 Sites of Local Importance.	In London there are 36 SSSIs and over 1,300 SINCs. Five SSSIs in the capital are also sites of European importance, where three are Special Areas of Conservation (SACs) and two are Special Protection Areas (SPAs). There are two National Nature Reserves in London. Seven of London's SSSIs (Abbey Wood, Elmstead Pit, Gilbert's Pit, Harefield Pit, Harrow Weald, Hornchurch Cutting and Wansunt Pit) are designated for their geological importance.			A number of biodiversity habitats which need to be protected and enhanced. None of the SSSIs were found to be in favourable condition in 2009, but were classified as 'recovering'. The LIP2 presents an opportunity to enhance important habitats through encouraging reduced levels of traffic and enhancing green infrastructure.	Biodiversity, Flora, Fauna, Soil, Landscape, Climatic Factors	CS SA; State of the Natural Environment in London: Securing our Future
		Condition of designated sites and habitats	To improve	Percentage of sites of special scientific interest whose condition is classified as 'unfavourable but recovering' : 100% (2009)	London: Percentage of sites of special scientific interest whose condition is classified as 'unfavourable but recovering': 42%		No trend data			http://oneplace.direct.gov.uk/ State of the Natural Environment in London: Securing our Future

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Change in priority habitats	To meet the targets for the protection and enhancement of a range of individual species and wildlife habitats within the LBAP over the next 10 years	2008/9 - No loss of areas of nature conservation or biodiversity importance, or open space.	There are a number of nationally important Biodiversity Action Plan (BAP) habitats in London. Examples include woodland (5,000 ha), acid grassland (1,500 ha), chalk grassland (200 ha), coastal and floodplain grazing marsh (800 ha), heathland (50 ha), ponds (411 ha), rivers and streams (600 km) and reedbeds (130 ha).	Haringey - no change for previous 4 years back to 2004/5	No meaningful geographical comparator data			AMR; State of the Natural Environment in London: Securing our Future
		Change in priority species	To meet the targets for the protection and enhancement of a range of individual species and wildlife habitats within the LBAP over the next 10 years	2008/9 - Haringey contains 12 National Priority Species, 6 London Priority Species, 19 Haringey Priority Species, 5 London Flagship Species and 16 Haringey Flagship Species. It is estimated that there has been no loss or addition in priority habitats and species during 2008/09	No changes in biodiversity habitats in the borough	No change and loss in biodiversity resources	No meaningful geographical comparator data			AMR

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Area of Nature Reserve per 1000 population	To increase	2009: 0.15 ha	London Borough Average: 0.33ha		No trend data			http://oneplace.direct.gov.uk/infobyarea/region/area/areaperformanceindicators/pages/
6	To protect and enhance the borough's townscape, distinctiveness and cultural heritage resources	**Heritage at Risk**	To reduce the number of buildings at risk To reduce the number of conservation areas at risk	In 2008 17 Listed Buildings were classified as at risk 2006 - 29 Conservation Areas. Harmondsworth Village in Hillingdon, Leopold Road in Merton and Noel Park in Haringey feature in the 'at risk' list.			None No geographical comparator data	There are a large number of listed buildings and conservation areas in the borough, some of which are at risk. In 2006 Haringey had 29 Conservation Areas, of which 3 were considered to be 'at risk'.	Cultural Heritage, Material Assets, Landscape	CS SA
		Number of Listed Buildings		There are currently 467 statutory listed buildings (2010)		2006 - 467 listed buildings, 6 grade I buildings, including Bruce Castle, which are of national significance. Rest are grade II and II*.	None	There are a large number of listed buildings and conservation areas in the borough, some of which are at risk. The borough also contains AAIs and parks, gardens and public spaces of historic interest that should be protected. The LIP2		CS SA

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Extent of Areas of Archaeological Importance	To maintain	2006 - 22 AAIs, including Lee Valley, Highgate Wood and Queen's Wood, and areas around Anglo-Saxon settlements of Tottenham, Hornsey and Highgate.			No trend data	has the potential to contribute to enhancing the settings of listed buildings, conservation areas and other heritage assets through a reduction in traffic and increase in green infrastructure.		CS SA
		Extent of Conservation Areas		2006 - 29 Conservation Areas.			No geographical comparator data			CS SA
		Extent of Historic Parks	To enhance	Finsbury Park and Alexandra Park identified by English Heritage in their Register of Parks and Gardens of Special Historic Interest in England. A further 34 public parks, gardens, squares, cemeteries and churchyards are of local historic interest and are registered in the London Parks and Garden Inventory	81 of the 486 conservation areas surveyed in London are threatened by "neglect, decay or damaging change".		No trend data			CS SA
		Ancient Woodland	To enhance	There are 5 distinct ancient woodlands which are Highgate Wood, Queens Wood, Coldfall Wood, Bluebell Wood and North Wood.			None			
		Green Heritage Sites	To enhance	Highgate Woods is one of the eight Green Heritage sites in London.			None			

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
7	To protect and enhance the borough's landscape resources	**Open spaces**	To maintain or increase	Landscape areas include open spaces such as the Lee Valley Regional Park and Metropolitan Green Belt; Metropolitan Open Land; Significant Local Open Land. Haringey has over 600 acres of parks, recreation grounds and open spaces	In London, the network of publicly accessible green spaces includes a suite of internationally famous parks and gardens, hundreds of local parks, 140 Local Nature Reserves covering over 2,500 ha, 15 country parks, 80 km of canals and over 100 community gardens. Green space makes up 60% of the area of the London region		No meaningful geographical comparator data given that quantity and quality of sites vary according to geography	Important open spaces need to be protected and made more accessible to population. The LIP2 could improve accessibility as well as the settings of open spaces and the landscape more generally.	Landscape, Soil, Human Health, Climatic Factors, Water, Air	CS SA and AMR; State of the Natural Environment in London: Securing our Future
		Extent of Green Belts	No loss of Green Belt to inappropriate development	Lee Valley Regional Park is Haringey's single area of designated Green Belt and is an important waterway.			No meaningful geographical comparator			CS SA
		Number of open spaces achieving Green Flag status	2009/10: 12 2010/11: 12	2008/9 = 11. These are: Albert Road Rec, Bruce Castle Park, Chapmans Green, Chestnuts Park, Coldfall Wood, Downhills Park, Finsbury Park, Priory Park, Stationers Park, Railway Fields Local Nature Reserve, Wood Green Cemetery		2007/8 - 8 2006/7 - 8 2005/6 - 4	No geographical comparator data			AMR; http://www.haringey.gov.uk/index/community_and_leisure/greenspaces.htm

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Landscape Character Types		London Borough of Haringey is characterised by 3 Landscape Character Types: - Finchley Ridge; - Hampstead Ridge; - Lea Valley	London has got 22 Landscape Character Types. As London is predominantly urban, it does not have extensive areas designated for natural landscape value. Only a small part of the Kent Downs Area of Outstanding Natural Beauty falls within London. Nevertheless London has a unique character shaped by its many natural features – not least the River Thames – which provide places and spaces many regard as vital to their sense of place and quality of life.					State of the Natural Environment in London: Securing our Future
8	To protect and enhance the quality of water features and resources	**Water quality - River quality objective**	To improve	2007 - The River Lee (including the Lee Navigation) on the borough's eastern boundary is the principal watercourse in the area. Upstream of its upper confluence with Pymmes Brook the Lee has been assigned River Quality Objective class 2 whilst downstream of the lower confluence water quality is RQO 3. RQO 1 is very good quality (suitable for all fish species), 2 is good (suitable for all fish species), 3 is			No geographical comparator or trend data	The watercourses in Haringey are urban watercourses whose quality is heavily impacted by urban runoff, historic misconnections and sediment deposition. Water quality has improved over time but is still not yet reaching the highest standard possible. The LIP2 has the potential to reduce the runoff of pollutants into water resources.	Water, Soil, Landscape, Biodiversity, Flora and Fauna	CS SA

Plan Design Enable

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
				fairly good quality (suitable for high-class coarse fisheries), 4 is fair quality (suitable for course fisheries), 5 is poor quality (likely to limit fish populations)						
		Standards of drinking water from SPZs	To maintain	SPZs centred on North London Artificial Recharge wells in Wood Green, Tottenham and Hornsey. Land use activities within the SPZs are closely monitored by the Environment Agency.			No geographical comparator or trend data			CS SA
9	To encourage the use of previously developed land and protection of soils	**Percentage of new homes on previously developed land**	To maintain	2007/ 8: 100%		2003 - 2007: 100%	No geographical comparator data			

Plan Design Enable

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Extent of Green Belts	No loss of Green Belt to inappropriate development	Lee Valley Regional Park is Haringey's single area of designated Green Belt and is an important waterway.			No meaningful geographical comparator data given that quantity and quality of sites vary according to geography			CS SA
10	To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions	**Number of properties within flood risk zones**	To decrease and minimise	In Haringey borough there are just under 10,000 properties (9% of all properties) at risk of fluvial (river) flooding*, the majority of which are residential. Only 2% of those at risk are classified as being at significant likelihood of flooding. Approximately 64% are classified as low likelihood.			No meaningful geographical comparator data given that quantity and quality of sites vary according to geography	Important to avoid locating transport and development in areas of flood risk	Climatic Factors, Water, Human Health, Material Assets	CS SA; Environment Agency http://www.ea-transactions.org/static/documents/Research/HARINGEY_factsheet.pdf
		NI 189 Flood and coastal erosion risk management		Percentage of agreed actions to implement long term flood and coastal erosion risk management plans that are being undertaken satisfactorily: 80%	London Borough Average: 94.91%		No trend data			
		Number of planning permissions granted contrary to Environment Agency advice on flood risk	None	2008/9 - 0		Zero for previous 4 years back to 2004/5	No geographical comparator data			AMR

Plan Design Enable

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		NI 188: Planning to adapt to climate change	Local target 2010/11: Level 3 (LAA) To factor climate change considerations into new transport infrastructure (Highway Agency Climate Change Adaptation Strategy and Framework)	The indicator measures progress on assessing and managing climate risks and opportunities, and incorporating appropriate action into local authority and partners' strategic planning. Local authorities have reported the level of preparedness they have reached against the 5 levels of performance, graded 0 to 4. The higher the number, the better the performance. 2008/ 9: 0	London Boroughs average: 0.35		No trend data			
11	To protect and improve air quality	**NI 194: Level of air quality – reduction in NOx and primary PM10 emissions through local authority's estate and operations**	(a) UK Air Quality Strategy Guideline value is 40_g/m3. EU Air Quality Framework Directive Guideline value is 40 _g/m3. (b) UK Air Quality Strategy Guideline	The whole of the borough of Haringey is designated an Air Quality Management Area (AQMA) for NO2 and PM10. New monitoring data shows that there have been no exceedences of the PM10 annual mean and 24 hour objective but that the NO2 annual mean objective has been exceeded at monitoring locations adjacent to busy roads and is close to the annual mean objective at background locations.			No geographical comparator data	LIP2 will be a key opportunity to help tackle poor air quality through modal shift away from private car usage to more sustainable and active travel modes.	Air, Human Health, Climatic Factors	CS SA; http://www.haringey.gov.uk/air_quality_assessment_report_2009.pdf

Plan Design Enable

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
			value is 40_g/m3. EU Air Quality Framework Directive Guideline value is 40 _g/m3	There has been no exceedence of the hourly NO2 objective monitored. Diffusion tube data confirms that there are likely to be exceedences of the hourly objective at 7 of the 10 roadside locations.						
		Percentage of residents who identify the level of pollution as something most in need of improvement		2008/9: 16.5%	In the highest third of the London Boroughs. 2008/9 Average for London Boroughs: 16.4%		No trend data			Place Survey, Q2, http://oneplace.direct.gov.uk/infobyarea/
12	To limit climate change by reducing greenhouse gas, including CO2, emissions	**CO2 emissions for road transport sector**	To decrease	2007 - 195 ktpa	Greater London Total: 2007: 8860; 2006: 8884; 2005: 9037	2006 - 194 2005 - 197	No geographical comparator data	Continued need to bring down carbon emissions, with some slight progress already made.	Climatic Factors, Air, Human Health, Population	CS SA and Borough Profile
		CO2 emissions tonnes per capita - road transport	To decrease	2007: 0.9t	Average for London Boroughs: 2007: 1.3t; 2006: 1.32t; 2005: 1.36t	2006: 0.9t; 2005: 0.9t	No geographical comparator data			
		Greenhouse gas Footprint (per capita)	To decrease	2004: 16.719t	Average for London Boroughs: 16.67t		No trend or geographical comparator data			

Plan Design Enable

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel							Haringey has a culture of people using sustainable transport modes of travel including public transport and active modes of travel and opportunities should be taken to further capitalise on this and to shift further to walking and cycling. Low levels of car ownershop present an opportunity to improve accessibility for a greater number of people. Road traffic volume has decreased gradually between 2004 and 2008 and is much lower than the average for the London Boroughs. NOTE: The monitored networks in each borough have varying characteristics, which can result in different journey times. As such, comparisons using the above figures may reflect these characteristics rather than real differences in levels of	Population, Human Health, Air, Climatic Factors, Landscape	
		Percentage of households with 2+ cars	To decrease	2001 - 12.3%			No geographical comparator data or trend data			CS SA
		Travel to work by public transport	UK target to increase rail patronage by 50% in 2010 over 2000 levels (BVPI)	2008 - * Underground, light rail and tram - 34.8% * Train - 6.3% * Bus, coach or mini bus - 12.9% TOTAL: Public transport - 54% TOTAL: Drive car or van - 25.4% Bicycle: 2.5% Walk: 5.9% TOTAL: Active travel - 8.4%	Haringey has the third highest percentage of residents travelling to work by public transport. Meanwhile, compared to inner-boroughs, Haringey has the third lowest number of people who walk to work. This info suggests that residents largely commute out of the borough for work.		No trend data			CS SA;

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		Congestion (vehicle delay): Person journey time during the morning peak on monitored routes	To decrease	2007/8 Minutes and seconds per mile Haringey 2:57	Hillingdon 1:31 Barking and Dagenham 1:57 Hounslow 2:15 Barnet 2:00 Islington 3:40 Bexley1:30 Kensington and Chelsea 3:05 Brent 2:14 Kingston upon Thames 1:45 Bromley 1:53 Lambeth 3:09 Camden 4:08 Lewisham 3:13 City of London 4:29 Merton 2:35 Croydon 2:19 Newham 1:43 Ealing 2:07 Redbridge 1:45 Enfield 2:06 Richmond upon Thames 2:30 Greenwich 2:14 Southwark 3:19 Hackney 2:58 Sutton 2:14 Hammersmith and Fulham 2:42 Tower Hamlets 2:23 Haringey 2:57 Waltham Forest 1:48 Harrow 2:10 Wandsworth 2:57 Havering 1:31 Westminster 3:34		No trend data	congestion. Therefore comparisons between London boroughs should be made with caution.		DfT http://www.dft.gov.uk/adobepdf/162469/221412/221546/224925/224965/466456/roadtraffgbq42009.pdf
		Percentage of network where maintenance should be considered (A roads/ B&C roads)	To decrease need for maintenance	2008 /9 9%/10%		2006/ 7: 21%/18% 2007/ 8: 9%/8%	No geographical comparator data			
		Percentage of residents who identify the level of traffic congestion as something most in need of	Decrease	2008/9: 37.2%	Average for London Boroughs: 37.83%		No trend data			http://oneplace.direct.gov.uk/

Plan Design Enable

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		improvement								
		Road traffic - Estimated traffic flows for all vehicle types - excluding Trunk roads (million vehicle kilometres)	To decrease volume of road traffic	2008: 618	Average for London Boroughs: 2008: 906.61; 2007: 931.33; 2006: 932.45; 2005: 928.18; 2004: 927.09	Haringey: 2007: 645; 2006: 639; 2005: 633; 2004: 628	None			http://oneplace.direct.gov.uk/
		Road traffic - Estimated traffic flows for cars only (million vehicle kilometres)	To decrease volume of road traffic	2008: 478	Haringey has consistently performed in the lowest 25% of the London Boroughs. Average for London Boroughs: 2008: 769.73; 2007: 779.91; 2006: 787.94; 2005: 792.12; 2004: 794.36	2007: 497; 2006: 495; 2005: 494; 2004: 493	None			http://oneplace.direct.gov.uk/
		Proportion of personal travel made by means other than car	To decrease private car usage and encourage sustainable travel modes. No set target.	2009: 70%	Proportion of car users increased in 23 boroughs between 2008 and 2009 – with an average 2.8% increase in mode share for these boroughs; and decreased in 10 boroughs, with an average of 2.1% reduction.	2008: 73% Small decline in proportion of personal travel made by means other than car but variations depending on specific mode	None			Draft Haringey Performance Report 2009 and London Wide Performance Report 2009
		% of walking and cycling trips per annum	To increase	2009 - 31% of all trips are on foot. 184,000 walking trips per day. 2% of all trips in the Borough were by cycle	London average - 21% trips on foot. 2005 – 2008 - 1% of all trips in the Borough were by cycle		No trend data			Borough Profile; http://oneplace.direct.gov.uk/
		Percentage of residents who are very or fairly satisfied with	To increase	2008/9: 76.2%	London Boroughs Average: 71.88%		No trend data			http://oneplace.direct.gov.uk/

Plan Design Enable

ID	SEA objective	Indicator	Target	Data for Haringey	Comparator	Current trend	Limitations of data	Issue/Opportunity identified for objective	SEA topic	Source
		local bus services								
		Percentage of residents who are very or fairly satisfied with local transport information	To increase	2008/9: 58.6%	London Boroughs Average: 49.93%. Haringey performs in the best 20%.		No trend data			http://oneplace.direct.gov.uk/
		Amount and percentage of non-residential development complying with car parking standards	100%	2008/9 - 100%		100% for previous 4 years back to 2004/5	None			

Key
CS SA = Haringey Core Strategy Proposed Submission 2010 Sustainability Appraisal
AMR = Haringey Local Development Framework Annual Monitoring Report 2008/9
Borough Profile = Haringey Borough Profile: An Environmentally Sustainable Future 2010
All other references are weblinks

Appendix B – SEA/SA Objectives in Haringey Core Strategy DPD and LIP1

Table B.1 – Haringey Core Strategy Proposed Submission April 2010 Sustainability Appraisal Objectives

ID	SA objective
1	To reduce crime, disorder and fear of crime
2	To improve levels of educational attainment for all age groups and all sectors of society
3	To improve physical and mental health for all and reduce health inequalities
4	To provide greater choice, quality and diversity of housing across all tenures to meet the needs of residents.
5	To protect and enhance community spirit and cohesion.
6	To improve access to services and amenities for all groups
7	To encourage sustainable economic growth and business development across the borough.
8	To develop the skills and training needed to establish and maintain a healthy labour pool
9	To encourage economic inclusion
10	To improve the vitality and vibrancy of town centres
11	To protect and enhance biodiversity.
12	To protect and enhance the borough's townscape and cultural heritage resources
13	To protect and enhance the borough's landscape resources.
14	To protect and enhance the quality of water features and resources.
15	To encourage the use of previously developed land
16	To adapt to climate change.
17	To protect and improve air quality.
18	To limit climate change by reducing CO2 emissions
19	To ensure the sustainable use of natural resources
20	To promote the use of sustainable modes of transport.

Table B.2 – Haringey Local Implementation Plan 1 SEA Environmental Objectives

SEA objective
Improve local air quality
Reduce emissions in AQMAs and ensure that air quality in these areas continues to improve
Minimise the emission of greenhouse gases
Reduce the number of people annoyed by noise
Promote, support and sustain healthy communities and lifestyles
Reduce road accident injuries
Avoid damage to, and seek to enhance, designated flora and wildlife sites and protected species
Adopt the principle of no net loss of priority habitats and, where possible, manage and develop habitats to enhance biodiversity
Conserve the heritage of historic (and cultural) resources
Protect the most important and vulnerable soil types
Protect and enhance landscape and townscape
Protect assets of economic value to the area

Appendix C – Scoping Report Consultation Comments

Table C.1 – Haringey LIP 2 SEA Scoping Report Consultation Comments and Responses

Name of consultee and contact details	Subject and Paragraph No in Response	Summary of Comments	How the comment was dealt with in the ER
English Heritage 1 Waterhouse Square 138 – 142 Holborn London EC1N 2ST Nick Bishop Regional Planning Adviser London Region Direct Dial: 020 7679 3771 Direct Fax: 020 7973 3792 E-mail: Nicholas.Bishop@englishheritage.org.uk	General	References to historic buildings should be replaced by heritage assets to cover other designated assets such as conservation areas, registered parks and gardens, scheduled monuments and archaeological priority areas. This applies to pages 25 and page 69, but there may be other instances. Similarly, buildings at risk, as identified on pages 40 and 60, should be replaced with 'heritage at risk'.	All reference to historic buildings has been replaced by heritage assets and all reference to listed buildings and conservation areas at risk has been replaced with 'heritage at risk' as requested.
	Chapter 3 – Other Relevant Plans and Programmes	The planning policy context on page 17 could make reference to the Government's Statement on the Historic Environment and the Historic Environment Planning Practice Guide which set the context for and explain PPS5.	The PPPs table (Table 3.1) has been updated to include 'The Government's Statement on the Historic Environment' and the 'Historic Environment Planning Practice Guide' as per request.
		Regarding the 'Heritage' section on page 25, the wording of bullet point three could be improved with a reference to 'historic context' as the basis for enhanced local character, reflecting guidance set out in PPS5.	Bullet point three has been amended to include reference to 'historic context', to reflect guidance set out in PPS5.
	Chapter 5 – Key Environmental Issues	We welcome the identification of transport impacts on the historic environment on page 51. However, we recommend these could draw further on Transport and the Historic Environment, focussing particularly on impacts from transport itself, and on the impacts of transport interventions. The opportunities section within Table 5.1 Key Environmental Issues should highlight opportunities to invest in the historic environment in line with the Mayor's Transport Strategy and English Heritage's Streets for All (please see above).	Additional information has been added to Key Issue – Pressure on Cultural and Historic Assets and Townscapes, as requested.
Natural England Zone E7 6th Floor 123 Ashdown House London SW1E 6DE David Hammond Planning and Advocacy Adviser Natural England London & South East Region Direct Dial: 03000601373 Email: david.hammond@naturalengland.org.uk	General comments	Natural England is pleased to see the Strategic Environmental Assessment (SEA) recognising that landscape, nature conservation and Greenspace recreation are important issues in relation to transport planning. We are also pleased to see that climate change and the role that transport plays in it (both mitigation and adaptation) is recognised as an important issue.	Comment noted with thanks. No action required.
		Natural England has set out its priorities for Local Implementation Plans (LTP's/LIP's) in its 'Guidance on Local Transport Plans and the Natural Environment', 2009 (http://www.naturalengland.org.uk/Images/local-trans-plans_tcm6-15159.pdf). Adoption of these priorities within the LIP will help to maximise the benefits for the natural environment as assessed in the SEA.	This is a comment for London Borough of Haringey to consider in drafting their LIP2 document.
	Methodology	The Council appears to have set appropriate and adequate monitoring criteria, indicating how the LIP's vision, aims, objectives, policies and proposals are to be assessed, and	Comment noted with thanks. No action required.

Name of consultee and contact details	Subject and Paragraph No in Response	Summary of Comments	How the comment was dealt with in the ER
		are in line with the advice that Natural England would propose.	
		Natural England is also pleased to see Haringey refer to the Habitats Regulation Assessment process and indicate the works already undertaken, paragraphs 2.11 to 2.17 refer.	Comment noted with thanks. No action required.
		Natural England will need to see a copy of the HRA for the LIP and agree its approach, methodology and conclusions.	Further to Natural England's original response, communication between them and the London Borough of Haringey on 5th August 2010 clarified that the HRA done for the Core Strategy was sufficient for the purposes of LIP2. Natural England confirmed that a HRA was not required by stating: *"Natural England accepts the Habitat Regulation Assessment for the Core Strategy as being relevant and appropriate for the Local Implementation Plan. The issues covered in the HRA Screening are appropriate and cover the area's Natural England would wish to see considered, and are in line with relevant legislation.* *Chapter 5 of the Screening Report, sets out the Conclusions that a full Appropriate Assessment is not required in this instance, and in respect of the Local Implementation Plan for Haringey, Natural England would agree with this conclusion. The Council will still need to review and consider the potential for Appropriate Assessments in lower level Local Development Documents and or specific transport projects that may have an impact on European Designated Sites.* *Paragraph 5.2 proposes recommendations to strengthen and link policies to biodiversity and designated sites and this is to be commended and encouraged."*
		In respect of this we would like to draw your attention to the latest consolidation of the Habitats Regulations - the *Conservation of Habitats and Species Regulations 2010*. As in earlier versions of the regulations, this confirms that if it cannot be determined that a significant effect will not arise, the plan must then be subject to an Appropriate Assessment (Regulation 102).	
		We would like to see links being made between the SEA and Habitat Regulations Assessment (HRA) process. Whilst the SEA and HRA processes are separate processes and should be reported upon individually, there are a number of linkages between the two processes. For example, evidence gathered for the HRA on European sites can be fed into the SEA process and the findings of HRA can feed into the SEA assessment.	
	Review of PPPs	Natural England proposes the inclusion of the following PPPs: **National:** • Environment: The Transport Act 2000 (as amended by the Local Transport Act 2008) requires local transport authorities to have regard to Government guidance and policies on the environment when formulating LTPs and policies	PPPs table has been updated to include additional plans as per request.

Plan Design Enable

Name of consultee and contact details	Subject and Paragraph No in Response	Summary of Comments	How the comment was dealt with in the ER
		• Natural Environment and Communities Act (NERC) 2006 • Biodiversity Duty Guidance for Local Authorities on Implementing the Biodiversity Duty (Defra, 2007) can be found at: http://www.defra.gov.uk/wildlife-countryside/pdfs/biodiversity/la-guid-english.pdf • LTP and ROWIP Good practice note (2009): http://naturalengland.etraderstores.com/NaturalEnglandShop/Product.aspx?ProductID=a9f67df9-f61d-40ae-9ed7-457b60b89394 • Guidance on Local Transport Plans and the Natural Environment (2009): http://www.naturalengland.org.uk/Images/local-trans-plans_tcm6-15159.pdf • Landscape Indicators for Strategic Environmental Assessment of LTPs – issues to consider, The Countryside Agency 2005: http://www.naturalengland.org.uk/Images/landscapeindicators05_tcm6-10501.pdf • Treatment of Landscape, Biodiversity, Access & Recreation in Sixteen Provisional Local Transport Plans, Countryside Agency 2005: http://www.naturalengland.org.uk/Images/landscapereport05_tcm6-10502.pdf • Biodiversity Indicators in Your Pocket. (2007) Defra. http://www.jncc.gov.uk/pdf/2010-BIYP2007.pdf • Climate change and biodiversity adaptation: the role of the spatial planning system. Natural England commissioned report. April 2009 http://naturalengland.etraderstores.com/NaturalEnglandShop/Product.aspx?ProductID=1b0e18e5-cf75-4068-a644-05bd294e2cfb • Biodiversity by Design. (2004) TCPA. http://www.tcpa.org.uk/pages/biodiversity-by-design.html • Open Space Strategies – Best Practice Guidance. (2009) CABE and Greater London Authority. The guidance will help all those creating neighbourhoods to make them vibrant, healthy and sustainable places as well as lively and beautiful places in which to live.	

Plan Design Enable

Name of consultee and contact details	Subject and Paragraph No in Response	Summary of Comments	How the comment was dealt with in the ER
		http://www.cabe.org.uk/publications/open-space-strategies?utm_medium=email&utm_source=Campaign%20Monitor&utm_content=631791247&utm_campaign=CABE+News+-+June+2009+_+hulis&utm_term=Open+space+strategies • NE176 - Natural England's Green Infrastructure Guidance 2009. http://naturalengland.etraderstores.com/NaturalEnglandShop/Product.aspx?ProductID=cda68051-1381-452f-8e5b-8d7297783bbd • Nature Nearby – Accessible Natural Greenspace Guidance http://naturalengland.etraderstores.com/NaturalEnglandShop/NE265 • 'By all reasonable means: Inclusive access to the outdoors for disabled people.' CA 215. (Countryside Agency 2005). http://naturalengland.twoten.com/naturalenglandshop/docs/CA215.pdf • 'The Countryside In and around Towns – a vision for Connecting Town and Country in Pursuit of Sustainable Development', Countryside Agency and Groundwork, 2005. http://naturalengland.twoten.com/naturalenglandshop/docs/CA207.pdf • Active Travel Strategy, Department for Health and Department of Transport, Feb 2010: http://www.dh.gov.uk/en/Publicationsandstatistics/Publications/PublicationsPolicyAndGuidance/DH_113102 • Planning for Sustainable Travel, Commission for Integrated Transport, October 2009: www.plan4sustainabletravel.org • Delivering Low Carbon Travel: An Essential Guide for Local Authorities, DfT, November 2009 **Regional/Sub-regional**	

Plan Design Enable

Name of consultee and contact details	Subject and Paragraph No in Response	Summary of Comments	How the comment was dealt with in the ER
		• The Mayors Transport Strategy • Information regarding the geology, landform and biodiversity of London can be found at: http://www.naturalengland.org.uk/regions/london/ourwork/londonnaturalsignatures.aspx • Further links and Regional information on the geology, landform and biodiversity can be found at: http://www.london.gov.uk/priorities/environment	
	Baseline information	In relation to baseline information, the Council have provided a clear reference and potential indicator sources of how the plan will: • conserve and enhance landscape (and townscape) character and quality; • conserve and enhance biodiversity and geodiversity; • conserve and enhance opportunities for sustainable public access to the natural environment; • adopt a strategic approach to planning and provision of multi functional green infrastructure; • ensure the natural environment can adapt to and mitigate for the effects of climate change.	Comment noted with thanks. No action required.
		The Council may also wish to give further consideration on key environmental assets including: • Landscape: - London Regional Landscape Character Framework - Countryside Quality Counts; - Protected landscapes - boundaries of Special Protection Areas (SPA's), Special Areas of Conservation (SAC's) and the location of Sites of Special Scientific; • Biodiversity: - Protected Areas and Species - UK BAP information - SSSI condition • Geodiversity and soils • Access: - National Trails, - Open access - Coastal access	The baseline information presented as part of the Scoping Report is deemed to effectively present an overall picture of London Borough of Haringey. However, where relevant and where information is readily available, additional information has been included.

Plan Design Enable

Name of consultee and contact details	Subject and Paragraph No in Response	Summary of Comments	How the comment was dealt with in the ER
		- Other access e.g. permissive access - PROW • Green Infrastructure	
	Sustainability issues and problems	We believe the following sustainability issues and opportunities, if considered can help strengthen the Council's Plan further: - Climate change and carbon emissions from transport Mitigation of an adaptation to climate change through: •reducing carbon emissions; •making best use of existing transport infrastructure •making use of green infrastructure associated with transport networks for climate change adaptation e.g. carbon storage, sustainable drainage, energy generation, and water conservation. •reducing the need to travel • shifting necessary travel to more sustainable modes (public rights of way and wider access network improvements) and behaviours, and locking in the benefits.	Comment noted and has been taken into account in the relevant section of Table 5.1 – Key Environmental Issues.
		Impacts on the natural environment from transport and associated infrastructure. • Conserving and enhancing local landscape (and townscape) character and quality, and local distinctiveness (including reducing noise and light pollution); • Conserving and enhancing biodiversity (habitats and species) and geodiversity; • Maintaining and enhancing green infrastructure as part of the transport network for its wide ranging contribution to biodiversity; geodiversity; accessible recreation and associated health benefits; adapting to climate change (e.g. carbon storage, drainage, and water conservation);	Reference to townscape character and geodiversity has been added in the relevant sections of Table 5.1 – Key Environmental Issues. However, all other topics, such as landscape, noise and light pollution, biodiversity and green infrastructure are already covered by relevant key issues and presented in a sufficient level of detail.
		Poor access to the natural environment • Maintaining and enhancing access to green and open spaces • Maintaining and improving the public rights of way and wider access network (through integration with and implementation of the Rights of Way Improvement Plan);	No action. Access to green and open spaces, public rights of way and wider access network are already covered under Key Issue – Quality and Accessibility of Open Space and Physical Activity, and are presented in a sufficient level of detail.
		Obesity and poor mental and physical health of adults and children	No action. Improving health through active travel and improved access to the natural environment are

Plan Design Enable

Name of consultee and contact details	Subject and Paragraph No in Response	Summary of Comments	How the comment was dealt with in the ER
		• Improving health through active travel and improved access to the natural environment, for example through our Walking for Health project and our Green Exercise programme.	already covered under Key Issue – General Health and Health Inequalities.
		Car based visitor pressure affecting protected landscapes and sites of biodiversity value. • More sustainable access in rural locations that provide benefits for residents as well as visitors. • Protected sites becoming exemplars of sustainable transport	No action. Sustainable transport and access is already covered by relevant key issues and presented in a sufficient level of detail.
	SEA Framework	We would welcome the Council strengthening objectives covering the following: • Conserving and enhancing landscape (and townscape) character and quality; and local distinctiveness;	SEA objectives 6 and 7 have been amended to include reference to landscape and townscape character and quality. Local distinctiveness is already covered by SEA objective 6.
		• Conserving and enhancing biodiversity, including both habitat and species;	SEA objective 5 has been amended to include reference to both habitats and species.
		• Conserving and enhancing geodiversity and soils;	No action required. Protection and enhancement of Geodiversity is already part of SEA objective 5 and protection of soils is covered by SEA objective 9.
		• Providing and enhancing opportunities for public access to a good quality rights of way, open space and countryside.	Improved accessibility to amenities, such as open space, is already part of SEA objective 3. However, to ensure that access to good quality rights of way and countryside is accurately reflected in this objective, the following indicators have been added: • Access to countryside • % of rights of way that are easy to use (former BVPI 178)
	Appendix A – Baseline Information	Natural England welcomes the inclusion of targets and indicators based on the following, and where appropriate specific targets can be used to strengthen the document further: • Targets for securing at least no net significant adverse effect on the character or quality of protected landscapes and nature conservation sites, and preferably a net enhancement. We recommend making use of data such as: o Landscape Character Assessment and Countryside Quality Counts for 'landscape' and 'townscape'; (For further	The baseline tables have been prepared using relevant and readily available information. It is believed that the targets are sufficiently covered with satisfactory level of detail.

Plan Design Enable

Name of consultee and contact details	Subject and Paragraph No in Response	Summary of Comments	How the comment was dealt with in the ER
		advice on landscape indicators for SEAs of LTPs see: http://www.naturalengland.org.uk/Images/landscapeindicators05_tcm6-10501.pdf) o Biodiversity Action Plan targets; o Habitat and species targets aligned to the work of the London Biodiversity Partnership. • Targets for enhancing the quality and length of green corridors and Public Rights of Way**. We would specifically welcome a target on km of new access routes for walkers, cyclists and horse riders, where appropriate, to be created as a result of the third round Local Transport Plan.** • Targets for increasing quality parks & accessible greenspaces using Accessible Natural Greenspace Standards, (see our 'Nature Nearby' publication listed in the Appendix below) and national standards such as 'Green Flag' for parks and open spaces, and Country Parks accreditation schemes. • Targets for delivering health benefits through green exercise and active travel on the transport network. • Targets identifying the contribution the LTP will make to National Indicators (specifically NI 186, 188 and 197), as well as health indicators.	

Plan Design Enable

Appendix D – LIP2 Preferred Option Detailed Assessment

Table XXX – Haringey LIP2 Preferred Option Assessment

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	**SEA Objective**	**Description of Effect**	**Duration and Scale of Effect**		**Description of Mitigation/ General Recommendations**
			ST	**MT-LT**	
1	To reduce crime, disorder and fear of crime and promote safe communities	Ensuring that Haringey is safer for all is one of the priorities of LIP2. LIP2 highlights that the Council will continue to implement schemes and encourage developments which 'designs out the potential for crime' from the public realm. The corridors programme, part of LIP2 delivery plan, consists of developing holistic schemes that address several issues, including local safety. Several measures will be delivered as part of the neighbourhood and corridors programme that are likely to improve safety for all, especially for pedestrians, such as: • Street lighting improvements and CCTV positioning to be incorporated into the design of the public realm and pedestrian links to design out potential crime hotspots and reduce the perceived fear of crime. This is a Borough-wide measure, however with focus mainly in Green Lanes corridor, Harringay and St Ann's neighbourhood; • In Wood Green Town Centre and Seven Sisters corridor schemes such as improvement of the public realm, including footway and personal security, to make the areas more walkable and better connected are also likely to improve safety and decrease fear of crime. To increase cycling, several measures to improve security will also be put in place Borough-wide. These include: • Increase secure parking at major destinations across the borough, including district centres, rail/ tube stations and other key public transport nodes; • Street lighting improvements and CCTV positioning to reduce perceived fear of crime; • The Council will work with Metropolitan Police and other relevant stakeholders to improve cycle security by producing information on security, such as watermarking, good locking practice and choice of locks and targeting areas with high cycle theft levels; • Secure cycling parking on housing estates. Security in public transport is also targeted as part of LIP2. Introduced in 2008, a pilot project called 'Busology', which was used to address pupil's perceptions and beliefs about travelling to school by bus, will continue to be used in secondary schools to promote good behaviour on buses and public transport. Additionally, smarter travel initiatives will assist in informing and changing	+	++	No mitigation required as effect is deemed to be positive.

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	**SEA Objective**	**Description of Effect**	**Duration and Scale of Effect**		**Description of Mitigation/ General Recommendations**
			ST	**MT-LT**	
		opinions on the perceived risk of crime when using public transport, walking or cycling and schemes that will 'design out the potential for crime' from the public realm will continue to be encouraged. As a result of all these measures LIP2 is considered to have beneficial effects against this objective, which are likely to increase in significance in the medium to long term.			
2	To improve physical and mental health for all and reduce health inequalities	Promotion of healthier lifestyles by encouraging walking and cycling and reducing disadvantage by making sure essential services, such as health, education and employment are accessible for all are two of the plan's recognised challenges. LIP2 is likely to contribute to the improved physical health of local residents through several programmes to increase the uptake of more active modes of travel. Programmes include businesses and school travel plans, personalised travel planning, marketing and promotional measures to raise awareness, challenge attitudes and encourage travel behaviour change, cycle hire scheme, cycle training, bicycle maintenance sessions, biking Borough strategy, active lifestyles programme in schools and active for life programme, Improving walking and cycling access to health services, parks and open spaces will also encourage the local population to increase physical activity. Additionally, LIP2 highlights that partnership working with the local NHS trust will be undertaken to support Health Checks being carried out for all 40 – 74 year old people in Haringey. This will target those people who have expressed an interest in physical activity to improve their health. Also deprivation and associated health inequalities will be reduced as part of the plan. This will be done by improving accessibility to employment opportunities, education and health facilities. In addition, public transport will be made more accessible for disabled people, including working wheelchair ramps on buses and more convenient bus-to-bus transport interchanges for those with mobility problems. These are Borough-wide measures, however, with more focus on Seven Sisters corridor and neighbourhood and North Tottenham corridor and neighbourhood. Measures to improve connectivity are also likely to have beneficial effects against this objective. By reducing community severance, LIP2 is expected to enhance community cohesion and consequently contribute to improved health and wellbeing and reduce health inequalities. Reducing crime and fear of crime also improve both physical and mental wellbeing, allowing greater access to	+	++	No mitigation required as effect is deemed to be positive.

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations
			ST	MT-LT	
		opportunities through the transport system and facilitating secure access to health services. Implementation of Greenways cycle and pedestrian routes is also likely to contribute to improved mental health of the local residents as it will encourage leisure trips. Four links are being developed: • Link 1 Parkland Walk south [between Highgate and Finsbury Park] • Link 2 Parkland Walk north [between Muswell Hill and Muswell Hill Road] • Link 3 Finsbury Park to Lee Valley • Link 4 Highgate to Alexandra Palace Park Shifting to more sustainable modes of transport will therefore improve people's health due to use of more active modes of travel and better air quality. However, LIP2 also aims to improve the highway and road network through increased maintenance programmes. Although this is likely to improve road conditions, thereby potentially encouraging private car usage and associated adverse effects. This is unlikely to counterbalance the benefits from sustainable transport measures and on balance, LIP2 is considered to have beneficial effects against this SEA objective, which are likely to increase in significance in the medium to long term.			
3	To improve access to services, amenities and opportunities for all groups	One of the plan key challenges is' *improve access to key destinations including town centres and employment and regeneration areas*' and improving accessibility is also one of LIP2 main objectives. The corridors programme (part of LIP2 delivery plan) consists of developing holistic schemes that address several issues, including improving accessibility. Several schemes and programmes, proposed as part of LIP2, are likely to improve accessibility, thus having a significant positive effect against this SEA objective. These include: • *Green Lanes Corridor, Harringay and St Ann's Neighbourhood* - improve walking and cycle accessibility to and from town centres and the public transport network. Also includes footway and carriageway accessibility improvements, incorporating bus stop accessibility; • *Wood Green Town Centre* - an integrated set of proposals for the Wood Green town centre to improve pedestrian and cycling accessibility will be developed. A 'Major Scheme' proposal will be focused on making the town more walkable and better connected; • *Tottenham Hale Gyratory Scheme complementary measures* - pedestrian, cycling and public transport accessibility improvements to	+	++	No mitigation required as effect is deemed to be positive.

Plan Design Enable

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations
			ST	MT-LT	
		Tottenham Hale transport interchange for the Tottenham Hale and Tottenham Green neighbourhoods and Tottenham High Road corridor; • *Seven Sisters corridor and neighbourhood* - new scheme implementation, which will incorporate the TfL's 'Better Streets' principles to improve sustainable transport accessibility; • *North Tottenham corridor and neighbourhood* - accessibility improvements to the public transport network and for cyclists and pedestrians; • *Borough-wide* - improve stations access and increase the capacity and reliability of the public transport network, including London Underground, development of Greenways route, cycle superhighway, cycling hub, development of the potential for water based transport, shopmobility scheme, bus network enhancements including the orbital bus network across the Borough which is essential to improve accessibility to new employment opportunities from the Borough's town centres and the main public transport interchanges; • *Bus network enhancements, including orbital bus network* - enhance public transport connectivity, particularly for the orbital bus route network across the borough, which is essential to improve accessibility to new employment opportunities from the Borough's town centres and the main public transport interchanges; • *Wood Green and Turnpike Lane* - development of cycling hub. Overall, LIP2 is considered to have a positive effect against this objective, which is likely to improve in significance in medium to long term.			
4	To improve the vitality and vibrancy of town centres	Improved accessibility, especially by sustainable modes of transport, and improved public realm in town centres, all part of LIP2, are likely to promote vibrancy and sustain the economic vitality of town centres. Wood Green High Road and the town centre are considered key priorities for investment in terms of providing major enhancements to public realm and sustainable transport accessibility, and to meet the increased travel demand generated by the Haringey Heartlands development. In addition, proposals to enhance Wood Green town centre with improvements to pedestrian accessibility and the public realm are being developed and will be improved as part of LIP2. Green Lanes town centre will also be enhanced and accessibility improved as part of LIP2, especially by foot, bicycle and public transport. LIP2 states that the principles of TfL's 'Better Streets' initiatives will be applied	+	+	No mitigation required as effect is deemed to be positive. However, the following recommendations to further improve LIP2 could be considered: - LIP2 should seek to exploit opportunities to work in conjunction with the private and voluntary sectors to maximise the benefits derived from LIP2 measures.

Plan Design Enable

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations
			ST	MT-LT	
		to improve the accessibility, function and quality of Haringey's town centre corridors and adjacent neighbourhoods, while maintaining the character of the areas built and historic environment. Connected, fast and reliable transport links are vital for sustaining the economic regeneration of Haringey, especially the town centres, and the wider north London economy. Haringey Council is committed to promoting the uptake of electric vehicles. The Council is implementing a programme of charging infrastructure in off street public car parks and on street locations in or near town centres, transport hubs and employment areas. LIP2's aim to substantially increase electric vehicle charging infrastructure, especially within town centres, is likely to contribute to having more people visiting town centres. All these measures, which are part of LIP2, are likely to contribute to this SEA objective, thus having a beneficial effect when assessed against it.			
5	To protect and enhance biodiversity, including both habitats and species, green infrastructure and geodiversity	LIP2 recognises that the need to protect and enhance the built and natural environment is one of Haringey challenges and LIP2 objectives. Public realm improvements as part of LIP2 are likely to include measures to protect and enhance biodiversity existing within the Borough. Tree street planting and speed traffic control, also proposed as part of LIP2, are likely to positively contribute to this SEA objective. By promoting modal shift LIP2 may potentially reduce levels of air, noise, vibration, water and light pollution leading to beneficial indirect effects on biodiversity. Programmes such as travel plan supports the council's ambition to become one of London's greenest boroughs by encouraging the use of sustainable transport and in protecting and improving the environment. Travel planning advice will also be incorporated into an Environmental Audit Service to be launched for small businesses in the borough. Additionally, the Council will seek to work with the North London sub regional partnership, Network Rail, train operating companies and TfL to develop travel plans for main line and underground stations in Haringey specifically to address among others objectives, the most environmentally friendly package of measures. However, LIP2 also aims to improve the highway and road network through increased maintenance programmes thereby potentially encouraging private car usage but any adverse effects are unlikely to counterbalance the benefits arising from sustainable transport measures A circular route in Lordship recreational ground to complement the existing Greenways route will be completed and there will be reconstruction and	-	+	The following mitigation measures should be considered by LIP2: - Opportunities for habitats creation and enhancements should be proposed. - Any unavoidable loss of biodiversity should be properly replaced within the Borough.

Plan Design Enable

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations
			ST	MT-LT	
		widening of the path in Lordship Recreation Ground, which is likely to result in the loss of some greenfield land, thus having some adverse effects on any existing biodiversity. On balance, LIP2 is considered to have slight adverse effects against this SEA objective in the short term. However, as travel behaviour changes with time and the use of more sustainable modes of transport, especially walking and cycling, increases, the effect is considered to be slight beneficial in the medium to long term. This increased beneficial effect will increase over time as more public realm measures to protect and enhance biodiversity are implemented.			
6	To protect and enhance the borough's townscape character and quality, distinctiveness and cultural heritage resources	LIP2 recognises that one of Haringey challenges is to protect and enhance the built and natural environment. LIP2 also recognises that improving accessibility and the public realm to cultural areas is an essential component for promoting sustainable regeneration and sustaining the economic vitality of Haringey's historic town centres. LIP2 highlights that the principles of TfL's 'Better Streets' initiatives will be applied to improve the accessibility, function and quality of Haringey's town centre corridors and adjacent neighbourhoods, while maintaining the character of the areas built and historic environment. While enhanced public realm through design is likely to protect and enhance the historic environment of the area, increasing the attractiveness of those areas can have some slight adverse effects. Increased attractiveness, increased accessibility and better and improved streets are likely to not only attract visitors who use sustainable modes of transport but also attract visitors who are willing to travel using private cars, thus increasing traffic in those sensitive areas. The townscape character will also be adversely affected, albeit temporarily, by the effects of construction works such as digging and signage. Construction works of additional infrastructures may also have the potential to disturb any unknown archaeological features. Therefore, LIP2 is considered to have slight adverse effects against this SEA objective in the short term. However, as travel behaviour changes with time and the use of more sustainable modes of transport, especially walking and cycling, increases, the effect is considered to be slight beneficial in the medium to long term.	-	+	The following mitigation measures should be considered by LIP2: - Road traffic should be restricted in areas in close proximity to historic assets, where viable. - Use of sympathetically designed streetscape furniture and materials when delivering new/improved walking and cycling routes and new infrastructure. - Safeguard as much as possible the settings and character of historic areas. - Ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan.
7	To protect and enhance the borough's landscape resources, character and quality	LIP2 recognises that one of Haringey challenges is to protect and enhance the built and natural environment, including the borough's landscape resources, such as significant open land, Green Belts and the Lee Valley. Accessibility to existing public open spaces, by sustainable modes of transport, such as walking and cycling, is likely to improve as a result of LIP2, which is likely to beneficially affect the borough's landscape resources. Additionally, LIP2 is	+	+	No mitigation required as effect is deemed to be positive. However, the following recommendations to further improve LIP2could be considered:

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations
			ST	MT-LT	
		likely to lead to modal shift away from cars, which is also likely to have beneficial effects on the borough's landscape character and quality. Therefore, LIP2 is considered to have slight beneficial effects against this SEA objective.			- Safeguard as much as possible the borough's landscape resources, character and quality
8	To protect and enhance the quality of water features and resources	LIP2 is likely to lead to modal shift away from cars, which is likely to slightly reduce pollution on watercourses through run-off from roads and air pollution entering the water cycle. LIP2 highlights that the Council will consider the scope for the appropriate planting of street trees as part of all infrastructure improvements, particularly those involving public realm enhancements and as part of traffic calming measures. Increasing the number of trees and vegetation (urban greening) in Haringey will also contribute to absorb water run-off. LIP2 also proposes to develop the potential for water based transport in North London by using the London Blue Ribbon Network and the Lee Navigation Canal. Water based transport is not only effective, but is also considered the most appealing environmentally when compared with corresponding volumes of movement by road and rail. Water based transport will relieve freight movement on the road network, thus reducing road-based traffic and protecting the water environment. Overall, LIP2 is likely to have slight beneficial effects against this objective.	+	+	No mitigation required as effect is deemed to be positive. However, the following recommendations to further improve LIP2could be considered: - Ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan, which will help avoid or reduce any water pollution effects. - LIP2 could state that any future use of the London Blue Ribbon Network for water based transport must ensure that the use of this network should be undertaken in a sustainable manner
9	To encourage the use of previously developed land and protection of soils	LIP2 involves limited landtake due to pedestrian and cycling routes and associated infrastructure like bike parking spaces being constructed and improved. However, most of these schemes are likely to happen in previously developed land and allocation of this type of development may be considered as efficient use of land. The new bus station (Tottenham Hale Gyratory scheme) and the cycling hub in Wood Green and Turnpike Lane are also to be constructed in previously developed land. A circular route in Lordship recreational ground to complement the existing Greenways route will be completed and there will be reconstruction and widening of the path in Lordship Recreation Ground, which is likely to result in the loss of some greenfield land and increased hard surfaces. This is likely to have some adverse effects against this objective. However, on balance LIP2 is considered to have slight beneficial effects when assessed against this SEA objective.	+	+	No mitigation required as effect is deemed to be positive.
10	To adapt to climate change by minimising the risk of flooding and adapting to the predicted changes in weather conditions	The emphasis on cycling and walking measures is likely to have little effect on the level of flood risk and effects of other adverse weather conditions relating to climate change. LIP2 states that the Council will consider the scope for the appropriate planting of street trees as part of all infrastructure improvements, particularly those involving public realm enhancements and as part of traffic	0	+	No mitigation required as effect is deemed to be positive. However, the following recommendations to further improve

Plan Design Enable

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations
			ST	MT-LT	
		calming measures. Increasing the number of trees and vegetation (urban greening) in Haringey will also contribute to climate change adaption and mitigation and absorb rain water runoff. The proposal to increase the number of trees and vegetation will be a positive contribution to reducing the urban heat island effect through increasing evapotranspiration in the urban environment. This is one of the most effective means of combating the increased summer temperatures that will be a feature of London's including Haringey's climate. Therefore, LIP2 is considered to have neutral effect in the short term increasing to slight beneficial in the medium to long term as urban greening is increased with time.			LIP2could be considered: - LIP2 could provide reference to the need to minimise and mitigate the risk of flooding.
11	To protect and improve air quality	As the whole Borough is located within an Air Quality Management Area (AQMA), LIP2 recognises that one of Haringey challenges is improving air quality through reduced car use. As such the emphasis of LIP2 is on reducing car-dependency through cycling and walking, use of public transport, travel plans, controlled parking zones, electric vehicle use, car club expansion with access for mobility impaired, training for travel behaviour change and travel awareness initiatives. Lowering traffic volumes, easing congestion and encouraging a modal shift to sustainable transport will significantly contribute to improve Haringey's air quality, and specifically lower NOx and PM10 levels. These measures will be implemented where practicable at the priority air quality hotspots with the priority corridors and neighbourhoods. LIP2 will support Haringey's Air Quality Action Plan. Interventions and proposals contained within LIP2's delivery plan directly support the delivery proposals within Haringey's Air Quality Action Plan. Shifting to more sustainable modes of transport will improve local air quality. However, LIP2 also aims to improve the highway and road network through increased maintenance programmes. Although this is likely to improve road conditions, thereby potentially encouraging private car usage, the adverse effects are not likely to counterbalance the benefits from sustainable transport measures. All measures and programmes to introduce initiatives that reduce air pollutant emissions from road transport by promoting smarter travel choices, raising awareness and encouraging sustainable travel behaviour are likely to have beneficial effects on local air quality which is likely to increase in significance in the medium to long term.	+	++	No mitigation required as effect is deemed to be positive.
12	To limit climate change by reducing greenhouse gas,	LIP2 recognises that one of Haringey challenges is to reduce CO_2 emissions from transport in the borough by 60% by 2025 by reducing car use and	+	++	No mitigation required as effect is deemed to be positive.

Plan Design Enable

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations
			ST	MT-LT	
	including CO_2 emissions	encouraging low carbon transport alternatives. As such the emphasis of LIP2 is on reducing road traffic and congestion through improving and promoting cycling, walking, increasing public transport use, developing the potential for water based transport which will help decrease freight movement on roads, promoting and increasing travel plans, controlled parking zones and electric vehicle use, To increase electric vehicle use the Council will develop a programme to expand the borough's network of on and off street electric vehicle charging points. LIP2 also promotes other measures and programmes to decrease private car use, thus contributing greatly to reduce greenhouse gas emissions. Measures and programmes include expansion of car clubs, training for travel behaviour change and travel awareness initiatives, reducing car ownership and discouraging private car usage through traffic and demand management measures, such as increase of 20mph zones in certain areas such as Hornsey and Noel Park estate and controlled parking zones (CPZs). Additionally LIP2 highlights that the Council will support and part fund the delivery of innovative community projects to encourage sustainable and carbon efficient travel behaviour. This includes delivery of Low Carbon Zones within Haringey. As a result, Muswell Hill is likely to become one of 10 Low Carbon Zones in London. The combination of measures and programmes presented as part of LIP2 is likely to lead to modal shift with reduced levels of greenhouse gas emissions as reduced car travel and road freight are likely to reduce the carbon footprint of transport provision. In addition, planting street trees and vegetation (urban greening) is likely to bring numerous but slight beneficial properties including the ability to filter out particular matter and absorb CO_2. On the other hand, LIP2 also aims to improve the highway and road network through increased maintenance programmes. Although this is likely to improve road conditions, thereby potentially encouraging private car usage, the adverse effects are not likely to counterbalance the benefits from sustainable transport measures. On balance, LIP2 is considered to have beneficial effects against this objective, which are likely to increase in significance in the medium to long term as travel behaviour changes and urban greening increases with time.			However, the following recommendations to further improve LIP2could be considered: - LIP2 should periodically review the role which traffic and demand management measures assume in promoting both a modal shift towards public transport as part of the wider package of measures aimed at tackling the carbon footprint of transport.
13	To ensure the sustainable use of natural resources	LIP2 involves some physical intervention and construction works, for example in the delivery of the new bus station (Tottenham Hale Gyratory scheme), new	-	+	The following mitigation measures should be considered by LIP2:

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations
			ST	MT-LT	
		and improved walking and cycling paths/routes and new cycling hub (Wood Green and Turnpike Lane, and in the delivery of several maintenance programmes, such as maintenance of highways, road network, footways, drainage, highways bridges and structures and rail and underground improvements. This inevitably requires resources and creates waste. On the other hand LIP2 limits the extent of resource use by reducing the reliance on private car usage, and by implication the use of finite resources such as petrol. Therefore LIP2 is likely to have slight beneficial effects against this SEA objective in the long term but slight negative in the short-term.			- Ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan, which will help reduce, reuse and recycle waste. In addition, consideration and preference should be given to sourcing recycled, reused and locally based resources.
14	To reduce the need to travel and to promote the use of sustainable modes of transport which reduce car based travel	The emphasis of LIP2 is on reducing road traffic and congestion through improving and promoting cycling, walking and public transport, reducing car ownership and the need to travel and discouraging private car usage through traffic management. LIP2 proposes a wide range of measures to achieve this objective. These include: • new and improved walking and cycling routes; • better connectivity; • improved accessibility; • increased mobility with schemes such as shopmobility; • increased capacity and reliability of the public transport network; • smarter travel initiatives, such as school travel planning and education, training and publicity, behavioural change measures and travel awareness initiatives, travel plans with the Haringey Council's Staff Travel Plan leading by example, safety campaigns such as Borough-wide Powered Two Wheeler safety campaign; • smarter working policies; • water based transport; • controlled parking zones; • electric vehicle use, with subsequent expansion of on and off street electric vehicle charging points; • car clubs expansion, especially improved car club access for mobility impaired; • 20mph zones; • partnerships initiatives within Haringey Council and NHS Haringey to increased active travel and lifestyles; • improved public realm; and • local safety schemes. Shifting to more sustainable modes of transport will have significant benefits against this SEA objective. However, LIP2 also aims to improve the highway	++	+++	No mitigation required as effect is deemed to be positive. However, the following recommendations to further improve LIP2 could be considered: - LIP2 should be adequately flexible so as to accommodate forthcoming technological developments, which will improve sustainable transport provision within London.

Scale of Effect: +++ Large Beneficial ++ Moderate beneficial + Slight beneficial 0 Neutral or no effects - Slight adverse -- Moderate adverse -- Large adverse					
No	SEA Objective	Description of Effect	Duration and Scale of Effect		Description of Mitigation/ General Recommendations
			ST	MT-LT	
		and road network through increased maintenance programmes. Although this is likely to improve road conditions, thereby potentially encouraging private car usage, the adverse effects are not likely to counterbalance the benefits from sustainable transport measures. On balance, LIP2 is considered to have significant beneficial effects against this objective, which are likely to increase in significance in the medium to long term.			
15	To reduce noise, vibration and light pollution	The emphasis of LIP2 is on reducing road traffic and congestion through improving and promoting cycling, walking and public transport, reducing car ownership and the need to travel and discouraging private car usage through traffic management. The combination of these measures is likely to lead to modal shift with corresponding reduced levels of noise, vibration and light. LIP2 also highlights that potential for water based transport will be developed. This is likely to reduce road-based freight movement, thus reducing noise and vibration arising from this type of transportation. In addition, LIP2 highlights that the Council will seek to introduce measures which reduce or mitigate the impact of traffic noise, such as the laying of quieter road surfacing materials, the introduction of 20 mph zones to reduce speeding traffic, and speed control alternatives to road such as humps to promote smoother and quieter driving speeds. Planting street trees also bring some benefits, including the ability to provide a barrier to noise pollution. However, levels of noise, vibration and light pollution may slightly increase in certain places such as around bus stops and stations such as the new bus station proposed (Tottenham Hale Gyratory scheme), train and underground stations. In addition, LIP2 also aims to improve the highway and road network through increased maintenance programmes. Although this is likely to improve road conditions, thereby potentially encouraging private car usage, the adverse effects potentially arising are unlikely to counterbalance the benefits from sustainable transport measures. All measures and programmes that promote smarter travel choices, raises awareness and encourages sustainable travel behaviour are likely to have beneficial effects against this objective which is likely to increase in significance in the medium to long term.	+	++	No mitigation required as effect is deemed to be positive. However, the following recommendations to further improve LIP2 could be considered: - Ensure that works are completed in accordance with good practice on site, e.g. a Construction Environment Management Plan, which will help reduce noise, vibration and light pollution.

Plan Design Enable

Atkins is an international Design, Engineering & Management Consultancy. Our clients choose Atkins to plan, design and enable their major projects across a wide range of disciplines both in the UK and overseas.

We are the largest engineering consultancy in the UK and the largest multi-disciplinary consultancy in Europe. Our unrivalled reputation rests on the skills of the 15,000 specialists within the organisation.

Our clients are varied and include governments, local and regional authorities, funding agencies and commercial and industrial enterprises. We help our clients to realise their objectives by developing and delivering practical solutions, adding value to their businesses through the application of our experience, innovative thinking and state-of-the-art technology.

Atkins Limited
Woodcote Grove, Ashley Road,
Epsom, Surrey KT18 5BW, England

Contact: **Cristina West**
Telephone number: +44 (0) 1372 756931
Fax number: +44 (0) 1372 746608

Email: cristina.west@atkinsglobal.com
Web address: www.atkinsglobal.com/environment