

3. The Local Implementation Plan for Haringey

3.1. Outline of the LIP

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. It provides the policy context for the annual Borough Spending Plan which boroughs submit to Transport for London for funds for transport initiatives. Policy 5.4 of the *Mayor's Transport Strategy* states:

'Partnership will be sought with the London boroughs in developing and implementing transport policies and plans. The London boroughs are required to set out their proposals for the implementation of the Transport Strategy in their areas. Local Implementation Plans (LIPs) will reflect the Transport Strategy's objectives, policies, proposals and priorities. The Mayor will issue guidance to the London boroughs setting out detailed requirements for their LIPs. Guidance will ensure the LIPs implement the Transport Strategy, are co-ordinated with each other and with the plans of other implementation agencies, and are effectively implemented and monitored. If necessary, the Mayor will issue directions to ensure the Transport Strategy is implemented.'

The *Mayor's Transport Strategy Local Implementation Plan Guidance* was published in July 2004. Key points are that:

- A Local Implementation Plan (LIP) is a statutory document that must set out a plan of how a borough proposes to implement the MTS in its area. It gives London local authorities the opportunity to present their full range of transport initiatives and projects and to show how and when they will address local transport issues through delivery of the MTS in an integrated manner.
- The LIP focuses on the period to 2010-11 but the detailed plans in LIPs must be focused only on the first four years. A borough's LIP must describe programmes and major projects or schemes planned or underway in the 2005/06 financial year and then set out proposals for the subsequent three years, i.e. from April 2006 to the end of financial year 2008/09 covering all types of activity described in the second paragraph of Section 2.1. For the period from 2009-10 to 2010-11, boroughs should indicate whether, they expect the project or programme in question to continue at a similar level, to increase, decrease or have been completed.
- The Mayor expects London Authorities to ensure compliance with Directive 2001/42/EC of the European Parliament and Council on the Assessment of the Effects of Certain Plans and Programmes on the Environment (the SEA directive).

The Haringey LIP as currently prepared comprises:

1. The local socio-economic and demographic context;
2. The London Borough of Haringey Transport Strategy;
3. Equality impact assessment;
4. Local implementation plan proposals;
5. The road safety Plan;

6. The parking and enforcement plan;
7. The school travel plan strategy;
8. Performance indicators;
9. Consultation results;
10. Borough core capacity statement;
11. Funding implications.

3.2. Relationship of the LIP to other plans and programmes

The context for the preparation of the LIP is provided by:

- European policy guidance;
- UK Government policy guidance;
- London Government policy guidance;
- The policies of the London Borough of Haringey.

The latter two levels already fully reflect European and UK policy guidance and it is not therefore considered necessary to explain the European and UK policy guidance.

3.2.1. London Government plans and programmes

The London Plan

The policies in the London Plan are summarised in **Appendix A**.

The Mayor's Transport Strategy

The key priorities from the *Mayor's Transport Strategy* are set out in **Table 3.1**.

Table 3.1: Ten key priorities from the Mayor's Transport Strategy

<i>Reference</i>	<i>Policy</i>
(a)	Reducing traffic congestion.
(b)	Overcoming the backlog of investment on the Underground so as to safely increase capacity, reduce overcrowding and increase both reliability and frequency of services.
(c)	Making radical improvements to bus services In London, including increasing the bus system's capacity, improving reliability and increasing the frequency of services.
(d)	Better integration of the National Rail system with London's other transport systems to facilitate commuting, reduce overcrowding, increase safety and move towards a London-wide, high frequency 'turn-up-and-go' Metro service.
(e)	Increasing the overall capacity of London's transport system by promoting: major new cross-London rail links including improving access to international transport facilities; improved orbital rail links in inner London; and new Thames river crossings in east London.
(f)	Improving journey time reliability for car users, which will particularly benefit outer London where car use dominates, whilst reducing car dependency by increasing travel choice.
(g)	Supporting local transport initiatives, including improved access to town centres and regeneration areas, walking and cycling schemes, Safer Routes to School, road safety improvements, better maintenance of roads and bridges, and improved co-ordination of streetworks.
(h)	Making the distribution of goods and services in London more reliable, sustainable and efficient, whilst minimising negative environmental impacts.
(i)	Improving the accessibility of London's transport system so that everyone, regardless of disability, can enjoy the benefits of living in, working in and visiting the Capital, thus improving social inclusion.
(j)	Bringing forward new integration initiatives to: provide integrated, simple and affordable public transport fares; improve key interchanges; enhance safety and security across all means of travel; ensure that taxis and private hire vehicles are improved and fully incorporated into London's transport system; and provide much better information and waiting environments.

3.2.2. London Borough of Haringey

The policies in the *Haringey Unitary Development Plan Revised Deposit Consultation Draft* September 2004 are summarised in **Appendix B**.

3.3. LIP objectives set

3.3.1. Key LIP objectives

The key LIP objectives are taken from the Revised UDP and are:

- To support and promote transport improvements where it would improve safety for all road users, including pedestrians and cyclists, enhance residential amenity and complement land development and regeneration strategies;
- Discourage the use of the car and promote other forms of travel;
- Improve freight movement whilst minimising the environmental impact;
- To balance the need for parking and the environmental impact of traffic movement and parked cars;
- To encourage developments which, through their design, reduce the need to travel, especially by car.

The following summary of the transport strategy of the LIP draws on Chapter 3 of the Draft Local Implementation Plan.

3.3.2. Transport and Land Use

Reducing the need to travel would provide many benefits for Haringey's environment. It can reduce both road traffic congestion and congestion on longer distance public transport services. By locating developments in areas well-served by public transport and with good facilities for walking and cycling, the amount of vehicle traffic generated by new developments can be reduced whilst still meeting the essential operational needs for a development.

The design of developments can assist the provision of integrated transport and facilitate movement by public transport, walking and cycling. A safe and attractive environment for public transport users, pedestrians and cyclists is important in supporting these modes of travel and discouraging car traffic to a development.

Policies:

T1 The Council will seek to locate new housing, office, shopping, commercial, educational and recreational facilities to locations well-served by public transport.

T2 The Council will require developers to consider the needs of public transport users, pedestrians and cyclists in the design of new developments.

3.3.3. Public Transport

The availability of public transport is a critical factor in supporting the Council's policies to discourage car use: an effective alternative needs to be available. However, much of the public transport network, both national rail and underground, is at capacity during peak periods in Haringey. We are supporting enhancements to existing transport services and new infrastructure to support the Council's, the Mayor's and the Government's growth agenda. We are facing increasing pressure for more housing and employment at increasing densities that will put increasing demands on the Borough's public transport network.

The Council is supporting a number of new infrastructure proposals. We also recognise the benefit in improving existing bus, rail and underground services

and infrastructure and are working with Transport for London and the rail operators to bring forward service and infrastructure improvements.

Bus priority measures can assist bus movement by improving journey speeds and reliability. We have supported the implementation of the London Bus Priority Network recognising the benefits in allocated road space and priority to local bus services for our environment and for the efficient use of our congested road network.

Policies:

T3 The Council will support the provision of rail infrastructure, new bus routes and bus network improvements, including the provision of new stations, as appropriate, through the following projects:

- a) East London Line extension
- b) Crossrail
- c) Thameslink 2000
- d) Crossrail Two
- e) Victoria Line extension to Northumberland Park
- f) West Anglia Route Modernisation Enhancement [WARME] including additional services and stations between Tottenham Hale and Stratford
- g) Orbirail including Barking – Gospel Oak line

T4 The Council will also support:

- a) Improved access to Haringey Heartlands
- b) Improved orbital public transport
- c) Improved orbital movement [both private and public transport] on the North Circular Road
- d) Improvements to public transport on Tottenham High Road
- e) Improvements to the Tottenham gyratory
- f) Improvements to Finsbury Park station

The East London Line extension is currently expected to be implemented in two phases with the first phase between Dalston and West Croydon/Crystal Palace. The Council wishes to see the line extended at the northern end to provide linkages to the transport interchange at Finsbury Park which, as well as being an underground and bus interchange, will in future be an important interchange for Thameslink 2000 services.

Crossrail would provide enhanced capacity in central London that is expected to release track capacity on the approaches to Liverpool Street, potentially enabling more services to operate on the Lee Valley line via Tottenham Hale or on the line to Enfield Town via Seven Sisters.

The current proposals for Thameslink 2000 indicate train services would not be stopping at Haringey stations. The Council considers enhanced rail services to

Alexandra Palace station are necessary to support Haringey Heartlands, an area identified in the London Plan as an Area for Intensification. Crossrail Two is a longer term rail enhancement with no clear route alignment but with potentially a routing through Haringey.

Northumberland Park is an SRB area and is one of the most deprived areas in the country. Accessibility to the rail network is poor as Northumberland Park station has very low train frequencies. An extension to the Victoria Line to Northumberland Park would support regeneration initiatives and possible redevelopment of Spurs football ground.

Expansion of Stansted Airport and the targeting of the London-Cambridge-Stansted-Peterborough corridor for substantially increased housing have put more pressure on the Liverpool Street to Cambridge line including the spur to Stansted Airport. The West Anglia Route Modernisation Enhancement [WARME] project which would include doubling of the track between Tottenham Hale and Broxbourne would alleviate existing services as well as potentially additional local services and services to Stansted Airport. As part of WARME additional services and stations on the line between Tottenham Hale and Stratford would be introduced. This service would support access to the Olympics venues, to Stratford International station and to Docklands.

There are few orbital rail services in London. The East London Line, North London Line, West London Line and the Barking-Gospel Oak line provide an orbital service benefiting mainly inner London. The London Plan is supporting the creation of linked orbital rail services through Orbirail which may include the Barking-Gospel Oak line. Because of the lack of orbital public transport services [and there are relatively few orbital bus routes], many journeys are undertaken by car. The key is to enhance services and introduce new routes to provide alternatives for these car journeys.

Improved access to the Haringey Heartlands Area for Intensification is essential to realise the potential of the site. A new spine road including new bus routes and bus priority measures is proposed in the Haringey Heartlands Development Framework.

The narrowness of the North Circular Road between Green Lanes and Bounds Green Road acts as a bottleneck between dual carriageway sections west and east of this section. The limited capacity has led to rat running through residential areas and congestion at certain times. Enhancements to capacity, which could include bus priority measures, are sought to alleviate these problems.

Tottenham High Road is one of the Borough's town centres as well as a strategic route towards central and inner London. The road carries high volumes of traffic and numerous bus routes. In the short to medium term enhancements are likely to be focused on improving bus service speed and reliability. Longer term options could include light rapid transit.

Linked to improvements to public transport services on Tottenham High Road are options to address the traffic volumes and speed on Tottenham gyratory comprising Tottenham High Road, Monument Way and Broad Lane. The vehicle domination of the area generates severance, air pollution, noise and is likely to act as a deterrent to business investment. Walking and cycling are

discouraged by the current layout and by the volume of traffic. Options for the future include turning the one-way working to two-way operation.

Finsbury Park station is a key interchange with numerous bus routes, two underground lines and many national rail routes serving the station. For many Haringey residents in the west of the Borough, Finsbury Park is the link into the rail network. Improvements to the station are crucial to create a safe, accessible and secure station, fully integrating public transport services and walking and cycling access to the station.

Policy:

T5 The Council will support needs-based bus services for residents with mobility difficulties.

Many Haringey residents are unable to use conventional bus services. All conventional buses services will soon be operated by low-floor accessible buses. However, there will still be a need for specific bus or community transport services to meet the needs of residents with mobility difficulties. We will work with TfL, ALG and other stakeholders to develop these initiatives. We are proposing a Mobility Forum to support our work.

Policy:

T6 The Council will continue to develop its work with Transport for London and other rail operators on improving access to, and security and safety around, rail stations and interchanges.

Accessibility to rail stations and interchanges is important in facilitating access by people with mobility difficulties. Safety and security issues often occur around rail stations. We cannot directly improve the accessibility of rail stations and security within stations as this is the responsibility of Transport for London and the rail operators but we can support improvements in accessibility to rail stations and security measures around them. Such measures include highway network changes, provision of pedestrian crossings, improvements to street lighting, CCTV, cycle parking and landscape improvements.

3.3.4. Roads

Many of Haringey's roads are heavily trafficked for much of the day. There is a suppressed demand for car travel in London and it is unrealistic to cater for this demand within our urban form. Nevertheless there are circumstances in which additional highway capacity is appropriate.

There are occasions when new access roads are required to service new or extended commercial developments. We wish to minimise the environmental damage that goods vehicles, particularly heavy goods vehicles, can cause. We will support traffic management measures such as lorry bans and support for the London Night-time and Weekend Lorry Ban in order to minimise the impact of freight movements in residential areas.

Policies:

T7 The Council will only promote or support road schemes which provide net benefits to local residents, businesses and the environment.

T8 The Council will only promote access roads to commercial and industrial premises if the premises are:

- a) located advantageously in relation to main roads and railways to accommodate the generation of heavy freight
- b) provide facilities for the handling of freight to secure efficient distribution
- c) located to reduce the movement of vehicles on roads not suitable for them
- d) located to encourage the use of rail and water to carry freight traffic

T9 The Council will continue to support the London-wide Night-time and Weekend Lorry Ban and local lorry bans

As road space is finite, there is a need to allocate this limited road space to different users. One method is to establish a hierarchy of road user. Depending on the type of road defined in the UDP road space is supported for some road users, neutral on allocating road space or provision of road space is discouraged which is related to the Council's policies on walking, cycling, public transport, car use and freight movement. Factors such as the environmental impact and the extent to which each road user is an efficient user of road space have been taken into account in developing the road user hierarchy. The road user hierarchy for Haringey is shown below.

Policy:

T10 The Council will allocate road space on its highway network in accordance with the following hierarchy of road user. The priority given to each type of road user is related to the nature of the road. The table below gives guidance on this priority. The type of road is that used in developing the road hierarchy is that in the UDP.

Table 3.1: Road Space Allocation Priorities

Road User	Type of Road			
	Strategic Routes	London Distributor Routes	Local Distributor Routes	Local Access Roads
Pedestrians	-	0	+	+
Cyclists	-	0	+	+
Bus passengers	+	+	0	-
Commercial/ delivery vehicles	+	+	0	-
Disabled drivers	+	+	+	+
High occupancy vehicles	+	0	-	-
Motorcycles/ mopeds	+	0	0	-
Car commuter journeys	-	-	-	-
Low occupancy vehicles for other journey purposes	-	-	-	-
Through commercial traffic	-	-	-	-

Key: + Support road space allocation
0 Neutral on road space allocation
- Discourage provision of road space

We are seeking to ensure that traffic is channelled onto the main road network as these roads are most suited to it. Although the main roads have a traffic and distribution function, these roads are also residential and local shopping and commercial centres. We will seek to minimise the adverse impact of traffic volumes through safety and environmental measures such as pedestrian crossings, cycle lanes, landscaping, widening of footways and improvements to the public realm. We are working with Transport for London on initiatives to improve its own roads [Transport for London Road Network].

Policy

T11 The Council will seek to ensure that traffic is channelled onto the main road network with measures undertaken to minimise the adverse impact of traffic on bus operation, safety, business and the environment.

3.3.5. Traffic Management

Rat-running traffic, speeding traffic and traffic volumes in residential areas are issues which are frequently raised by local communities. Traffic management measures including traffic calming, 20mph zones and home zones can play an important role in mitigating the environmental and safety impact of inappropriate traffic speed and discourage through traffic. The Council is committed to supporting road danger reduction and is a member of the Road Danger Reduction Forum (RDRF). This seeks to reduce danger at source through controlling the main source of threat – motor traffic. A more benign road environment can be created which will encourage the use of more sustainable modes such as walking and cycling.

The aims of the RDRF are to:

- a) seek a genuine reduction in danger for all road users by identifying and controlling the principle sources of threat
- b) find new measures to define the level of danger on our roads. These would more accurately monitor the use of and threat to benign modes
- c) discourage the unnecessary use of private motor transport where alternative benign modes or public transport are equally or more viable
- d) pursue a transport strategy for environmentally sustainable travel based on developing efficient integrated public transport systems. This would recognise that current levels of motor traffic should not be increased
- e) actively promote cycling and walking, which pose little threat to other road users, by taking positive and co-ordinated action to increase the safety and mobility of these benign modes
- f) promote the adoption of this charter as the basis of both national and international transport policy.

We have a programme of local road safety schemes that seek reduce actual personal injury accidents. Typical measures include pedestrian crossings, better street lighting, anti-skid surfacing, physical measures to reduce traffic speeds such as entry treatments and speed cushions/tables.

Environmental measures to reduce traffic speeds and rat-runs would include the physical measures as described. Road closures are sometimes favoured by local communities as a way of reducing the volume of rat-running traffic. Although the Council has implemented two schemes, road closures can be divisive within local communities and can be difficult to enforce. There is therefore a presumption against further road closures.

We have introduced a number of 20mph zones in recent years and are planning to introduce to address safety and environmental concerns. Home zones are streets in which the priority is given to pedestrians, cyclists and street activity rather than to motor traffic through physical measures to influence the psychology of drivers into thinking that driving a vehicle at more than 10mph would not be appropriate. However, home zones are expensive to implement. It is estimated that full home zone measures in all Haringey's residential roads would cost in excess of £2bn. The focus will be on implementing 20mph zones to maximise the benefits for all residents with full home zone measures at suitable locations within 20mph zones.

Encouraging children to walk or cycle to school would support Government objectives to reduce obesity and improve the health of children. We have introduced safer routes to school schemes in North Tottenham, West Green, Alexandra Park and Woodside areas. These schemes have included physical measures such as pedestrian crossings and speed cushions and tables. This work will be extended as part of school travel plans being developed by each school and supported by the Council.

Policies

T12 The Council will support measures to reduce road danger at source. These will include physical works to slow motor vehicles, measures to discourage motor traffic such as through land use policies and provision of facilities to encourage more walking and cycling.

T13 The Council will support traffic management measures to reduce the impact of traffic in residential areas. The type of measures implemented will depend on the identified problems although there will be a presumption against road closures to address traffic issues.

T14 The Council will support further 20mph and home zones where appropriate.

T15 The Council will introduce safer routes to school schemes where appropriate.

3.3.6. Parking

The Council's parking strategy is set out in the Parking and Enforcement Plan [PEP] in the LIP. The main aspects of the Plan are described below.

The strategic objectives of the PEP are:

- a) To reduce the need to travel especially by car and encourage more sustainable patterns of travel
- b) To manage overall traffic levels in the Borough to reduce traffic congestion and realise environmental and safety benefits
- c) To encourage the development of an efficient and effective transport system which maximises regeneration opportunities
- d) To promote the social and economic revitalisation of the Borough's town centres and other centres by improving accessibility for all modes of travel
- e) To support Borough initiatives to improve air quality

The PEP sets out a hierarchy of parking need. This hierarchy informs overall parking management and prioritisation. The hierarchy is shown below.

Road user	1 Local disabled resident parking need
	2 Non-local disabled parking need
	3 Local resident parking need
	4 Essential worker in the delivery of public service
	5 Local business essential parking/servicing need

- 6 Short-stay shopper/visitor parking need
- 7 Long-stay shopper/visitor parking need
- 8 Long-stay commuter parking need

Vehicle type	<ul style="list-style-type: none"> 1 Emergency vehicle 2 Cycle 3 Bus 4 Public service vehicle 5 Powered two-wheeler 6 Taxi 7 Shared/pool car 8 Cleaner/greener private car 9 Conventional private car
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Policies:

T16 Development proposals will be assessed against the parking standards set out in Appendix 1 of the UDP. Proposals that do not meet these standards will not normally be permitted. Parking requirement will be assessed on an individual basis as part of the Transport Assessment in cases where this is deemed necessary.

T17 The Council will consider proposals for new residential developments without the provision of car parking in appropriate locations and where there are effective mechanisms preventing car ownership.

T18 All developments must take account of the need to provide for people with disabilities. Specific parking provision for disabled people should be made in accordance with the Council's parking standards.

T19 The Council will not support the provision of additional public off-street car parks. Improvement of existing car parks will be undertaken, subject to resources.

T20 The Council will develop transparent criteria for use in considering further Controlled Parking Zones (CPZs).

T21 The Council will meet the needs of all road users by:

- managing the overall parking supply and demand to allocate space based on parking need and priorities
- supporting the legitimate parking and loading requirements of businesses
- supporting safe and efficient operation of public transport services in the Borough

T22 The Council will support effective parking management by

- co-ordinating the management and charging of on-and off-street parking to ensure a comprehensive and complementary approach
- allocating parking permits based on transparent principles giving priority in accordance with a defined hierarchy of parking need

T23 The Council will seek to improve sustainable access by:

- seeking the provision of cycle parking in new developments
- providing secure cycle parking especially in areas of high demand
- ensuring that parking management is supportive of sustainable travel initiatives such as travel plans, car clubs and car free developments

T24 The Council will meet environmental objectives by:

- ensuring that parking management is supportive of local environmental improvement initiatives

3.3.7. Walking

The Walking Action Plan is set out in the LIP. The main aspects of the Plan are described below.

The aim of the Action Plan is to maximise the role of walking as a mode of transport in Haringey within an overall framework of road danger and traffic reduction and sustainable development.

There are a number of objectives:

- a) To improve the safety, security and convenience of walking in the Borough
- b) To integrate measures to help pedestrians with traffic management, cycling, bus priority and road safety schemes
- c) To improve pedestrian access to key destinations particularly schools, town centres and rail stations and interchanges
- d) To ensure that new development is pedestrian friendly
- e) To improve pedestrian facilities and the pedestrian environment, particularly for disable people and those with a mobility handicap
- f) To improve personal safety and security particularly at night
- g) To monitor the progress of the Plan

The Walking Plan puts forward as number of mechanisms to support more walking. These are described fully in the Plan.

Policies

T25 The Council will seek to provide a pleasant, safe environment for pedestrians, paying particular regard to the needs of people with mobility difficulties.

T26 The Council will maintain existing footpaths and passageways in as safe and attractive form as possible paying particular attention to the needs of people with mobility difficulties.

T27 The Council requires that new proposals should have a design and layout that encourages walking and cycling.

3.3.8. Cycling

The Cycling Action Plan is set out in the LIP. The main aspects of the plan are described below.

The overall aim of the Action Plan is to maximise the role of cycling in Haringey within an overall framework of road danger and traffic reduction and sustainable development.

There are 5 key objectives:

Objective 1: The Council will develop infrastructure for cycling to a high standard of planning, design and implementation, in particular to assist cyclists to integrate with traffic through measures such as speed reduction and improved traffic management.

The basis of the Plan is that the whole of the Borough's road network is available to cyclists and that this network should be safe to use by all cyclists. The focus of the Council's work is on improving the cycling environment by seeking to reduce traffic levels, introducing traffic calming schemes, specific treatments at junctions and traffic management, reallocation of road space to cyclists where feasible and provision of cycle lanes and tracks where necessary.

Objective 2: The Council will seek a reduction in road danger for cyclists by identifying and controlling the principal sources of threat.

The Council has adopted as policy the Road Danger Reduction Charter which seeks to reduce and eliminate road hazards at source. We have introduced a number of schemes to meet this objective including 20mph zones, safer routes to school, home zones, local safety schemes and town centre schemes with pedestrian priority.

Objective 3: The Council will pursue the objective of road danger reduction through investment in appropriate road-based cycle training to the National Standard, for children, adults and people with disabilities.

We are undertaking on- and off-road cycle training and we will be seeking to continue to do this subject to the availability of funding.

Objective 4: The Council will support Transport for London's [TfL] role in promoting cycling, for example by distributing leaflets and maps.

We will be raising the importance and benefits of cycling through the distribution of publicity leaflets etc as well as supporting local cycling groups in events such as Bike Week. We will be supporting cycling through work to implement the Council's own staff travel plan.

Objective 5: Through its policies in the UDP, the Council will ensure that new development is cycle-friendly and that, where required, travel plans include cycling as a key alternative to the car and public transport.

Policies

T28 The Council supports improvement, protection and creation of the London Cycle Network in Haringey including London Cycle Network Plus routes where possible.

T29 The Council will fully take into account the needs of cyclists in the design of traffic management schemes.

T30 The Council will require cycle parking as part of new developments as set out in the Parking Standards Appendix in the UDP.

T31 The Council requires that new proposals should have a design and layout that encourages walking and cycling.

T32 The Council will support cycle training and promotion of cycle use through publicity as resources allow.

3.3.9. Freight

The movement of water and rail freight is generally less environmentally intrusive than freight moved by road. However, the provision of water and rail freight facilities may, in some situations, give rise to local lorry movement as freight is transferred intermodally. Each scheme will be examined on its merits.

Policy

T33 The Council will seek to retain existing rail freight and water transport facilities that are still needed for operational purposes and the provision of additional facilities provided these do not give rise to undue local environmental disturbance. The Council will also support the use of rail or water transport during construction of new development where it would be feasible.

3.4. SEA objectives

Possible LIP SEA objectives and their source are listed in **Table 3.2**. The SEA objectives are drawn from both the policy context for environmental protection, established at international, national or community level and our understanding of the likely impacts of the LIP.

Table 3.2: Proposed SEA Objectives

<i>SEA Topic</i>	<i>Possible SEA Objectives</i>	<i>Source</i>
Air	Improve local air quality	<i>Guidance on the Methodology for Multi-Modal Studies</i> (Department of the Environment, Transport and the Regions) (GOMMMS)/ <i>The Air Quality Strategy for England, Scotland, Wales and Northern Ireland</i> (DETR)
Air	Reduce emissions in AQMAs and ensure that air quality in these areas continues to improve	<i>The Air Quality Strategy for England, Scotland, Wales and Northern Ireland</i> (DETR)
Climatic	Minimise the emission of greenhouse gases	GOMMMS/Kyoto Treaty obligations
Population and Human Health	Reduce the number of people annoyed by noise	GOMMMS
Population and Human Health	Improve local air quality	GOMMMS/ <i>The Air Quality Strategy for England, Scotland, Wales and Northern Ireland</i> (DETR)
Population and Human Health	Promote, support and sustain healthy communities and lifestyles	GOMMMS
Population and Human Health	Reduce road accident injuries and fatalities	GOMMMS
Biodiversity	Avoid damage to, and seek to enhance, designated, flora and wildlife sites and protected species	GOMMMS/ <i>Strategic Environmental Assessment Directive: Guidance for Planning Authorities</i> (Office of the Deputy Prime Minister)
Biodiversity	Adopt the principle of no net loss of priority habitats and, where possible, manage and develop habitats to enhance biodiversity	Adapted from Revised RPG8 (Apr 2003)
Cultural Heritage (including Archaeology)	Conserve the heritage of historic (and cultural) resources)	GOMMMS
Soil	Protect the most important and vulnerable soil types	GOMMMS
Landscape and Townscape	Protect and enhance landscape and townscape	GOMMMS/typical unitary development plans
Material Assets	Protect assets of economic value to the area	Not explicitly covered by other plans and programmes or GOMMMS

<i>SEA Topic</i>	<i>Possible SEA Objectives</i>	<i>Source</i>
Water	Protect the water environment	GOMMMS/ <i>The London Plan</i> (GLA)
Water	Reduce the risk of flooding	<i>PPG25 Development and flood risk</i> (Office of the Deputy Prime Minister)

Note: GOMMMS – *Guidance on the Methodology for Multi-Modal Studies* DETR 2000. GOMMMS has now been effectively superseded by Webtag (<http://www.webtag.org.uk>) but this does not affect the SEA objectives identified.