

## Appendix Two

## Report



**TEMPLE**

LEADERS IN ENVIRONMENT,  
PLANNING & SUSTAINABILITY.

---

In association with **steer**

**Report for** – London Borough of Islington

Local Implementation Plan 3 (2019) and Islington Transport Strategy 2020-41

Strategic Environmental Assessment

**Post-Adoption Statement – REVISED DRAFT, SUBJECT TO COUNCIL ADOPTION OF  
ITS, NOVEMBER 2020**



## Document version control

---

| Version | Date                              | Author                                | Reviewed by   | Reviewed and approved by |
|---------|-----------------------------------|---------------------------------------|---------------|--------------------------|
| 0.1     | 8 <sup>th</sup> August 2019       | Joe Horrocks-Taylor<br>Jenny Stafford | David Sutanto | Chris Ferrary            |
| 0.2     | 13 <sup>th</sup> November<br>2020 | Jenny Stafford                        | David Sutanto |                          |

---

**Report for:** **London Borough of Islington**

---

**Main contributors:** **Jenny Stafford**  
**Joe Horrocks-Taylor**

---

**Copy to:** **Will Umney, Tom Linton-Smith**

---

This report has been prepared by Temple Group Ltd with all reasonable care and diligence within the terms of the contract with the client. We disclaim any responsibility to the client and others in respect of any matters outside the scope of the contract. We accept no responsibility to third parties to whom this report, or any part, thereof is made available. Any such party relies upon the report at their own risk.

Cover picture credit: Jack Bassingthwaighte

---

## Contents

|     |   |   |
|-----|---|---|
| 1.0 | Introduction  | 1 |
| 1.1 | Purpose of the SEA Post-Adoption Statement                                      | 1 |
| 1.2 | London Borough of Islington’s Transport Strategy and Local Implementation Plan. | 1 |
| 2.0 | The Strategic Environmental Assessment  | 2 |
| 2.1 | Integrating environmental considerations into the Plan                          | 2 |
| 2.2 | Taking account of the Environmental Report                                      | 2 |
| 2.3 | Taking Account of Stakeholder opinions  | 3 |
| 3.0 | Alternatives  | 4 |
| 4.0 | Monitoring significant environmental effects                                    | 5 |

## **1.0 Introduction**

### **1.1 Purpose of the SEA Post-Adoption Statement**

This post-adoption statement sets out how the Strategic Environmental Assessment (SEA) process, the impacts and suggested mitigation or enhancement and the views of stakeholders have been considered in the adopted Islington Transport Strategy (ITS) which is also the third Local Implementation Plan (LIP3) for the borough. The statement also outlines the measures for monitoring the environmental effects associated with the implementation of the plan.

### **1.2 London Borough of Islington’s Transport Strategy and Local Implementation Plan.**

The updated Islington Transport Strategy (also its LIP3) was adopted by the Council in November 2020. The Council have commenced delivery of the Strategy including the Plan following approval of the Plan by TfL in 2019.

Copies of the Islington Transport Strategy, as adopted, and its accompanying Environmental Report may be viewed or and downloaded from: [www.islington.gov.uk](http://www.islington.gov.uk).

Alternatively, the plan and accompanying documents may be obtained from:

Islington Customer Centre, 222 Upper Street, London, N1 1XR, or calling: 020 7527 2000.

## 2.0 The Strategic Environmental Assessment

### 2.1 Integrating environmental considerations into the Plan

Development of the ITS, also its LIP3, was subject to a process of environmental assessment in accordance with the requirements of the Environmental Assessment of Plans and Programmes Regulations (2004), known as the ‘SEA Regulations’. The process of environmental assessment requires identification of the significant effects of a plan or programme on the environment against a baseline situation. These effects were identified in the Environmental Report prepared for the London Borough of Islington (LB Islington) and available on the Council’s website as identified in Section 1.2 above.

The environmental effects of the draft ITS (and LIP3) were identified and analysed through use of the TfL/ GLA framework which was developed to satisfy SEA requirements for plans and strategies produced by the Mayor of London. This framework sets out objectives against 11 topics and was used to assess the ITS’s transport objectives together with the long term and short-term transport proposals for implementation in the borough.

The SEA concluded that no significant adverse environmental effects will result from the implementation of the ITS and LIP3 in Islington. As such, no specific recommendations for the mitigation of effects were required. All the effects identified were either considered to have no impact or will be positive. In a few cases, the ITS and LIP3 may have positive or negative effects but the level of information available at a time of assessment did not allow a clear judgement to be made. The assessment did identify where positive effects can be strengthened for some of the objectives and these were identified in the Environmental Report.

It can be considered that it is not surprising or unusual that there was a lack of adverse environmental effects identified in the SEA of the ITS (including LIP3); this could be expected given that the Local Implementation Plans (LIPs) prepared by the boroughs are the local-level means for implementing the Mayor’s Transport Strategy (MTS) and the MTS was subject to a comprehensive Integrated Impact Assessment (IIA)<sup>1</sup>. The IIA considered a range of alternatives and interventions at a strategic level and enhanced the sustainability of the MTS policies. Therefore, as the LIP3 needs to align with the MTS it would be expected to reflect these positive outcomes.

### 2.2 Taking account of the Environmental Report

The SEA process was the means by which the drafting and detail of the ITS (including the LIP3) could be influenced in terms of environmental considerations. The Environmental Report was considered by the LB Islington alongside the draft ITS and was available for public comment during the consultation on the draft ITS. Section 5 of the report set out the assessment of the draft ITS using the TfL / GLA framework referred to above.

As the SEA identified that the environmental effects of the draft ITS (including LIP3) would either have no impact or be positive, and as no negative effects were identified, then no specific changes were required to address these. The proposals for enhancement of the environmental effects sought to ensure that the existing proposals in the ITS would be further enhanced where possible.

---

<sup>1</sup> See IIA documents available here: <https://tfl.gov.uk/corporate/publications-and-reports/travel-in-london-reports#mtsevidence>

## 2.3 Taking Account of Stakeholder opinions

### 2.3.1 Statutory Consultees

The Scoping Report for the SEA<sup>2</sup> was forwarded to the statutory consultation bodies (Environment Agency, Natural England and Historic England) by the LB Islington in January 2019. The Environmental Report took account of the comments received from these bodies on the Scoping Report where provided. Historic England responded to the consultation to suggest that: additional policies and regulation relating to the protection of the historic environment should be considered and references, Historic England's guidance document on SA / SEA should be used to develop indicators to monitor the impact of the implementation of the ITS (including the LIP3) on the historic environment (see Section 4.0). Natural England responded to the consultation indicating it had no comments to make. The Environment Agency (EA) responded to the consultation indicating that it was not possible to provide bespoke comments to each local authority and that instead a generic checklist of issues was provided identifying those issues which the EA wished to see in local transport plans and their SEAs. This checklist was referred to in the preparation of the Environmental Report.

### 2.3.2 Other consultees

Islington Council consulted with the public and other interested parties and organisations on the draft ITS and related documents prior to its adoption. No specific comments were received on the Environmental Report.

### 2.3.3 Transboundary consultations

No transboundary consultations as described under Regulation 14(4) were undertaken.

## 2.4 Updated 2020 Islington Transport Strategy

The ITS has been through an update process culminating in the adoption of an updated 2020 version by the Council in November 2020. As mentioned above, the original LIP3 was approved by TfL in 2019 and its implementation was subsequently commenced by the council.

The principal changes from the 2019 version of the ITS comprise restructuring around eight objectives, consolidated from eleven. The essence of the objectives and, of particular note for the SEA, the proposals for their implementation, remain unchanged. Revised narrative in the updated version of the ITS acknowledges the COVID-19 situation and highlights the long-term uncertainty around funding.

The measurable targets in the ITS remain unchanged, as agreed with TfL, with the exception of the mode share target which has been increased to be a more ambitious 90% walking, cycling and public transport, compared to 87% previously.

Given that these changes are minor, that there has been no material change to the measures proposed and that aside from the above, targets remain unchanged, no new environmental assessment of the LIP3 or ITS was deemed necessary.

---

<sup>2</sup> Temple and Steer (2018) - **Local Implementation Plan: Strategic Environmental Assessment Scoping Report** – London Borough of Islington, October 2018.

### 3.0 Alternatives

To meet the requirements of the SEA Regulations, it was necessary to identify “reasonable alternatives” to the proposals presented in the Plan, and meaningful comparisons made of the environmental implications of each. A range of strategic level options and alternatives were considered through the IIA of the MTS, which compared a “do minimum” alternative (Option 1), with one that provided an “additional package of enhanced public transport investment” (Option 2), and another that provided this as well as “additional levers to maximise mode shift to sustainable modes” (Option 3).

The results of the assessment of these options indicated that Option 3 offered the most sustainability benefits across the six elements of the IIA assessment (Equality Impact Assessment (EqIA), Assessment of Economic Impact (AEI), Strategic Environmental Assessment (SEA), Community Safety Impact Assessment (CSIA), Habitat Regulations Assessment (HRA) and Health Impact Assessment (HIA)). Option 3, therefore, became the Preferred Option that was subsequently developed into the Draft MTS 3, which incorporated appropriate mitigation measures to address potential impacts on the natural environment and the community, in particular noise, air quality, climate resilience and accessibility.

Therefore, as the key alternatives had already been assessed and the most sustainable one selected, in the case of the LIP3 for ITS, it was considered that the only alternative to the proposals would be the “do-nothing” scenario. It was deemed inappropriate to develop other alternatives simply for comparison in the SEA.

This approach was outlined in the Scoping Report for the SEA that was sent to the Statutory Environmental Bodies as the basis of consultation on the Plan. No comments or objections were received in respect of this.

## 4.0 Monitoring significant environmental effects

Whilst the ITS and LIP do not include separate proposals for environmental monitoring of the effects identified in the SEA, monitoring of many existing targets will provide relevant insights. This includes monitoring of the MTS indicators and targets – such as those for air quality – together with local monitoring of LB Islington specific targets, including the percentage of trips made by active travel modes, traffic flow data and levels of car ownership.

Considering the amount of existing strategic and local monitoring in place, further additional targets and indicators are not proposed as a result of the SEA. The exception is that relevant guidance will be used to develop indicators for monitoring the historic environment. This is because in their response to the Scoping Consultation, Historic England identified that indicators to specifically monitor the impact of the implementation of the ITS (including the LIP3) on the historic environment should be developed in accordance with the Historic England guidance document on SA / SEA<sup>3</sup>.

---

<sup>3</sup> See <https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/heag036-sustainability-appraisal-strategic-environmental-assessment/>