

STRATEGIC ENVIRONMENTAL ASSESSMENT OF LOCAL IMPLEMENTATION PLAN: ENVIRONMENTAL REPORT

London Borough of Haringey

August 2005

LONDON BOROUGH OF HARINGEY

STRATEGIC ENVIRONMENTAL ASSESSMENT OF LOCAL
IMPLEMENTATION PLAN:

ENVIRONMENTAL REPORT

Prepared by: Approved by:
Mark Morant Nick King
Environmental Consultant Associate Director

Rev No	Comments	Date
0	Draft issued to client for comment	08/06/05
1	Final Environmental Report	05/08/05

Job No: 42182
Reference:
Date created: 01 March 2005

Telephone: 0292 039 4528
Fax: 0292 039 4532
Website: <http://www.fabermaunsell.com>

Marchmount House
Dumfries Place
Cardiff CF10 3RJ

TABLE OF CONTENTS

1.	Introduction.....	1
2.	Scope of the SEA of Haringey Local Implementation Plan.....	3
3.	The Local Implementation Plan for Haringey.....	7
4.	State of the Environment	25
5.	Alternative Options	87
6.	Assessment of Environmental Effects	95
7.	Mitigation.....	101
8.	Monitoring.....	105
9.	The Way Ahead.....	113

List of Appendices

Appendix A:	Policies from <i>The London Plan</i>	
Appendix B:	Strategic Policies from Haringey Unitary Development Plan – Revised Deposit Consultation Draft – September, 2004	
Appendix C:	Water Quality	
Appendix D:	Biodiversity	
Appendix E:	Archaeology and Cultural Heritage	
Appendix F:	Responses of Statutory Agencies to Consultation on Scoping IF ANY	

List of Figures

Figure 2.1	The London Borough of Haringey in the context of Greater London	4
Figure 4.1	Relationship between derelict land, contaminated land and land affected by contamination	27
Figure 4.2	Potentially contaminated land in the London Borough of Haringey	31
Figure 4.3	Greenhouse gas emissions	42
Figure 4.4	Areas for employment and regeneration and town centres	51
Figure 4.5	Existing and proposed cycle routes and areas of open land	55
Figure 4.6	Protected sites of nature conservation interest within Haringey	67
Figure 4.7	Areas of archaeological and cultural heritage importance	75
Figure 4.8	Areas of landscape importance	81

List of Tables

Table 3.1	Ten key priorities from the Mayor's Transport Strategy	9
Table 3.2	Proposed SEA Objectives	22
Table 4.1	Description of contaminated land types and associated risk	29
Table 4.2	Pollutants and their sources within Haringey	38
Table 4.3	NO ₂ and PM ₁₀ emissions for each type of road vehicle in Greater London	39
Table 4.4	Proportion of resident population by age group – London Borough of Haringey compared to England and Wales	45
Table 4.5	Proportion of resident population by ethnic group – London Borough of Haringey compared to England	46
Table 4.6	Economic activity of resident population - London Borough of Haringey compared to England and Wales	46
Table 4.7	Travel to work by mode – London Borough of Haringey compared to London and Outer London	48
Table 4.8	Health status of resident population	54

List of Tables continued...

Table 4.9	Casualties by road user type in 2004 as percentage change over 2003 figures (Jan-Jun) Greater London	58
Table 4.10	Casualties in Greater London 2004 by severity with percentage change over 2003 figures (Jan-Jun)	58
Table 4.11	Journeys and Casualties as a percentage across Haringey, 1991 figures	59
Table 4.12	Number of pedestrian and cyclist casualties within Haringey	59
Table 4.13	Area affected by Lden levels of > 60 dB(A) - London Borough of Haringey (adapted from Noise Mapping England: The London Road Traffic Noise Map - September 2004)	61
Table 4.14	Significance of topic areas for SEA of Haringey LIP	84
Table 5.1	Alternatives for implementation of key policies in the Mayor's Transport Strategy	91
Table 6.1	Emissions to air from transport	99
Table 6.2	Noise from transport	100
Table 6.3	Mayoral priority schemes and associated Borough measures	102
Table 6.4	Air quality monitoring sites across the London Boroughs of Haringey	107

Non-Technical Summary

The Environmental Report

This document is the Environmental Report which sets out our findings on the Strategic Environmental Assessment undertaken of the Local Implementation Plan prepared by the London Borough of Haringey.

Local Implementation Plans are prepared by all London boroughs in order to improve transport safety, traffic congestion, bus services and accessibility. The Local Implementation Plan for Haringey is the means by which the *Mayor's Transport Strategy* for London is implemented at local level by the London Borough of Haringey. Although the Local Implementation Plan focuses on the period to 2011, its strategic environmental effects are likely to extend beyond that period.

The aim of the Strategic Environmental Assessment is to ensure that the environment is considered in the process of preparing the Local Implementation Plan, rather than afterwards.

The Environmental Report covers:

- What needs to be covered in the Strategic Environmental Assessment;
- How the Local Implementation Plan fits in with the policies and plans of the Mayor of London and the policies and plans of the London Borough of Haringey;
- An overview of the State of the Environment in Haringey and a Summary of Environmental Problems and Opportunities for the Local Implementation Plan;
- An Assessment of the Significant Environmental Effects of the proposals in the Local Implementation Plan;
- Mitigation – the measures that can be used to reduce the environmental effects of the Local Implementation Plan;
- Monitoring – how the effectiveness of the Local Implementation Plan can be followed in the future.

What is covered in the Strategic Environmental Assessment?

The environmental topics covered in the Strategic Environmental Assessment are:

- Soil;
- Water;
- Air;
- Climatic factors;
- Population;
- Human health;
- Material assets;
- Biodiversity, fauna and flora;
- Cultural heritage including archaeological and architectural heritage; and
- Landscape.

Haringey Council recognises the connection between traffic and the quality of the environment, in particular:

- The fact that motor vehicles are responsible for most of the air pollution in Haringey;
- The need to reduce the impacts of motor traffic on walking and cycling.

The following statutory bodies have been formally consulted on the coverage of the Strategic Environmental Assessment:

- English Nature;
- The Countryside Agency;
- The Environment Agency.

Objectives and topics covered

The Objectives for the Strategic Environmental Assessment are set out in the table below:

<i>Topic</i>	<i>Objectives</i>
Air	Improve local air quality
	Reduce emissions and ensure that air quality in these areas continues to improve
Climatic	Minimise the emission of greenhouse gases
Population and Human Health	Reduce the number of people annoyed by noise
	Improve local air quality
	Promote, support and sustain healthy communities and lifestyles
Biodiversity	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
Cultural Heritage (including Archaeology)	Conserve the heritage of historic (and cultural) resources
Soil	Protect the most important and vulnerable soil types
Landscape and Townscape	Protect and enhance landscape and townscape
Material Assets	Protect assets of economic value to the area
Water	Protect the water environment
	Reduce the risk of flooding

In the next table we have summarised how important we think each of these topics is for the Strategic Environmental Assessment of the Local Implementation Plan. We have identified problems and opportunities associated with each topic area.

What topics are important in the Local Implementation Plan?

<i>SEA Topics</i>	<i>Problems and opportunities</i>	<i>Potential impact of LIP measures</i>	<i>Likely significance for SEA</i>
Soil quality	Only a concern on sites which are ripe for regeneration. Can redevelopment be used to reduce the environmental effects of traffic?	Unless there are infrastructure proposals that cross contaminated land no impacts are expected.	Not significant
Water resources	Water quality in surface water (streams and ponds).	Changes in traffic may affect the quality of surface water flowing to streams and pond but any change will be very small.	Not significant
Air quality	Air quality throughout the borough is adversely affected by motor vehicle traffic.	Potential for improvement if motor vehicle traffic reduces.	Significant
Climate change	Transport is a major source of greenhouse gases and thus climate change.	Any reduction in motor vehicle traffic will provide benefits.	Significant
Population and social exclusion	Transport accessibility for deprived areas is a major concern.	Potential for improvement in accessibility of deprived areas.	Significant
	Transport accessibility for deprived groups is a major concern.	Potential for improvement in accessibility of by the disabled, the old and the young.	Significant
Human health	Air quality, road dangers, noise and general environmental quality all adversely affect human health.	Potential for change if traffic reduces.	Significant
	Opportunity to make walking and cycling easier and thus benefit fitness.	and measures taken to reduce road dangers and make walking and cycling easier	Significant
Noise	Noise levels throughout the borough are dominated by motor vehicle traffic noise.	Any reduction in motor vehicle traffic or avoidance of sensitive uses will provide benefits.	Significant
Material assets	No significant material assets present.	Only relevant in terms of use of construction materials.	Significant
Biodiversity	Habitat presence is widespread through the borough.	Any reduction in motor vehicle traffic or avoidance of sensitive habitats will provide benefits.	Significant
Archaeology and cultural heritage	Archaeology and cultural heritage presence is widespread through the borough.	Any reduction in motor vehicle traffic, particularly in sensitive settings, will provide benefits.	Significant
Landscape and townscape	Present throughout the borough although quality varies.	Any reduction in motor vehicle traffic or avoidance of sensitive landscape/townscape will provide benefits.	Significant

In overall terms the environmental impacts that need to be covered in the Strategic Environmental Assessment boil down to the following:

- Changes to emissions to air from transport within the borough as a result of the Local Implementation Plan which might affect human health, climate change, the health of flora and fauna and amenity;
- Changes to noise levels from transport within the borough as a result of the Local Implementation Plan which might affect human health, the health of flora and fauna and amenity;
- Land taken for transport projects which is valued as open land, habitat for wildlife, footways or other reasons;
- Changes in demand for construction materials, notably aggregates, which deplete natural resources;
- Changes which affect people's ability to use modes of travel, for example, where walking and cycling are made easier.

There are other effects but these effects are considered likely to be small and not significant at a strategic level. However together they may be significant particularly in their impact on the overall quality of the street environment.

Environmental problems

The following key environmental problems have been identified for Haringey:

- The environment experienced by pedestrians and cyclists on many main roads in the borough, notably Tottenham High Road, Archway Road and Green Lanes, is poor particularly where footways are narrow, pedestrian flows are high, service activity is high and traffic flows are heavy. Motor vehicle traffic has adverse effects on the street environment through emissions to air, noise, accidents, severance and intimidation. This can often be exacerbated by the construction and repair activities of the highway authority and utilities;
- On minor roads and residential streets the adverse effects from motor vehicle traffic are less. However the dominance of parked vehicles, and the presence of an element of through traffic almost everywhere, results in an environment for residents, pedestrians and cyclists that is less than ideal, particularly in higher density areas;
- The environmental value of open land, whether public parks and open spaces or in private ownership, is devalued by noise, emissions to air and visual intrusion from traffic on adjoining roads;
- The demands on the transport system from the least advantaged groups of people in the borough are less while these groups are often the receptors who are most affected by the adverse effects of traffic.

Environmental opportunities

The following key opportunities have been identified:

- Motor vehicles are becoming quieter and less polluting to the air, giving us a chance to improve the environment unless traffic continues to increase;
- Regeneration areas provide an opportunity to make better provision for walking, cycling, public transport and deliveries;
- There are opportunities to manage streets to better meet the needs of all street users and to reduce the effects on adjoining open land.

Alternative options

The Local Implementation Plan must fit the aims of the *Mayor's Transport Strategy*. The key alternatives available are:

- Measures which reduce the need for travel;
- Measures which reduce or discourage motor vehicle traffic;
- Measures which increase the capacity for motor vehicle traffic and/or improve conditions for motor vehicle users;
- Measures which improve public transport;
- Measures which improve conditions for walking and cycling.

Environmental assessment

The most significant potential effects of the proposals in the Local Implementation Plan are:

- Exhaust emissions from transport, mainly motor vehicles,
- Noise from motor vehicles,
- Land needed for roads and other transport proposals,
- Effects on natural resources,
- Changes in people's ability to use particular modes of travel.

Small effects may also accumulate together to affect:

- People in their homes;
- People in the street;
- People in other places; and
- Flora and fauna

People in the street are particularly affected by this accumulation of effects.

Mitigation

Mitigation measures are used to reduce or avoid the bad effects of a proposal. Many of the proposals in the Local Implementation Plan are designed, at least in part, to reduce the effects of traffic on the environment. This is generally true of:

- Road safety improvements;
- Improvements in public transport, and
- Proposals to reduce congestion.

We have recommended some additional mitigation in a number of areas. This needs to be done when measures are designed in detail. For example when designing bus priority measures it is important to ensure that there is an overall environmental benefit. If other traffic is forced to use routes that are longer and more congested or which cross pedestrian routes there may be more noise and exhaust emissions and pedestrians may be inconvenienced.

Monitoring

It is difficult to identify any monitoring indicators that can be used to monitor progress on the Local Implementation Plan itself. Almost all of the commonly used indicators are affected by many other things, for example the cost of fuel and improved vehicle technology over which Haringey has little or no influence through its Local Implementation Plan.

We believe that suitable indicators can be identified covering:

- Air Quality
- Noise levels
- Land taken for
- Transport accessibility
- Amenity in the street
- Buses
- Traffic congestion
- Parking and loading regulations compliance
- The state of repair of highways and footways

However the Council will need to assess how each indicator is affected by the measures in the Local Implementation Plan. The key to monitoring the performance of the Local Implementation Plan is to find indicators that can be made to properly reflect the effects of the Local Implementation Plan measures on the environment.

Monitoring should particularly focus on the amenity of the street environment on roads that are the borough's responsibility. This might include indicators such as footway condition that are already monitored by the Council.