

APPENDIX 3 – STRATEGIC ENVIRONMENTAL ASSESSEMNT OF THE
LOCAL TRANSPORT PLAN FOR HAMMERSMITH & FULHAM

ENVIRONMENT REPORT DECEMBER 2010

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1. INTRODUCTION AND SCREENING

What is “A Transport Plan for Hammersmith & Fulham?”

As part of the Greater London Authority (GLA) Act 1999, all London boroughs are required to produce a plan on how they intend to implement the Mayor's Transport Strategy (MTS). The first MTS was published in 2001 and Hammersmith & Fulham's first Local Implementation plan (LIP) was approved by the Mayor in 2006. This set out the Council's policies and objectives for the period 2005 – 2009, in line with the MTS requirements.

In May 2010 the second Mayor's Transport Strategy (MTS2) was published covering the period to 2031, setting out new strategic goals and requirements for London boroughs. Accordingly, Hammersmith & Fulham Council is now required to produce a second local implementation plan to show in detail how we plan to deliver MTS2. We will call this second LIP “A Transport Plan for Hammersmith & Fulham.”

We will formally consult on the draft plan in December 2010 at which time it will be submitted to Transport for London (TfL). This follows a series of engagements with various stakeholders in the latter part of 2010. Following consultation, the plan will be formally approved by Hammersmith & Fulham Cabinet before it is adopted and submitted to TfL with any amendments ratified by the Cabinet Member for Environment and Asset Management.

What is an SEA?

Under European legislation the Strategic Environmental Assessment (SEA) Directive (2001/42/EC) requires that responsible authorities ensure that due regard for environmental and sustainability impacts are comprehensively integrated when drawing up any plans.

The 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 and programmes with a view to promoting sustainable development’.

An SEA ensures that environmental and sustainability implications of the LIP are adequately identified, addressed, mitigated, communicated to decision makers and monitored. The process also provides adequate opportunities to engage stakeholders, thus reducing the potential harm done to the environment.

The following report is the Environmental report of the SEA for the consultation draft of the Transport Plan for Hammersmith & Fulham. It is designed to ensure

that the Transport Plan for Hammersmith & Fulham delivers transport improvements in a way that takes full account of significant environmental impacts and provides opportunities for environmental improvements. It deals solely with the geographic area of the London borough of Hammersmith & Fulham, although the input of neighbouring boroughs to integrate cross borough and sub regional initiatives is welcomed. Their impacts on the River Thames are also considered as it forms a third of the borough boundary. One of the main purposes of this report is consultation with statutory consultees and also with the local community and other stakeholders.

Stages of the SEA

The SEA directive identifies five stages as summarised below:

stage A	Set context & objectives, establish baseline & scope
stage B	Develop and refine alternatives and assess impacts
stage C	Prepare the environmental report
stage D	Consultation on draft plan and environmental report
stage E	Monitoring implementation of the plan

This Environmental report (stage D) documents the process by which the local transport plan for Hammersmith & Fulham objectives have been developed, ensuring the integration of SEA aspects likely to be affected by the plan. The scoping report was issued in August 2010 and was sent to the following organisations for consultation:

- English Heritage
- Environment Agency
- Groundwork London
- Natural England
- Friends of the Earth
- London Wildlife Trust

One response was received, from Natural England. This response is appended to this report, together with an indication of how it has been used in the development of this Environment Report.

Does the LIP require an SEA?

Despite the uncertainty regarding the requirement for a LIP to be subject to an SEA (unlike local transport plans outside London), we recognise it as best practice to compile an SEA. This Environmental Report is being issued with the consultation draft LIP, A Transport Plan for Hammersmith & Fulham, in December 2010.

2. SCOPE OF THE SEA AND THE ENVIRONMENTAL REPORT

The scope

The SEA process has a wide remit in terms of assessing the environmental impact of the LIP. It considers the following issues;

- Biodiversity, flora and fauna
- Population and human health
- Soil and water
- Air
- Climate
- Material assets
- Cultural heritage including archaeological and architectural heritage
- Landscape and townscape

In line with the requirements of the SEA directive, this report focuses on potentially significant negative impacts from the Transport Plan for Hammersmith & Fulham only, and part of the work of the scoping report is to assess where these impacts may occur. This report is not intended to cover all impacts, nor all environmental issues, and should not be seen as a replacement for other reports, as below, all of which publish data, targets and monitoring regimes.

- Hammersmith & Fulham community strategy 2007 – 2014
- MTS2 and its SEA
- Emerging sub regional transport plans
- Hammersmith & Fulham Unitary Development Plan (as amended in 2007)

Nor is the report designed to carry out an Environmental Impact Assessment (EIA) of individual projects or programmes. Rather it is a strategic assessment of the objectives and expected outcomes of the local transport plan for Hammersmith & Fulham.

What are the SEA objectives?

The local transport plan for Hammersmith & Fulham is required to fulfil the goals of the MTS2. Below is a table representing those goals and associated challenges and outcomes (taken from MTS2).

Thematic Goals	Challenges	Outcomes
Economic Development and Growth	Supporting population and employment growth	Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel
	Improving transport connectivity	Improving employer's access to labour markets Improving access to commercial markets for freight movements and business travel
	Delivering an efficient and effective transport system for goods and people	Smoothing traffic flow(reducing road congestion and improving traffic journey time reliability) Improving public transport reliability Reducing operating costs Bringing and maintaining all assets to a state of good repair
Quality of life	Improving journey experience	Improving public transport customer satisfaction Improving road user satisfaction Reducing public transport crowding
	Enhancing the built and natural environment	Enhancing streetscapes, improving the perception of urban realm and developing shared space initiatives
	Improving air quality	Reducing air pollutant emissions from ground based transport, contributing to EU air quality targets
	Improving noise impacts	Improving perceptions and reducing impacts of noise
	Improving health impacts	Facilitating an increase in active travel
Safety and security	Reducing crime, fear of crime and anti-social behaviour	Reducing crime rates (and improved perceptions of personal safety and security)
	Improving road safety	Reducing the number of road traffic casualties
	Improving public transport safety	Reducing casualties on public transport networks
Climate change	Reducing CO2 emissions	Reducing CO2 emissions from ground based transport, contributing to a London-wide 60% reduction by 2025
	Adapting for climate change	Maintaining the reliability of the transport networks

We have cross referenced the goals, challenges and outcomes described above with the Council's core values as expressed in the Hammersmith & Fulham Community Strategy and the aims and the strategic transport policy in the emerging Local Development Framework. From this a series of SEA objectives and measures have been developed, which are also likely to be the objectives and measures of the LIP itself.

Objective	Measure	Other objectives served by measure
1 To support sustainable population and employment growth in the five regeneration areas. (White City, North Fulham / Hammersmith Town Centre & Riverside, South Fulham Riverside and Old Oak Common & Hythe Road.	Promote and support improvements to the performance and capacity of the underground and overground rail networks, particularly the District, Piccadilly and West London Lines	6
	Promote the HS2 hub at Old Oak Common, connecting with Crossrail, Great Western main line and West London Line.	
	Promote demand management to release capacity on the road and rail networks	2
	Promote the provision of road infrastructure to meet the essential needs the development	
2 To improve the efficiency of our road network.	Review signal timings and remove unnecessary traffic signals	
	Ensure the road surface is in good condition	3,4
	Improve the flow of traffic at congestion “hotspots”	5
	Work with utilities to reduce delays caused by roadworks	5
	Review restrictions to ensure they are appropriate	
3 To improve the quality of our streets.	Decluttering footways	5
	Planting street trees	4
	Installing car club and electric charging bays where appropriate	4,6
	Using a simple material palette	
	Improving safety and security through crime reduction and road safety initiatives	5
	Consulting extensively on highway improvement schemes	
	Wayfinding in town centres	5
4 To improve air quality, reduce noise from transport and reduce carbon emissions in the borough.	Promote walking, cycling, public transport and cleaner vehicles	2,3
	Provide travel planning assistance for schools and businesses	2,3

5 To make it easier for everyone to gain access to transport opportunities.	Provide high quality, uncluttered footways	3
	Improve access to stations and bus stops	3
	Support improvements to quality, reliability and accessibility of bus services	1,2
	Protect dropped kerbs and crossing points from obstruction	
6. To support residents and businesses by controlling parking space fairly	Rolling review of CPZ hours of operation	
	Electronic (SMART) parking	
	Match day parking schemes	
	Appropriate provision for blue badge holders	5
7 To reduce the number of people injured and killed on our streets.	Traffic calming/20 mph speed limits in residential areas	3
	Promote safety improvements to Transport for London's roads (TLRN)	2
	Provide cycle training for adults and children	2,3,4,5
	Enforce traffic restrictions, using innovative methods where appropriate	2,3
	Implement local safety schemes	2,3

An important part of the SEA is to identify the potential impacts of the policies and measures contained within the LIP on the environment. The table below assesses these in the following way:

Symbol Impact: pp - Very positive
 p - Positive
 0 - Neutral/uncertain depending on scheme
 n - Negative
 nn - Very negative

Measure	Biodiversity and flora	Population and human health	Soil and water	Air Quality	Climate	Material assets	Culture, heritage and landscape
Promote and support improvements to the performance and capacity of the underground and overground rail networks, particularly the District, Piccadilly and West London Lines	0	p	0	p	p	p	p
Promote HS2 hub at Old Oak Common, connecting with Crossrail, Great Western main line and West London Line.	0	p	p	p	p	p	p
Promote the provision of road infrastructure to meet the essential needs of development	0	p	0	n	n	p	0
Review signal timings and remove unnecessary traffic signals	0	p	0	p	p	p	p
Ensure the road surface is in good condition	0	p	p	0	0	pp	p
Improve the flow of traffic at congestion "hotspots"	0	p	0	pp	pp	p	p
Work with utilities to reduce delays caused by roadworks	0	p	p	p	p	p	p
Review restrictions to ensure they are appropriate	0	p	p	p	p	p	p
Decluttering footways	0	p	p	p	p	p	pp
Planting street trees	pp	p	pp	p	p	0	pp
Install car club and electric charging bays where appropriate	0	p	0	pp	p	0	0
Using a simple material palette	0	p	0	0	0	pp	p
Improve safety and security through crime reduction and road safety initiatives	0	pp	0	0	0	pp	pp
Consulting extensively on highway improvement schemes	0	p	0	0	0	p	p
Wayfinding in town centres	0	p	0	p	p	p	pp
Promote walking, cycling public transport and cleaner vehicles	p	pp	p	pp	pp	p	p
Provide travel planning assistance for schools and businesses	p	pp	p	pp	pp	p	p
Improve access to stations and bus stops	0	pp	0	p	p	p	p
Support improvements to quality, reliability and accessibility of bus services	0	pp	0	p	p	p	p
Protect dropped kerbs and crossing points from obstruction	0	p	0	0	0	0	0
Rolling review of CPZ hours of operation	0	p	0	p	p	0	p
Electronic (SMART) parking	0	p	0	0	0	0	0
Appropriate provision for blue badge holders	0	pp	0	0	0	0	0
Traffic calming/20 mph speed limits in residential areas.	0	pp	0	p	p	0	p
Promote safety improvements to Transport for London's roads (TLRN)	0	p	0	0	0	0	0
Provide cycle training for adults and children	p	pp	0	pp	pp	p	p
Enforce traffic restrictions, using innovative methods where appropriate.	0	pp	0	p	p	p	p
Implement local safety schemes	0	pp	0	p	p	p	p

There are no elements of Hammersmith & Fulham's transport plan that are expected to have a significant detrimental environmental impact. However, the baseline environmental section looks in more detail at what environmental issues may arise under each of the environmental headings as a result of our objectives and measures. (See section 3 below).

Indicators

In order to assess the extent to which Hammersmith & Fulham's Transport Plan will meet its objectives we have developed a number of indicators. TfL require all boroughs to report on the following mandatory indicators:

- Mode share: measured by a maintenance or increase in the share of non-car modes
- Bus service reliability – measured by maintenance or increase in the average reliability of all bus services
- Asset condition: the proportion of principal road carriageway where maintenance should be considered
- Road traffic casualties
- CO2 emissions

TfL also require boroughs to report on how they will secure the following outputs:

- Cycle parking
- Cycle superhighways
- Electric vehicle charging points
- Better streets
- Cleaner local authority fleets
- Street trees

The Council has proposed additional indicators to help meet the objectives of the MTS. We have balanced the cost of collecting the data for such additional indicators (for example on traffic levels) with the added value we get from the indicators.

3. BASELINE ENVIRONMENTAL INFORMATION

Baseline information comes from a number of sources already published by Hammersmith & Fulham Council showing how environmental issues are considered in taking forward our policies and programmes. At the end of this report is a list of these publications and sources of further information. Where the Hammersmith & Fulham Transport Plan is not expected to impact strongly, readers are directed to the appropriate source.

The information on Hammersmith and Fulham below gives the context for the baseline information.

Hammersmith & Fulham Context

The Borough of Hammersmith & Fulham is situated on the western edge of inner London in a strategic location on the transport routes between Central London and Heathrow Airport. The borough is oriented north-south with most major transport links, both road and rail, carrying through traffic east-west across the borough. Some of the busiest road junctions in London are located in the borough, at Hammersmith Broadway, Shepherds Bush Green and Savoy Circus and the borough suffers disproportionately from the effects of through traffic. North-south transport links in the borough are less good than the east-west ones.

The population of the borough is relatively young and ethnically diverse. It is also a highly mobile population with about half of all households having moved in the previous five years. The borough's population is increasing. It has grown from 169,300 in 2004 to 172,500 in mid 2007 and is expected to grow by approximately 12% between 2006 and 2026.

Nearly half of the population (45%) is between 19 and 40 years old. The borough has the second highest proportion (54.7%) of single people in the adult population of any local authority in England & Wales. Four in ten (40.3%) of households consist of one person. (Source 2001 census)

Hammersmith & Fulham is an area of contrasts, of wealth and poverty, and of attractive environments, many of which are protected by conservation designations, and other areas that are less attractive and that need to be improved. The borough has some of the highest house prices in London, but on the other hand is ranked as the 38th most deprived local authority in the country (IMD2007). There are significant pockets of deprivation, largely concentrated on the larger housing estates, such as the White City Estate area.

The borough has at least four distinct areas – Fulham, Hammersmith, Shepherds Bush and the area to the north of Wormwood Scrubs – the College Park/Hythe

Road area. The borough also benefits from having almost five miles – 7 kilometres – of frontage along the River Thames.

Because transport links tend to be east-west in the borough, each town centre serves its local area. The College Park/Hythe Road area is better served by town centres in Brent.

Hammersmith & Fulham's economy is part of the wider London and west London economic area. The borough occupies a favourable location in west London and is attractive to a variety of businesses. It has enjoyed significant growth in employment and economic activity over the last three decades, with the central Hammersmith area becoming an important sub-regional location for offices. In 2006, 115,000 people worked in the borough compared with 111,500 in 2004 (Annual Business Inquiry). Just over a quarter of people working in the borough also live in the borough. The largest employer in the borough is the BBC, based in Wood Lane, which has expanded its complex there in recent years and has approximately 14,000 employees. This number will decrease with the proposed move of some of the BBC's staff to Salford and central London.

In recent decades there has been a substantial change in the composition of businesses with a significant decline in traditional manufacturing, although the publishing, printing and recorded media sector has grown. Smaller firms have become more important; 76% of businesses have fewer than five employees.

To the north of the borough the Hythe Road industrial area forms part of the extensive Park Royal area. Park Royal is the closest industrial and warehousing area to central London and also serves Heathrow. It houses nearly 2000 businesses, more than any other industrial estate in Europe, providing around 40,000 jobs. It is home to the growing economic clusters of food and drink, transportation and logistics and TV and film businesses. The Hythe Road area in H&F is also developing as an area specialising in the recycling of electrical and construction and other waste.

The River Thames and a section of the Grand Union Canal in the north of the borough enhance the environment and character of the borough and provide important opportunities for leisure and recreation. However, the Thames restricts movement to the south of the borough and results in H&F being a flood risk area.

4.HAMMERSMITH & FULHAM BASELINE INFORMATION

Data relating to the current state of the environment is presented below, in order to enable a fair judgement to be made on the environmental implications of Hammersmith & Fulham's Transport Plan.

Biodiversity, Flora and Fauna

In 2006 the Council produced a Biodiversity Action Plan (BAP) and a stakeholder group has been established to update and review the BAP. The local Biodiversity Action Plan identifies the important habitats and species within the borough of Hammersmith & Fulham and sets out how we can preserve and enhance these through practical action.

Hammersmith & Fulham's Biodiversity Action Plan is an evolving process. Rather than being a lengthy document, which by itself will not improve the biodiversity of the borough, the emphasis is on the commitment that is generated to implement specific actions. The Biodiversity Action Plan therefore documents the co-ordination required for action.

The impacts of the Transport Plan on biodiversity are expected to be marginal. The improvement of air quality which is envisaged in the plan will benefit biodiversity, as will the planting of street trees. Where hitherto underused land is developed for transport uses, the effects on biodiversity will be considered and appropriate mitigation measures of any negative effects will be undertaken.

Population and Human Health

The north of the borough contains some of the most deprived areas in the country, whilst areas in the south contain some of the wealthiest and least deprived. According to the Index of Multiple Deprivation (IMD) 2007, Hammersmith & Fulham is the 38th most deprived borough in England (out of 354 national local authorities) and the 13th most deprived in London (out of 33 London boroughs).

Seven (6.3%) of the borough's 111 Super Output Areas (SOAs) are within the top ten most deprived nationally compared to 10% of London's SOAs. These comprise five major housing estates: White City, Wormholt, Edward Woods, Charecroft and Clem Attlee. A further 21% of the borough's SOAs are in the 10-20% worst nationally (London 17%). Most of these areas are in the north of the borough but some are further south.

The IMD consists of seven "domains". The highest scores for Hammersmith & Fulham are in "Living environment", "Crime", "Income", "Employment" and "Barriers to Housing and Services" domains, in that order. Deprivation levels are also relatively high in a sub-domain of "Income": "Income deprivation Affecting Children", where more than a quarter (27%) of the borough's SOAs fall within the worst 10% nationally. The borough is ranked 18th in the country in terms of child poverty. Some 12,000 or 38% of Hammersmith & Fulham's children live in income deprived households.

The borough's pattern of inequality is more complex than a north-south geographical divide. The borough has many pockets of wealth and poverty, good health and ill health, and high income and unemployment, often in close proximity to each other. This is well illustrated by the two largest Mosaic Customer Segmentation groups being "prosperous, mobile, single young professionals" and "deprived families in public housing".

Transport has major health impacts – through accidents, levels of physical activity, effects on air pollution and access to work, leisure and services. A lack of transport decreases opportunities for social participation.

Over half of households in the borough do not have access to a car, and the proportion is higher in more deprived areas of the borough. Less than a third of employed residents work within the borough and the proportion of those who commute on foot, by bicycle or by public transport is higher than both the inner and Greater London averages for travel to work.

According to National Indicator 175, access to hospitals, GP surgeries, food shops and employment sites via public transport, walking and cycling appears to be good in the borough, with high percentages of "at risk populations within appropriate walking distance or public transport distance of key services.

National Indicator 176 measures working age people with access to employment by public transport (and other specified modes). It shows the percentage of people of working age living within the catchment area of a location of more than 500 jobs by public transport, walking and cycling. According to the latest (2008) dataset, Hammersmith & Fulham is the fourth most accessible borough in the country, with 92% of the working age population being in that catchment area.

There is a great deal of synergy between the NHS' programmes to tackle heart disease, diabetes and obesity and other illnesses which are exacerbated by lack of exercise and the Transport Plan's measures to encourage people to walk and cycle.

Road traffic casualties

In 2009 the number of casualties from road traffic collisions increased to 722 from 675 in 2008. This increase is nearly 7% or 47 casualties. The number of "killed and seriously injured" casualties fell slightly to 93 from 94 in 2008. This report details the accident data and accident trends across user groups and casualty types.

Targets

In March 2000 the Government published its Road Safety Strategy and casualty reduction targets for 2010. The targets compare the average for 1994-98, and are:

- a 40% reduction in the number of people killed or seriously injured in road collisions
- a 50% reduction in the number of children killed or seriously injured
- a 10% reduction in the slight casualty rate

In 2006 the Mayor of London announced "stretched" targets for the London area as follows:

- a 50% reduction in the number of people killed or seriously injured
- a 50% reduction in the number of cyclists and pedestrians killed or seriously injured
- a 40% reduction in the number of powered two wheeler riders killed or seriously injured
- a 60% reduction in the number of children killed or seriously injured
- a 25% reduction in the slight casualty rate.

The table below shows the Borough's progress against these targets in 2009:

London Targets and reductions	Original Government targets	Actual H & F reduction at 2004	Mayor of London's targets	Actual H & F reduction at 2009
Killed or seriously injured casualties	%	%	%	%
Total	40	24	50	37.6
Children	50	49	60	78.3
Pedestrians	40	46	50	53.1
Pedal cyclists	40	6	50	+3.9
Powered two-wheelers	40	+5	40	+18.3
Slight casualties	%	%	%	%
Total	10	18	25	32.4

The table shows that we have made good progress in reducing casualties in most of our priority areas. However, in common with other London boroughs, there have been increases in the numbers of cyclists and motorcyclists killed and seriously injured. We will therefore give priority to improving the safety of these groups in our Transport Plan.

We believe that our Transport Plan will improve life chances for the population and improve human health by increasing accessibility to services and facilities and increasing walking and cycling and the use of public transport and cleaner vehicles and reducing casualties from road collisions.

Soil and Water

Transport projects have minimal effects on soil and water. However, run-off from road surfaces can contain a number of chemicals, such as oil, hydrocarbons and metals, which can cause harm, for example, if they enter major waterways. The Council's Biodiversity Action Plan (see section 3.5 above) deals extensively with soil and water quality.

It is not anticipated that the Transport Plan will have significant impact on soil or water quality in the borough. Reductions in road traffic will marginally help to improve soil and water quality. Where significant new construction is proposed, its effects on soil and water will be evaluated and appropriate mitigation measures will be undertaken.

Air Quality

The whole borough was designated as an Air Quality Management Area in November 2000 as studies showed that the Government's air quality standards for nitrogen dioxide (NO₂) and small particles (PM₁₀) were being breached.

The Council adopted an Air Quality Action Plan (AQAP) in 2003, which is reviewed annually. As traffic is the main local source of pollution, the AQAP concentrates on reducing the impact of emissions from road transport. As well as promoting local action, the AQAP recognises that the Council's measures must also be complimented by action on a wider scale, both in neighbouring boroughs and London-wide. This is particularly true for a small borough like Hammersmith & Fulham, located as it is on the edge of central London, and also on the main transport routes between the city centre and Heathrow airport. To help encourage co-operation between boroughs on improving air quality, the West London boroughs have developed their own Air Quality Strategy. Action is also necessary at a national and EU level to ensure tight limits on industrial emissions and to encourage the up-take of clean vehicle engine and fuel technology.

The ultimate aim of the AQAP is to improve air quality so that all of the targets set by Government are met in the borough. These targets have been set by the Expert Panel on Air Quality Standards with regard to the effect that air pollution can have on people's health. A hierarchy of themed actions to tackle local air pollution has been developed. Whilst all of these areas are considered to be key sections of the AQAP, they have been ordered according to their estimated potential in effecting improvements to local air quality. They are:

- Reducing emissions at source, through use of cleaner, more efficient vehicles and fuels and controlling emissions from building and construction sites;
- Reducing the need to travel, by using planning to enable better access to goods, services and activity centres;
- Encouraging a switch to less polluting forms of transport, by working with public transport providers and utilising planning to provide for opportunities to access goods, services and activity centres other than by car;
- Making more efficient use of road transport by providing for and encouraging more resource effective road transport.;
- Taking other measures to reduce road traffic through effective traffic management in consensus with local communities;
- Raising awareness of the links between air quality, health and transport by continually and consistently explaining the interrelationships of transport use, air quality and health issues.

There is a great deal of overlap between the measures proposed for the Transport Plan and those in the AQAP. The Transport Plan will therefore contribute to the actions being taken to help reduce emissions and improve local air quality.

Climate

Carbon dioxide is recognised as a major contributing factor to climate change. Road transport contributes approximately 24% of the overall carbon emissions in the UK. The corresponding figures for London and H&F are 16% and 12% respectively. Tackling this is a challenge faced by all London authorities including Hammersmith & Fulham. Hammersmith and Fulham itself has a very sustainable modal split with only 20% of employed borough residents travelling to work by car. Twenty-four per cent of journeys for all purposes by borough residents are made by car. This split needs to be maintained and enhanced in order for the planned population and employment growth in the borough's development areas

to be achieved without adversely affecting climate change and air quality. Many of the measures in the Transport Plan are aimed at maintaining and improving this modal split, and encouraging the use of cleaner vehicles for journeys that cannot be made by walking, cycling or public transport.

Material Assets

Material Assets: This refers to materials used in and on the borough's highways and streets for both maintenance and new construction activities. The Council is in the process of revising its highways design guide – 'Street Smart'. This manual provides guidance on how H&F's streets should look. This guide has helped to ensure a level of consistency and raise the standard of works across the borough's highways and streets.

The Street Smart guide sets the design standards for the Council's own highways department but is also intended as a guide for contractors, developers, statutory utility companies as well as other private agencies working on the boroughs highways and streets.

Integral to the Street Smart guide is an emphasis on sustainability, including the use of sustainable/recycled products and recycling and reuse of arisings from works. All three of the boroughs current main highway contractors (Colas, Ringway and FM Conway) have very high recycling rates of arisings from works which are processed at their recycling plants. These recycled materials can then be reused on the highways for example as base layers for footway and carriageway reconstructions. The Council also endeavours to reuse kerb, paving stones, signposts and other street furniture whenever practically possible.

Maintenance Strategy: The maintenance strategy adopted in Hammersmith and Fulham is set out in the Council's approved Highway Maintenance Plan while at the same time working towards the CIPFA Asset Management agenda. Part of the overall strategy, is to maximise planned maintenance and correspondingly to minimise reactive work. This makes best use of the financial resources available and maximises the road renewal as against extending localised repairs.

The road maintenance regimes adopted in Hammersmith and Fulham have been robust and carried out in accordance with best practice. Despite cut backs in expenditure, the local roads have enjoyed adequate levels of funding and are generally well maintained.

Hammersmith and Fulham are the London lead on pan-London service through the Road 2000 suite of contracts. Each year the Council undertakes, on behalf of TfL, condition surveys on London's Principal Road Network (PRN). These surveys identify roads and footways that should be considered for maintenance and the results are used by the boroughs to derive their statutory BVPI for

maintenance purposes and for TfL to determine the principal road maintenance resource allocation.

In addition to the condition surveys undertaken for TfL, H&F also manages surveys on all the London borough's non-principal classified B and C roads as part of the same SCANNER contract.

There is a major use of GIS systems for data presentation for displaying the survey results.

The analysis of roads at the critical stage of deterioration is determined through annual condition surveys which give rise to the production of a planned maintenance works programme. All streets on the programme are generally maintained at minimum whole life costs and with minimum disruption. The borough has over 10 years of consistent condition assessment which has helped to deliver the priority programme.

Asset Condition: Along with other boroughs, the Council is required to maintain and improve the condition of the roads and footways. The overall condition of roads in Hammersmith and Fulham following the severe weather in the 2009/10 winter season is not as bad as many roads elsewhere in the capital. The bulk of the potholes have already been identified by the highway inspectors for urgent repair. The inspectors identify up to around a thousand defects a month for repair and whilst this number may have slightly increased following the winter snow and ice, the numbers of defects are now returning to normal.

The Council resurfaces around thirty streets a year and seeks to maximise this number in order to make best use of resources.

The indicators below are an effective means of measuring the condition of the borough's material assets. A reduction in levels represents improvement.

Table 5: H&F Condition Surveys 2006/7 – 2009/10

H&F Highways – DVI Surveys	2005/06	2006/07	2007/08	2008/09	2009/10
Principal Road (27.1 kms)					
Index Group Length	26.916	26.916	26.916	27.100	27.100
Possible Survey Linear Length	52.882	56.735	53.579	66.897	67.645
Actual Survey Linear Length	82.882	56.735	53.579	66.779	67.645
Asset Survey					
BV96 – CVI	12%	8%	7%	6%	7%
					9%
Condition of 1, 1a & 2 Footways					
Index Group Length		26.916	26.916c	27.100	27.100
Actual Survey Linear Length		44.996	43.365	99.133	100.863
Asset Survey					
BV187 - DVI		43%	20%	7%	7%

Street Lighting: The borough's Street Lighting assets are currently maintained and managed in house with additional support provided under a term contract with Ringway Infrastructure Ltd.

The street lighting maintenance and capital renewal programmes aims to improve the environment for H&F residents by:

- Creating a safer environment in the boroughs streets by helping to reduce road traffic and personal injury accidents.
- Reducing crime and the fear of crime
- Reducing energy consumption with new lighting technology in line with the Council's carbon reduction commitment
- Enabling the quick repair and replacement of faulty and damaged lights by having a free-phone number on all lighting columns.

Over the past ten years over 3,500 new columns have been installed across the borough. Approximately 4,000 redundant columns have been removed and recycled and over 1,000 signs, beacons and bollards have been replaced.

Proposed impact of the LIP on material assets

In this context the material assets consist of the borough's streets, highways and highway structures. H&F's Highway Maintenance Plan includes programmes designed to both maintain and improve these assets, and it is hoped that H&F's Highway Maintenance Plan will deliver considerable positive impact, should the required funding be delivered.

However, the majority of the highway schemes whether they concern new infrastructure or maintenance of the existing network, involve a considerable

quantity of material being used. In order to ensure the sustainability of such schemes, the use of sustainable materials in new constructions, renovations and in general 'green' purchasing are needed. The Council is in the process of finalising an update of the Street Smart guide to ensure the sourcing of construction materials for highway works have limited environmental implications. Whilst this already happens to a large degree, it is hoped the Street Smart guide update will help to formalise this approach. As such, it is unlikely that the implementation of H&F's Highway Maintenance Plan will result in any significant environmental effects.

Noise

Noise from transport is a major source of ambient noise throughout the borough. The major source is road transport. Defra has carried out work mapping road transport noise across London. This has resulted in a number of areas, including parts of Hammersmith & Fulham, being identified as priority areas for further investigation of measures to try and deal with its impact. Further guidance is expected from Defra before any sites are assessed, which is expected in 2011.

Many of the measures in the Transport Plan will tend to reduce transport noise. These include planting street trees, encouraging walking, cycling, public transport and the use of electric vehicles, traffic smoothing, traffic calming and lower speed limits, maintaining road surfaces to a high standard, and using low-noise surfacing where appropriate. Where local transport improvements would tend to increase noise, e.g. increasing services on the West London Line, appropriate mitigation measures will be considered.

Cultural Heritage, including archaeological and architectural heritage and landscape and townscape

The borough's rich and varied character that we enjoy today is largely a result of its historical development. Most of the borough's built fabric dates from the nineteenth and early twentieth centuries. Hammersmith & Fulham has a valuable built heritage, much of which falls within the borough's 45 conservation areas.

The small crossroads that first shaped the borough are now the focus of conservation areas at Parsons Green, Walham Green, Brook Green, Starch Green and Shepherds Bush Road. The varied character of Hammersmith's riverside is reflected both in The Mall Conservation Area, including both Upper and Lower Mall, and in the contrasting old industrial areas such as Sands End Conservation Area. Of the borough's residential areas, those that were laid out to a consistent design and are of high architectural quality are also included in the borough's conservation areas. In many of these areas, the street provides a

sense of the scale and the setting for housing. When carrying out maintenance and improvement works to any of the conservation areas we will ensure that the character and appearance of the area is preserved and enhanced.

The current land use structure of Hammersmith & Fulham with its three town centres, local shopping parades, residential areas, open spaces, riverside and industrial/commercial areas, is the main generator of the borough's rich and varied character.

In Hammersmith & Fulham, as in most of inner London, open space is much valued due to the generally heavily built-up nature of the environment. Open spaces add significantly to the quality of life of residents and in particular those who have no access to gardens. In addition to their role for active and passive recreation and nature conservation, open spaces are important in terms of their appearance and effect on the character of an area. Street improvements in or around open spaces will be designed to reflect the character and importance of the space and to achieve a seamless transition from the surrounding pedestrian network. The Thames Path is also an important transport corridor for pedestrians and cyclists, as is the Grand Union Canal towpath in the north of the borough.

The Hammersmith and Fulham Transport Plan is likely to have a positive impact on cultural heritage and landscape/townscape, primarily by promoting streetscape improvements and sustainable transport.

Traffic signage and clutter associated with transport is one the most damaging intrusions into historic areas, and de-cluttering is one of the key measures we intend to take.

The Interrelationship between these factors

It is not thought that the Hammersmith & Fulham Transport Plan will have significant negative impacts on the interrelationship of the various issues discussed above.

5. CONSIDERATION OF ALTERNATIVES

A necessary part of the SEA scoping process is to look at alternative methods of achieving the objects of the Transport Plan for Hammersmith & Fulham.

The table below sets out the type of interventions that will be contained in the plan and suggested alternatives. These are then scored (p = positive impact, pp = very positive, 0 = neutral impact, n = negative impact and nn = very negative). Some of the interventions may change at a later date when the plan is finalised.

Objectives and measures	Biodiversity and flora	Population and human health	Soil and water	Air Quality	Climate	Material assets	Culture, heritage and landscape
1 To support sustainable population and employment growth in the five regeneration areas. (White City, North Fulham, Hammersmith Town Centre & Riverside, South Fulham Riverside and Old Oak Common & Hythe Road.							
Promote and support improvements to the performance and capacity of the underground and overground rail networks, particularly the District, Piccadilly and West London Lines	0	p	0	p	p	p	p
Promote HS2 hub at Old Oak Common, connecting with Crossrail, Great Western main line and West London Line.	0	p	p	p	p	p	p
Promote the provision of road infrastructure to meet the essential needs the development	0	p	0	n	n	p	0
Promote demand management to release capacity on the road and rail networks	0	p	0	p	p	p	p
Alternatives: Serve development entirely by new highway capacity	n	n	n	nn	nn	0	nn
<i>Do nothing</i>	0	n	n	n	n	n	n
2 To improve the efficiency of our road network.							
Review signal timings and remove unnecessary traffic signals	0	p	0	p	p	p	p
Ensure the road surface is in good condition	0	p	p	p	p	p	p
Improve the flow of traffic at congestion "hotspots"	0	p	0	p	p	p	p
Work with utilities to reduce delays caused by roadworks	0	p	p	p	p	p	p
Review restrictions to ensure they are appropriate	0	p	p	p	p	p	n
Alternatives: Major road construction	n	n	n	nn	nn	0	nn
<i>Congestion charging</i>	0	0	p	p	p	0	p
<i>Do nothing</i>	0	n	n	n	n	n	n
3 To improve the quality of our streets.							
Decluttering footways	0	p	p	p	p	p	pp
Install car club and electric charging bays where appropriate	0	p	0	pp	p	0	0
Using a simple material pallet	0	p	0	0	0	pp	p
Improve safety and security through crime reduction and road safety initiatives	0	pp	0	0	0	pp	pp
Consulting extensively on highway improvement schemes	0	p	0	0	0	p	p
Wayfinding in town centres	0	p	0	p	p	p	pp
Alternatives: segregation of pedestrians, cyclists and motor vehicles	0	n	0	p	p	p	n
<i>Do nothing</i>	0	n	n	n	n	n	n

4 To improve air quality, reduce noise from transport and reduce carbon emissions in the borough.							
Promote walking, cycling public transport and cleaner vehicles	p	pp	p	pp	pp	p	p
Provide travel planning assistance for schools and businesses	p	pp	p	pp	pp	p	p
Planting street trees	pp	p	pp	pp	pp	0	pp
Install car club and electric charging bays where appropriate	0	p	0	pp	p	0	0
Alternatives: congestion charging	0	0	p	p	p	0	p
<i>Do nothing</i>	0	n	n	n	n	n	n
5 To make it easier for everyone to gain access to transport opportunities.							
Provide high quality, uncluttered footways	0	p	p	p	p	p	pp
Improve access to stations and bus stops	0	pp	0	p	p	p	p
Support improvements to quality, reliability and accessibility of bus services	0	pp	0	p	p	p	p
Protect dropped kerbs and crossing points from obstruction	0	p	0	p	p	0	0
Alternatives: provide personal travel assistants for disabled people	0	n	0	0	0	0	p
<i>Do nothing</i>	0	nn	0	n	n	0	n
6 To support residents and businesses by controlling parking space fairly.							
Rolling review of CPZ hours of operation	0	p	0	p	p	0	p
Electronic (SMART) parking	0	p	0	0	0	0	0
Appropriate provision for blue badge holders	0	pp	0	0	0	0	0
Alternatives							
<i>One parking zone for whole borough</i>	0	n	0	n	n	0	n
<i>Remove parking controls</i>	0	n	n	n	n	n	n
7 To reduce the number of people injured and killed on our streets.							
Traffic calming/20 mph speed limits in residential areas.	0	pp	0	P	p	0	p
Promote safety improvements to Transport for London's roads (TLRN)	0	p	0	P	p	0	0
Provide cycle training for adults and children	p	pp	0	pp	pp	p	p
Enforce traffic restrictions, using innovative methods where appropriate.	0	pp	0	p	p	p	p
Implement local safety schemes	0	pp	0	P	p	p	p
Alternatives: segregate pedestrians, cyclists and motor vehicles	0	n	0	p	p	p	n
<i>Do nothing</i>	0	n	n	n	n	n	n

6. NEXT STEPS

This Environment Report has been issued with the consultation draft LIP. Comments from Transport for London and the public will be taken into account in producing the final LIP in April 2011. Comments should be sent to lip@lbhf.gov.uk or Transportation Policy, Highways and Engineering, Environment Services Department, London Borough of Hammersmith & Fulham, Town Hall Extension, King Street, London, W6 9JU.

Associated documents

1. Draft Transport Plan for Hammersmith & Fulham
2. Mayor of London's Transport Strategy 2010
3. Hammersmith & Fulham Community Strategy 2007-14
4. Hammersmith & Fulham Local Development Framework Options 2009
5. Hammersmith & Fulham draft Submission Core Strategy 2010
6. Hammersmith & Fulham Unitary Development Plan 2007
7. Hammersmith & Fulham Air Quality Action Plan 2003
8. NHS Hammersmith & Fulham Joint Strategic Needs Assessment 2009/10
9. Hammersmith & Fulham Biodiversity Action Plan, 2006
10. Hammersmith & Fulham Draft Local Transport Plan: Strategic Environmental Assessment: Draft Scoping Report August 2010.

7. Response from Natural England to Scoping Report

Dear Mr Boyle,

Natural England comments on Local Transport Plans for London boroughs including scoping stage of the Strategic Environmental Assessment – A transport Plan for Hammersmith & Fulham (LIP2)

Natural England regrets that it is not in a position to provide the Council with detailed comments on the SEA of LTPs and will also be unable to provide specific comments for individual LTPs as and when they are published. Please accept this letter as our consultation response relating to the LTP and SEA of the LTP.

Generally the Plan covers the areas and issues that Natural England would wish to see considered by such a document, and the recognition of the importance of natural green spaces in providing accessible transport corridors for cyclist and pedestrians is welcomed and to be encouraged.

Section 3 – Baseline Information, refers to the fact that the Borough has five miles/seven kilometres of river frontage and that this will also refer to the Thames Path National Trail, which could be considered as a potential transport corridor, for pedestrians and cyclists.

Paragraph 3.5 refers to the potential for land take for transport schemes and the Borough's statement to mitigate where appropriate, is also to be encouraged.

Local Transport Plan

Natural England has set out its priorities for LTPs in its 'Guidance on Local Transport Plans and the Natural Environment', 2009 (www.naturalengland.org.uk/Images/local-trans-plans_tcm6-15159.pdf) Adoption of these priorities within the LTP will help to maximise the benefits for the natural environment as assessed in the SEA.

Strategic Environmental Assessment

We would expect to see the following elements and considerations included within the Strategic Environmental Assessment (SEA) of your Local Transport Plan (LTP).

Baseline information

Baseline information should include:

- Landscape (and townscape) character and quality including:

- reference to the London Landscape Framework (<http://www.naturalengland.org.uk/regions/london/ourwork/londonnaturalsignatures.aspx>)
- Biodiversity and geodiversity including;
 - BAP species and habitats
 - Location of Special Protection Areas (SPA's), Special Areas of Conservation (SAC's) and Sites of Special Scientific;
- Access including:
 - Thames Path national trail (where relevant)
 - Other access e.g. permissive access
 - Public Rights of Way
- The natural environment resource of the area including green spaces and the links between them

SEA objectives

We would expect the SEA objectives to cover the following issues relating to the natural environment:

- Conserve and enhance landscape and townscape character and quality; and local distinctiveness;
- Conserve and enhance biodiversity, including both habitat and species;
- Conserve and enhance geodiversity and soils;
- Provide and enhance opportunities for public access to a good quality rights of way and open space.

Habitats Regulations Assessment (HRA)

DfT guidance on LTPs outlines the necessity to undertake HRA screening to determine whether the plan is likely to have a significant effect on a European site alone or in combination with other plans and projects. In this respect 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).

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.

I hope that this makes Natural England's position clear but if you have any further questions about this letter or require further information please do not hesitate to contact me.

Yours Sincerely,

David Hammond
Planning and Advocacy Adviser
Natural England London Region

Direct Dial: 0300 060 1373

Email: david.hammond@naturalengland.org.uk

Council Response to Natural England Points:

1. We have examined Natural England's "Guidance on Local Transport Plans" and the Natural Environment document and this is generally compatible with the objectives and programmes of our draft LIP and its SEA.
2. There are no sites of European importance in the borough and therefore no HRAs (Habitat Regulations Assessments) are required.
3. The Environment Report includes consideration of landscape and townscape issues.
4. The Environment Report includes consideration of the Biodiversity Action Plan and Biodiversity issues.
5. The section on cultural heritage, townscape and landscape refers to the Thames Path and Grand Union Canal. As an Inner London borough we do not produce a schedule of public rights of way.
6. Green spaces and links between them are referred to in the section on cultural heritage, townscape and landscape.
7. We believe that the LIP and SEA objectives cover the areas specified by Natural England. While it is not the purpose of the LIP to enhance landscape, townscape, biodiversity or geodiversity, we will protect these

areas from any possible adverse effects of our transport programmes, taking mitigating measures where appropriate and taking reasonable opportunities for enhancement which may present themselves.