



Transport Plan: Local Implementation Plan 3 (LIP3)
Strategic Environmental Assessment (SEA) Report
February 2019

Non-technical summary

Strategic Environmental Assessment (SEA)

- i. This the Strategic Environmental Assessment (SEA) Environment Report for the London Borough of Merton's third Sustainable Transport Strategy and Local Implementation Plan 3 (LIP3) 2019/20 to 2020/22; hereby referred to as LIP3 in this report.
- ii. SEA Regulations 2004 Schedule 2 (6) states that:
The likely significant effects on the environment, including short, medium and long term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as—
 - a) biodiversity;
 - b) population;
 - c) human health;
 - d) fauna;
 - e) flora;
 - f) soil;
 - g) water;
 - h) air;
 - i) climatic factors;
 - j) material assets;
 - k) cultural heritage, including architectural and archaeological heritage;
 - l) landscape; and
 - m) the inter-relationship between the issues

The SEA process and stages

- iii. The LIP has been deemed by government to automatically require a Strategic Environmental Assessment (SEA) and to comply with this requirement Merton Council is undertaking a SEA alongside the production of LIP3. The SEA process is a systematic way to examine the likely effects of a plan on environmental, social and economic objectives.

The Transport Act 2001 requires most local transport authorities in England to produce and maintain a transport plan. LTPs set out the authority's local transport strategies, policies and implementation programme. The Local Transport Act 2008 sets out the requirements for transport plans and makes it clear that local transport authorities will be responsible to their communities for the quality and delivery of their respective transport plans.

- iv. The SEA process is an iterative process informing each stage of the LIP3 development. The ultimate aim of the SEA is to decide which impacts are likely to be significant and therefore, what the assessment should concentrate on. This has been achieved by the selection of SEA objectives and indicators, which will be used to measure the impact of the plan.

Figure 1: Stages in the SEA process

SEA stages and tasks	Purpose
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope	
Identifying other relevant plans, programmes and environmental protection objectives	To establish how the plan or programme is affected by outside factors, to suggest ideas for how any constraints can be addressed, and to help to identify
Collecting baseline information	To provide an evidence base for environmental problems, prediction of effects, and monitoring; to help in the development of SEA objectives.
Identifying environmental problems	To help focus the SEA and streamline the subsequent stages, including baseline information analysis, setting of the SEA objectives, prediction of effects and
Developing SEA objectives	To provide a means by which the environmental performance of the plan or programme and alternatives can be assessed.

¹ <http://www.legislation.gov.uk/ukpga/2000/38/contents>

Consulting on the scope of SEA	To ensure that the SEA covers the likely significant environmental effects of the plan or programme.
Stage B: Developing and refining alternatives and assessing effects	
Testing the plan or programme objectives against the SEA objectives	To identify potential synergies or inconsistencies between the objectives of the plan or programme and the SEA objectives and help in developing alternatives.
Developing strategic alternatives	To develop and refine strategic alternatives.
Predicting the effects of the plan or programme, including alternatives	To predict the significant environmental effects of the plan or programme and alternatives.
Evaluating the effects of the plan or programme, including alternatives	To evaluate the predicted effects of the plan or programme and its alternatives and assist in the refinement of the plan or programme.
Mitigating adverse effects	To ensure that adverse effects are identified and potential mitigation measures are considered.
Proposing measures to monitor the environmental effects of plan or programme implementation	To detail the means by which the environmental performance of the plan or programme can be assessed.
Stage C: Preparing the Environmental Report	
Preparing the Environmental Report	To present the predicted environmental effects of the plan or programme, including alternatives, in a form suitable for public consultation and use by decision-
Stage D: Consulting on the draft plan or programme and the Environmental Report	

Consulting the public and Consultation Bodies on the draft plan or programme and the Environmental Report	To give the public and the Consultation Bodies an opportunity to express their opinions on the findings of the Environmental Report and to use it as a reference point in commenting on the plan or programme. To gather more information through the opinions and concerns of the public.
Assessing significant changes	To ensure that the environmental implications of any significant changes to the draft plan or programme at this stage are assessed and taken into account.
Making decisions and providing information	To provide information on how the Environmental Report and consultees' opinions were taken into account in deciding the final form of the plan or programme to be adopted.
Stage E: Monitoring the significant effects of implementing the plan or programme on the environment	
Developing aims and methods for monitoring	To track the environmental effects of the plan or programme to show whether they are as predicted; to help identify adverse effects.
Responding to adverse effects	To prepare for appropriate responses where adverse effects are identified.

The Local Implementation Plan 3 (LIP3) transport plan

- v. The Local Implementation Plan (LIP) is a statutory document prepared under Section 145 of the GLA Act and sets out how the borough proposes to deliver the Mayor's Transport Strategy (MTS) in its area, as well as contributing to other local and sub-regional goals. It has been developed in accordance with the Revised Guidance for Borough Officers on Developing the Third Local Implementation Plan (LIP). It covers the same period as the MTS (published in March 2018) and it also takes account of the transport elements of the draft London Plan 2018 (including the minor changes) [2019] and other relevant Mayoral and local policies and strategies .
- vi. Merton's LIP 3 (the third LIP) sets out long terms goals and transport objectives for the London Borough of Merton for the next 20 years, a three year programme of investment starting in 2019/20, includes delivery proposals for the period 2019/20 - 2021/22, the targets and outcomes the borough are seeking to achieve.
- vii. The LIP, identifies how Merton Council will work towards achieving the MTS goals of:
 -) Transport for London (TfL) Healthy Streets and healthy people
 -) A good public transport experience
 -) New homes and jobs
- viii. Merton Council notes that the overarching aim of the strategy is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041. Different trajectories are set for each borough in London to reach this overall London-wide target. As an outer London borough, with lower levels of public transport accessibility, Merton has a lower, although still challenging target of 73% of all trips should be made on foot, by cycle or using public transport by 2041, compared to around 63% at present. The LIP also outlines how Merton Council will set its own local priorities and targets in order to assist with achieving this aim.
- ix. The LIP also outlines how the council will work with Transport for London (TfL), to assist with delivering the outcomes, polices and proposals of the MTS within tight fiscal constraints both within TfL and across the Merton Council. Merton's delivery plan is shown below.

Figure 2: LIP3 delivery plan (Extract from draft LIP3 - table ST01)

TABLE ST01: Linkages between LIP projects and programmes and the Mayor's Transport Strategy outcomes.										
Project / Programme		MTS mode share	MTS outcomes							
			Improving active, efficient and sustainable mode share	No 1:-Active	No 2:- Safe	No 3:-Efficient	No 4:- Clean & Green	No 5:- Connected	No 6:- Accessible	No 7:- Quality
	Programme name									
1	Casualty and danger reduction	✓	✓	✓						
2	Accessibility Programme	✓	✓	✓		✓		✓		
3	Morden town centre regeneration	✓	✓	✓	✓	✓	✓	✓	✓	✓
4	Electric Vehicles Chargers, Car Clubs and mobility initiatives				✓	✓				
5	School travel plan co-ordinator and supporting educational programme	✓	✓	✓		✓				
6	Cycle parking programme	✓	✓	✓		✓	✓			
7	School part time road closures	✓	✓	✓		✓				
8	Motorcycling support programme		✓							
9	Supporting Sutton Link Tram or BRT			✓	✓		✓	✓	✓	✓
10	Develop School Neighbourhood Approach Pilot (SNAP) at Merton	✓	✓	✓		✓				

	Abbey First School (formally Schools Super zones project)									
11	Air Quality Initiatives			✓						
12	Bikeability Training	✓	✓	✓						
13	Beddington Lane Cycle Route	✓	✓	✓	✓					
14	cycle routes	✓	✓	✓	✓					
15	Figges Marsh signalised Roundabout re-configuration	✓		✓	✓				✓	
16	Safer walking routes/streets	✓	✓	✓	✓					
17	Borough-wide 20 mph speed limits	✓	✓	✓		✓				
18	Western Road/Pollards Hill or Eastfields Liveable Neighbourhood bid	✓	✓	✓	✓	✓				

x. The target and outcomes the council are seeking to achieve can found in figure 3 below.

Figure 3: LIP3 borough outcomes indicators targets. (Extract from draft LIP3- table STO7)

Objective	Task	Borough target	Target year	Borough Target	Target Year
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 2013/14 - 2015/16.	73%	2041	60%	2021
Healthy Streets and healthy people					
Outcome 1: London's streets will be healthy and more Londoners will travel actively					
Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	Proportion of London residents doing at least 2x10 minutes of active travel a day (or a single block of 20 minutes or more).	70%	2041	43%	2021

Objective	Task	Borough target	Target year	Borough Target	Target Year
Outcome 1b: Walking or cycling will be the best choice for shorter journeys					
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400m of the London-wide strategic cycle network.	50%	2041	29%	2021
Outcome 2: London's streets will be safe and secure					
Deaths and serious injuries from all road collisions to be eliminated from our streets	Observed Deaths and serious injuries with back casing (KSIs) from road collisions, base year 2005/09 (for 2022 target)	41	2022	0	2041
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).	27	2030	0	2041
Outcome 3: London's streets will be used more efficiently and have less traffic on them					
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015. Reduce overall traffic levels by 10-15 per cent.	542	2041	570	2021
Reduce the number of freight trips in the central London morning peak.	10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	N/A	N/A
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned	72,500	2041	73,800	2021

Objective	Task	Borough target	Target year	Borough Target	Target Year
	in London. Base period 2013/14 - 2015/16.				
Outcome 4: London's streets will be clean and green					
Reduced CO ₂ emissions.	CO ₂ emissions (in tonnes) from road transport within the borough. Base year 2013.	29,900	2041	117,200	2021
Reduced NO _x emissions.	NO _x emissions (in tonnes) from road transport within the borough. Base year 2013.	20	2041	190	2021
Reduced particulate emissions.	PM ₁₀ and PM _{2.5} emissions (in tonnes) from road transport within borough. Base year 2013.	21 (PM10) 11 (PM2.5)	2041	39 (PM10) 19 (PM2.5)	2021
A good public transport experience					
Outcome 5: The public transport network will meet the needs of a growing London					
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	Trips per day by trip origin. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	212	2041	147	2021
Outcome 6: Public transport will be safe, affordable and accessible to all					
Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network	70	2041	-	-
Outcome 7: Journeys by public transport will be pleasant, fast and reliable					

Objective	Task	Borough target	Target year	Borough Target	Target Year
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015/16	11.5	2041	10.4	2021
New homes and jobs					
Outcome 8: Active, efficient and sustainable travel will be the best options in new developments					
Outcome 9: Transport investment will unlock the delivery of new homes and jobs					
n/a	n/a	-	-	-	-

Technical Scoping report

1 Purpose of Strategic Environment Assessment (SEA)

- 1.1. The EU Strategic Environmental Assessment Directive 2001/42/EC (SEA Directive), implemented in the UK by the SEA Regulations 2004, requires environmental assessment to be undertaken on all plans and programmes where they are likely to have significant environmental impacts.
- 1.2. SEA Regulations 2004 Schedule 2 (6) states that:
The likely significant effects on the environment, including short, medium and long term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as—
- n) biodiversity;
 - o) population;
 - p) human health;
 - q) fauna;
 - r) flora;
 - s) soil;
 - t) water;
 - u) air;
 - v) climatic factors;
 - w) material assets;
 - x) cultural heritage, including architectural and archaeological heritage;
 - y) landscape; and
 - z) the inter-relationship between the issues
- 1.3. The purpose of this report is to:
-) Identify the sustainability objectives of other relevant plans, programmes, policies, and strategies.
 -) Collect and collate baseline information and establish a profile of the environmental, social, and economic characteristics
 -) Identify sustainability issues and problems
 -) Develop the sustainability appraisal framework, used to test the development plan document and options within the plan.

- 1.4. The criteria for determining the significance of effects are taken from schedule 19(2) (a) and 10(4) (a) of the Environmental Assessment of Plans and Programmes Regulations 2004 and are redefined in Appendix 1. These split into criteria related to:
 - i. the scope and influence of the document
 - ii. the type of impact and area likely affected
- 1.5. The regulations apply to a wide range of plans and programmes from local to regional level, including transport strategies and Local Plans. At the conclusion of plan preparation, the final SEA report should show how the final plan has addressed the sustainability agenda and the choices made between alternative policies and proposals.
- 1.6. The NPPF states that '*assessments should be proportionate and should not repeat policy assessment that has already been undertaken*'. Wherever, possible the local planning authority should consider how the preparation of any assessment will contribute to the plan's evidence base. The process should be started early in the plan making process and key stakeholders should be consulted in identifying the issues that the assessment must cover

2 SEA relationship with other assessments

Habitat Regulation Assessments

- 2.1. The EU directive on the Conservation of Natural Habitats and Wild Fauna and Flora², also referred to as the 'Habitats Directive', provides legal protection for habitats of exceptional European importance. Article two of the directive requires the restoration and maintenance of habitats and species to a favourable conservation status and subsequent articles set up the means to designate protection areas. These are either set up as Special Areas of Conservation (SAC) or Special Protection Areas (SPA) depending on the protection aim.

² http://ec.europa.eu/environment/nature/legislation/habitatsdirective/index_en.htm

- 2.1 In order that these designated areas are protected the Habitats Directive has set the requirement for plans and projects to be assessed for their likely impact on them; in order to ensure that they do not have a negative impact. The assessment is to ensure that any significant effects are identified and avoided.
- 2.2 The Conservation (Natural Habitats &c) Regulations 1994 have been amended to implement a judgement of the European Court of Justice. The amended Regulations came into force in 2007. The effect of the Regulations (as amended) is to add Part IVA (Regulations 85A -85E) under the title "*Appropriate Assessments for Land Use Plans in England and Wales*".
- 2.3 The essential requirement of this amendment is for the Local Planning Authority (LPA) in this case Merton Council; to assess the potential effects of land use plans, to ensure that the protection and integrity of European Sites is considered by the planning process at a local level. The process by which this is achieved is by way of a Habitats Regulations Assessment (HRA). The HRA assess the impacts of a land-use Plan against the conservation objectives of sites and to ascertain whether it would adversely affect the integrity of that site.
- 2.4 The European Sites network (also known as Natura 2000) provides for the protection of sites that are of exceptional importance for rare, endangered or vulnerable natural habitats and species within the European Community. These sites consist of Special Areas of Conservation (SACs), Special Protection Areas (SPAs) and Offshore Marine Site (OMS). Ramsar sites (wetlands of international importance) are included as if they are fully designated European Sites for the purpose of considering development proposals that may affect them.

Health Impact Assessments

- 2.5 The purpose of HIA is to promote sustainable development by integrating health (including mental health) and wellbeing considerations into the preparation of plans or strategies; by identifying the key health and wellbeing issues and the groups that are likely to be affected by the implementation of the Plan.

Equalities Impact Assessment

- 2.6 The Equality Act 2010 replaces previous anti-discrimination laws with a single Act, making the law easier to understand and strengthening protection; and sets out the different ways in which it's unlawful to treat someone. Before the Act came into force there were several pieces of legislation to cover discrimination, including:
-) Sex Discrimination Act 1975
 -) Race Relations Act 1976
 -) Disability Discrimination Act 1995

2.7 At the decision making stage local authorities are required to assess how changes to policies and service delivery will affect different people. In 2011, the Act extended protection against discrimination to nine 'Protected Characteristics'- which includes the following:

-) Age
-) Disability
-) Sex/Gender
-) Race or belief
-) Religion
-) Sexual Orientation
-) Gender Reassignment
-) Marriage and Civil Partnership
-) Pregnancy and Maternity

2.8 The purpose of the EqIA is to assess the impact of a policy, strategy or service in the borough in terms of race, gender and disability. The consideration of religion, age and sexual orientation are also encouraged.

3 Consulting consultation bodies on the scope of the SEA

3.1 The SEA Regulations identify three organisations to act as statutory governmental environmental bodies:

-) Environment Agency
-) Natural England
-) Historic England

3.2 The draft Department of Health guidance recommends that the relevant health organisations are also involved in the consultation process. This includes the following bodies:

-) The relevant primary care trust (PCT) with the PCT Director of Public Health being the first point of contact;
-) Environmental Health Officers (EHOs);
-) Health Protection Units;
-) Public Health Observatories

3.3 There are two consultation periods for the SEA, involving the statutory consultation bodies and in the latter period, the public. The consultation periods are as follows:

-) *Scoping stage*: The responsible authority is required to send details of the plan or programme to each consultation authority so that they may form a view on the scope, level of detail and appropriate consultation period of the Environmental Report. The statutory environmental bodies are required to give their views within five weeks from receiving notice of the consultation. The council consulted with the environmental bodies, taken aboard comments made the bodies and have regard to them in the environmental report.

3.4 Merton council consulted with the Environment Agency, Historic England and Natural England on the SEA Scoping report. We received responses from Natural England and Historic England. Their responses and comments can be found in appendix B of this report. The council has taken aboard their comments and where appropriate have incorporated them within this report.

-) ***The Environmental Report stage*** (*This report stage b and c*): The responsible authority is required to invite the statutory consultation bodies and the public to express their opinions on the Environmental Report and the plan or programme to which it relates.

4 Review of relevant polices

4.1 Both LIP3 and the SEA should be set in the context of international, national, regional and local objectives along with environmental, strategic planning, transport, health and social policies. As part of the Scoping consultation, the environmental bodies suggested other documents (plan/strategies) to be considered as part of the policies review. The council have considered them as part of the policies review in appendix A. The following highlight the documents we have considered in the preparation of the LIP3 - Appendix A provides a full list of international, regional, national and local documents.

-) Air Transport White Paper (2010)
-) Air Quality Standards Regulations (2010)
-) Historic England Three Year Corporate Plan 2018 – 2021 (2018)
-) UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (2017)
-) National Planning Policy Framework (2018)
-) The Climate Change Act (2008)
-) Clean Air Strategy (2019)
-) A green future: our 25 year plan to improve the environment
-) Draft Environment Bill (2018)
-) Historic Environment Good Practice Advice in planning note 3: The setting of heritage assets (2nd edition)

4.2 The following regional (GLA) documents have been reviewed:

-) The draft London Plan (2018)
-) The Mayor of London strategies
 - o **Transport strategy (2018)**
 - Taking forward the Mayor's Transport Strategy
 - Cycling action plan Making London the world's best big city for cycling
 - Walking action plan Making London the world's most walkable city
 - o London Environment Strategy (2018)
 - o Health Inequalities Strategy 2018
 - o Housing Strategies 2018
 - o Skills for London strategy 2018
 - o Draft Economic Strategy 2017
 - o Cultural Strategy 2018
 - o Sport for all of us: Mayor's Strategy for sport and physical activity December 2017

4.3 The new Mayor of London Transport Strategy (MTS) (2018), sets out the plans to transform London's streets, improve public transport, improve health and create opportunities for new homes and jobs. To achieve this, the Mayor wants to encourage more people to walk, cycle and use public transport.

4.4 London's population is predicted to rise from 9 million people to 10.8 million by 2041, which will generate significant transport challenges. As such we need to plan and manage this expected growth. The Mayor, through Transport for London (TfL) and London boroughs working with stakeholders will need to work together to reduce Londoners' dependency on motorised vehicles such as the car in favour of active, efficient and sustainable modes of travel.

4.5 The key aims of the MTS are listed below:

-) 80% of all trips in London to be made on foot, by cycle or using public transport by 2041
-) By 2041, for all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day
-) No one to be killed in or by a London bus by 2030 and for deaths and serious injuries from all road collisions to be eliminated from the streets by 2041.
-) To reduce freight traffic in the central London morning peak by 10 per cent on current levels by 2026 and to reduce total London traffic by 10-15 per cent by 2041,

-) All taxis and private hire vehicles (PHVs), would be zero emission capable by 2033 at the latest, all buses would be zero emission by 2037 and London's entire transport system would be zero emission by 2050.
-) To open Crossrail 2 by the early 2030s
-) To create a London suburban metro
-) To improve the overall accessibility of the transport system including, by 2041, halving the average additional time taken to make a public transport journey on the step-free network compared to the full network.
-) To ensure that regeneration and new development schemes incorporate the Mayor's principles of Good Growth,

4.6 The objectives of the MTS are:

-) To reduce emissions and concentrations of harmful atmospheric pollutants, particularly in areas of poorest air quality and reduce exposure;
-) To ensure London adapts and becomes more resilient to the impacts of climate change and extreme weather events, such as flood, drought and heat risks;
-) To reduce the threat of climate change through reducing greenhouse gas emissions and moving towards a zero carbon London by 2050; and
-) To improve the mental and physical health and wellbeing of Londoners and to reduce health inequalities across the city and between communities.

4.7 To implement the strategy's proposals successfully there is a requirement to:

Figure 4: MTS Outcome

MTS outcomes
1) London's streets will be healthy and more Londoners will travel actively
2) London's streets will be safe and secure
3) London's streets will be used more efficiently and have less traffic on them
4) London's streets will be clean and green
5) The public transport network will meet the needs of a growing London
6) Public transport will be safe, affordable and accessible to all
7) Journeys by public transport will be pleasant, fast and reliable
8) Active, efficient and sustainable travel will be the best option in new developments
9) Transport investment will unlock the delivery of new homes and job

4.8

The following Local documents have been reviewed:

-) Local Plan
 - o Core Planning Strategy (2011)
 - o Sites and Polices Plan (2014)
 - o Polices Map (2014)
-) Emerging Local Plan (expected adoption year 2020)
-) Climate Change Strategy 2014- 2017
-) Merton’s Air Quality Action Plan 2018- 2023
-) (Joint) Strategic Flood Risk Assessment (Level 1 and 2) (2015 and 2017) (London Boroughs of Wandsworth, Merton, Sutton and Croydon)
-) Annual Public Health Report (2018)
-) Merton’s Conservation Area Character Assessments
-) Local Implementation Plan for Transport 2011-2031
-) Green Infrastructure, Biodiversity & Open Space Strategy (emerging 2019)
-) Joint Strategic Needs Assessment 2017 and Merton Story: update to the JSNA (2018)
-) Annual Public Health Report 2018
-) Health and Wellbeing Strategy (2015-2018 and emerging 2019)
-) Childhood Obesity Action Plan 2017

Figure 5: Environmental issues

Topic	Sustainability issue(s)	Opportunities for LIP3
Biodiversity (Natural environment/open space)	The loss of biodiversity and reduced ecological resilience as a result of increased infrastructure development and intensification of existing development.	The LIP must priorities walking, cycling and public transport over motorised traffic, setting targets to reduce road traffic and reduction in CO2 and air quality emissions from land based transport.
	Loss of trees	Provide safe and environmental schemes providing opportunities for tree planting
	Loss/degradation of railway lines (green links) ecosystems	The LIP should support rail travel as a sustainable form of public travel and environmentally sensitive management of railway lands.

Air quality	<p>High levels of NO_x, PM₁₀, and PM₂₅ emissions from road traffic.</p> <p>Exposure to poor air quality is unequal across the borough and some parts of the borough more exposed to air quality.</p>	<p>The LIP must include approaches to reduce the impact of heavy goods vehicles, safety and environmental schemes.</p> <p>The LIP must prioritise walking and cycling including school and work travel planning, cycle training and have targets to reduce traffic and car ownership, which must be monitored.</p>
Noise	<p>Increased traffic volume, increase in heavy good vehicles. Poor condition of Material Assets such as roads.</p>	<p>The LIP must clearly set out approaches to reduce the impact of heavy goods vehicles as part of, all safety and environmental schemes.</p> <p>The LIP must monitor and improve road conditions in regard to noise.</p>
Climate change	<p>Increased transport is likely to continue to contribute to CO₂ emissions</p>	<p>The LIP must prioritise sustainable modes of travel and have targets to reducing traffic and car ownership.</p> <p>The LIP importantly must have targets to reduce CO₂ and other pollutants.</p>
Flood risk	<p>Risk of flooding to property and people from river, surface water, sewer, groundwater and reservoir. Increase in run-off, potential contamination and disruption of flows.</p>	<p>The LIP must support sustainable drainage techniques and build these into scheme where feasible.</p>
Water	<p>Possible adverse impact to ground water quality due to land based transport.</p>	<p>The LIP must promote the use of sustainable and environmentally friendly materials and construction techniques.</p>
Cultural heritage, landscape and townscape	<p>Heritage assets at risk from neglect, decay, inappropriate development and air pollution.</p>	<p>The LIP must include safety and environmental schemes. Increase walking and cycling schemes which contribute to the creating more attractive streets, town centre and access to Merton's historic assets.</p>
Soil and geology	<p>Threat to geodiversity as a result of increased demand to transport network and infrastructure expansions and improvements</p>	<p>The LIP must promote the use of sustainable and environmentally friendly materials and construction methods.</p>

<p>Population health</p>	<p><i>Road safety:</i> road traffic casualties reduction</p> <p><i>Accessibility:</i> Widening social inequalities.</p> <p>Exclusion of people with reduced mobility or those in deprived areas</p> <p>High road traffic volume, HGV volume transport related infrastructure especially in town centre and surrounding areas.</p> <p><i>Security:</i> crime and the fear of crime related to transport travel and transport setting</p> <p><i>Unemployment:</i> people unable to access employment and training due to lack of access to reliable transport</p> <p><i>Social exclusion/deprivation:</i> people unable to access essential service due to a lack of reliable transport</p> <p><i>Physical condition:</i> mental health and the quality of life Significantly increase in obesity in children and adults.</p>	<p>The LIP must set targets to reduce road casualties in the Merton.</p> <p>The LIPS must include personal mobility, safety and environmental schemes in areas of high deprivation.</p> <p>The LIP must include targets which seek to reduce traffic volume and car ownership.</p> <p>The LIP should include safety and environmental enhancements schemes creating a more secure transport network and reducing the opportunities for crime.</p> <p>The LIP should include policies and projects which seek to make travel in Merton fairer; helping to assist Merton residents have greater opportunities to employment and training.</p> <p>The LIP should include policies, proposals/projects to make the travel truly accessible to all thus, seeking to reduce barriers to access essential service in the borough.</p> <p>The LIP must priorities walking and cycling including school and work travel planning, cycling training and have targets for traffic and car ownership.</p>
<p>Accessibility</p>	<p><i>Access to public transport:</i> lack of access to public transport leads to unemployment, social exclusion and deprivation.</p> <p><i>Condition of material assets:</i> Poor condition of footways, bus</p>	<p>The LIP must include personal mobility, safety and environmental schemes in areas of high levels of deprivation.</p> <p>The LIP should seek to improve roads for all users in especially for</p>

	stops, impacting accessibility of people with reduced mobility groups, people with pushchair etc.	people with reduced mobility and disabilities.
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5 SEA objectives

5.1 SEA objectives for Merton's LIP have been developed in tandem with the development of Merton's LIPs objectives and the baseline for SEA topics.

Figure 6: SEA Objectives

SEA Topic	SEA Objective
Air quality	Reduce emissions emanating from ground based transport
Noise and vibration	Reduce noise and vibrations from ground based transport
Climate change	Reduce CO2 emissions emanating from ground based transport
Flood risk and environmental impacts	Increase tree planting on the highway Improve surface water drainage
Natural environment (Biodiversity/open space)	Reduce negative impact of the transport network on biodiversity and nature.
Water and Water quality	Minimise and reduce water pollution by way of transport. Transport projects and programmes
Cultural heritage, landscape and townscape	Protect and enhance the natural and historic environment and quality and character of Merton. Increase accessibility to Merton's historic asset across the borough.
Soil and geology	Minimise soil contamination through land based transport projects and programmes
Accessibility	Ensure all residents have access to public transport Ensure footpaths are maintained and easy to navigate by all users including people with disabilities and with reduced mobility
Health and health inequalities	Create environments that encourages active living and reduce obesity levels in children and adults.

Road safety	Improve road safety by reducing causalities of all road users
Congestion	Reduce levels of ground based transport, mainly private cars, HGVs

6 Identifying Alternatives

- 6.1 Identifying and comparing appropriate strategic alternatives is a key aspect of SEA. Examining alternatives helps to ensure that the plan's likely environmental effects are addressed during the preparation of the plan. It also assists in explaining to stakeholders why these strategies and measures, and no others, are being put forward.
- 6.2 The SEA Directive (2001/42/EC) states that:
- “an Environmental report shall be prepared in which the likely significant effects on the environment of implementing the plan or programme, and reasonable alternatives taking into account the objectives and geographical scope of the plan or programme, are identified, described and evaluated” (Article 5.1) It also notes that one of the issues that must be covered in the Environmental Report is: “an outline of the reasons for selecting the alternatives dealt with.” (Annex 1b)*
- 6.3 The SEA Directive and Regulations also emphasise the importance of a reasonable approach to the assessment of alternatives, conducted at the appropriate level, considering resources, time and information available. Hence it is not necessary to consider unrealistic alternatives. It should also be noted that that since the LIP is developed within the context of the MTS policies, the approaches available are limited to those applicable to the objectives and outcomes set out within it. Merton therefore has no ability to consider alternative strategies that do not accord with the present MTS.
- 6.4 For these reasons, this Environmental Report considers the environmental impact of a set of reasonable alternatives to the programmes and projects that have been identified during the preparation of the LIP. The range of possible alternatives is severely limited by the requirement that the LIP must adhere to the objectives and policies of the MTS. These restrictions lead to a relatively small set of possible variations in scope than would otherwise be expected of other statutory strategies. The environmental impacts revealed in this SEA will then inform the final choice of projects in the LIP. In addition, a 'no plan' scenario has been considered, demonstrating the environmental impacts if only existing local and regional measures or strategies were implemented and the third LIP was not carried forward.

7 Appraisal methodology

7.1 Several guidance documents have been issued in relation to SEA and the methodologies outlined in these have been used where still applicable:

-) Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents, Office of the Deputy Prime Minister (November 2005)
-) Practical Guide to the SEA Directive, Office of the Deputy Prime Minister (September 2005)
-) Sustainability Appraisal Planning Policy Manual, Planning Advisory Service (2009)
-) Sustainability Appraisal: advice note, Planning Advisory Service (2010)
-) Historic England: Sustainability Appraisal and Strategic Environmental Assessment (2018)

7.2 The guidance requires that a SEA report is produced to set the baseline, identify Sustainability Objectives and provide the Sustainability Appraisal Framework. The SEA findings for LIP3 will be assessed against the SEA objectives using a using colour coded matrix as shown in figure X below.

Figure 7: SEA scoring matrix

Symbol	Meaning
++	Significant Positive Effect on Sustainability Objective (normally direct)
+	Minor Positive Effect on Sustainability Objective (normally indirect)
0	No Significant Effect on Sustainability Objective

-	Minor Negative Effect on Sustainability Objective (normally indirect)
--	Significant Negative Effect on Sustainability Objective (normally direct)
?	Uncertain Effect on Sustainability Objective

8 Evaluating the effects of LIP3

8.1 The SEA Directive and Regulations require that the council assesses the environmental effects of the LIP. This section first assesses the relationship between the LIP3 objectives and the SEA objectives. The following assessment are only assessing the boroughs aims and objectives not those of the Mayor of London and/or the Mayoral Transport Strategy. The Mayoral Transport Strategy was subjected to as SEA

Figure 8: LIP3 Aims objectives against the SEA objectives

SEA Objectives	Make Merton a safer place by reducing the number of collisions on our streets and supporting the Mayor's Vision Zero objective.	Reduce the impacts of climate change and improve air quality through a co-ordinated approach, by pulling together air quality, noise impacts, flooding, waste, open space, design and transport.	Reducing health inequalities and reducing childhood obesity.	Support good growth, especially around the town centres at Colliers Wood and South Wimbledon, Morden and Wimbledon.	Redefine the way our streets are laid out and used so as to encourage the take-up of more active and healthier lifestyles where people feel confident to walk and cycle in safety.
Air quality: Reduce emissions emanating from ground based transport					

<p>Noise: Reduce noise and vibrations from ground based transport and vibration</p>					
<p>Climate change Reduce CO2 emissions emanating from ground based transport</p>					
<p>Flood risk Increase tree planting on the highway. Improve surface water drainage</p>					
<p>Natural environment (Biodiversity/open space) and heritage assets Reduce negative impact of the transport network on biodiversity and nature.</p>					
<p>Water and Water quality Minimise and reduce water pollution by way of transport. Transport projects and programmes</p>					

<p>Cultural heritage, landscape and townscape: Protect and enhance the natural and historic environment and quality and character of Merton.</p> <p>Increase accessibility to Merton's historic and heritage assets across the borough</p>					
<p>Soil and geology Minimise soil contamination through land based transport projects and programmes</p>					
<p>Accessibility Ensure all residents have access to public transport</p> <p>Ensure footpaths are maintained and easy to navigate by all users including people with disabilities and with reduced mobility</p>					

<p>Health and health inequalities</p> <p>Create environments that encourages active living and reduce obesity levels in children and adults.</p>					
<p>Road safety</p> <p>Improve road safety by reducing casualties of all road users</p>					
<p>Congestion</p> <p>Reduce levels of ground based transport, mainly private cars, HGVs</p>					

Figure 10: LIP3 Borough objectives against the SEA objectives

MTS outcome 2: London's streets will be safe and secure						
Borough objective	LO8	LO9	LO10	LO11	LO12	LO13
SEA Objectives						
Air quality	Dark Green	Light Green	Light Green	White	White	Light Green
Noise	Dark Green	Light Green	Light Green	White	White	Light Green
Climate change	Dark Green	Light Green	Light Green	White	White	Light Green
Flood risk	White	White	White	White	White	White
Natural environment	Light Green	White	White	White	White	Light Green
Water and water quality	White	White	White	White	White	White
Culture heritage, landscape and townscape	White	White	White	White	White	Light Green
Soil and geology	Light Green	White	Light Green	White	White	Light Green
Accessibility	White	White	Dark Green	Light Green	White	White
Health and health inequalities	Light Green	Dark Green	Dark Green	Dark Green	Dark Green	Light Green
Road safety	Light Green	White	White	Dark Green	Dark Green	Light Green
Congestion	White	White	White	Light Green	White	Light Green

Figure 11: LIP3 Borough objectives against the SEA objectives

MTS outcome 3: London's streets will be used more efficiently and have less traffic on them					
Borough objective	LO14	LO15	LO16	LO17	LO18
SEA Objectives					
Air quality	Dark Green	Light Green	Light Green		
Noise	Dark Green	Light Green	Light Green		
Climate change	Dark Green	Light Green	Light Green		
Flood risk					
Natural environment	Light Green				
Water and water quality					
Culture heritage, landscape and townscape					
Soil and geology	Light Green		Light Green		
Accessibility			Dark Green	Light Green	
Health and health inequalities	Light Green	Dark Green	Dark Green	Dark Green	Dark Green
Road safety	Light Green			Dark Green	Dark Green
Congestion				Light Green	

Figure 12: LIP3 Borough objectives against the SEA objectives

MTS outcome 4: London's streets will be clean and green							
Borough objective	LO19	LO20	LO21	LO22	LO23	LO24	LO25
SEA Objectives							
Air quality	High	High	High	High	High	Medium	Medium
Noise	Medium						
Climate change	Medium						
Flood risk				Medium	Medium	High	
Natural environment							
Water and water quality						Medium	
Culture heritage, landscape and townscape							
Soil and geology	Medium			Medium	Medium	Medium	
Accessibility							
Health and health inequalities		Medium			Medium		
Road safety	Medium	Medium	Medium	Medium			
Congestion	Medium	Medium	Medium	High			

Figure 14: LIP3 Borough objectives against the SEA objectives

MTS outcome 6: Public transport will be safe, affordable and accessible						
Borough objective	LO32	LO33	LO34	LO35	LO36	LO37
SEA Objectives						
Air quality	Green	White	Green	Green	Green	Green
Noise	White	White	Green	Green	White	Green
Climate change	Green	White	Green	Green	Green	Green
Flood risk	White	White	White	White	White	White
Natural environment	White	White	White	White	White	White
Water and water quality	White	White	White	White	White	White
Culture heritage, landscape and townscape	Green	White	Green	Green	White	White
Soil and geology	White	White	White	White	White	White
Accessibility	Dark Green	Dark Green	Dark Green	Dark Green	Green	Dark Green
Health and health inequalities	Green	Green	Green	Green	Green	Green
Road safety	White	White	Green	White	Green	White
Congestion	White	White	Green	White	White	White

Figure 15: LIP3 Borough objectives against the SEA objectives

MTS outcome 7: Journeys by public transport will be pleasant, fast and reliable		
Borough objective	LO38	LO39
SEA Objectives		
Air quality	Green	Green
Noise	Green	Green
Climate change	Green	Green
Flood risk	White	White
Natural environment	White	White
Water and water quality	White	White
Culture heritage, landscape and townscape	Green	White
Soil and geology	Green	White
Accessibility	White	Green
Health and health inequalities	Green	Green
Road safety	Green	White
Congestion	Green	Green

Figure 16: LIP3 Borough objectives against the SEA objectives

MTS outcome 8: Active, efficient and sustainable travel will be best option in new developments							
Borough objective	LO40	LO41	LO42	LO43	LO44	LO45	LO46
SEA Objectives							
Air quality		Light Green	Dark Green	Light Green	Light Green	Dark Green	Light Green
Noise		Light Green	Light Green		Light Green	Dark Green	Light Green
Climate change		Light Green					
Flood risk							Light Green
Natural environment			Light Green				
Water and water quality							Light Green
Culture heritage, landscape and townscape							
Soil and geology			Light Green			Light Green	Light Green
Accessibility	Light Green				Light Green		
Health and health inequalities	Dark Green			Light Green	Light Green	Light Green	
Road safety	Light Green	Light Green			Light Green		
Congestion		Dark Green	Light Green	Light Green			

Figure 17: LIP3 Borough objectives against the SEA objectives

MTS outcome 9: Transport investment will unlock the delivery of new homes and jobs		
Borough objective	LO47	LO48
SEA Objectives		
Air quality	Green	
Noise	Green	
Climate change	Green	
Flood risk		
Natural environment		
Water and water quality		
Culture heritage, landscape and townscape		
Soil and geology		
Accessibility		Green
Health and health inequalities		Green
Road safety	Green	
Congestion	Green	

Figure 18: LIP3 Borough objectives against the LIP’s delivery plan project and programmes

SEA Objectives	Air quality	Noise	Climate change	Flood risk	Natural environment	Water and water quality	Culture, heritage, landscape and townscape	Soil and geology	Accessibility	Health and health inequality	Road congestion	Road safety
Projects /programmes												
Casualty and danger reduction										Dark Green	Light Green	Dark Green
Accessibility Programme							Light Green		Dark Green	Light Green	Light Green	Light Green
Morden town centre regeneration	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Grey	Light Green	Light Green	Grey	Light Green
Electric Vehicles Chargers, Car Clubs and mobility initiatives	Dark Green							Light Green	Light Green	Light Green		
School travel plan co-ordinator and supporting educational programme	Dark Green								Light Green	Dark Green	Light Green	Dark Green
Cycle parking programme	Light Green	Light Green	Light Green				Light Green		Light Green	Dark Green	Light Green	
School part time road closures	Light Green	Light Green	Light Green							Light Green	Light Green	Light Green
Motorcycling support programme	Light Green									Light Green	Light Green	Dark Green
Supporting Sutton Link Tram or BRT	Light Green	Light Green	Light Green				Light Green	Light Green	Light Green	Light Green	Light Green	

Develop School Neighbourhood Approach Pilot (SNAP) at Merton Abbey First School (formally Schools Super zones project)	Dark Green	Light Green	Light Green	White	White	White	White	Light Green	Light Green	Dark Green	Light Green	Light Green
Air Quality Initiatives	Dark Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Dark Green	Light Green	Light Green
Bikeability Training	White	Light Green	Light Green	White	White	White	Light Green	White	Light Green	Dark Green	Light Green	Light Green
Beddington Lane Cycle Route	Dark Green	Light Green	Light Green	White	White	White	Light Green	White	Light Green	Dark Green	Light Green	Light Green
Cycle routes	Dark Green	Light Green	Light Green	White	White	White	Light Green	White	Light Green	Dark Green	Light Green	Light Green
Figges Marsh signalised Roundabout re-configuration	Light Green	Light Green	Light Green	White	White	White	White	White	Light Green	White	Light Green	Light Green
Safer walking routes/streets	Light Green	Light Green	Light Green	White	White	White	Light Green	White	Light Green	Dark Green	Light Green	Light Green
Borough-wide 20 mph speed limits	Light Green	Light Green	Light Green	White	White	White	White	White	White	Light Green	Light Green	Dark Green
Western Road/Pollards Hill or Eastfields Liveable Neighbourhood bid	Light Green	Light Green	Light Green	Light Green	White	White	Light Green	White	Light Green	Light Green	Light Green	Light Green

Synergistic and Secondary effects

- 8.2 In addition to cumulative effects, synergistic and secondary effects should also be considered; definitions of these are as follows:
-) Synergistic effects interact to produce a total effect greater than the sum of the individual effects. Synergistic effects often happen as habitats, resources or human communities get close to capacity.
 -) Secondary or indirect effects are effects that are not a direct result of the plan but occur away from the original effect or as a result of a complex pathway.
- 8.3 No negative synergistic or secondary effects are expected as a result of LIP3. The most extensive synergistic effect will be as a result of the regional and national policies directed towards changing travel habits away from the car and increasing activity levels. By putting human health and active travel at its heart, the LIP aims to create a synergistic effect between all its programmes. It is expected that the successful implementation of the programmes will create a culture of active travel and change people's attitudes on a large scale.
- 8.4 Since all London boroughs are expected to implement the aims of the MTS via a LIP, synergies are expected at a regional level to reinforce these goals across London. The cumulative interaction of all of London's boroughs combined with regional interventions sponsored by TfL will be much greater than if boroughs were to produce individual transport strategies. An additional secondary effect is also expected on the Historic Environment of Merton. It is one of the aims of the LIP to increase transport accessibility of some areas by improving public transport and the public realm. If this is done in an area where a heritage asset is present, the number of visitors could reasonably be expected to increase, improving the economic health of the asset. Such impact needs will need to be monitored and managed sensitively with key environmental/heritage stakeholders and professionals.

9 Mitigating

- 9.1 The SEA Directive requires that the Environmental Report should include measures to prevent, reduce or offset adverse impacts on the environment as a result of implementing the plan. Since the MTS has already been subject to assessment and the fact that London boroughs do not carry out large scale infrastructure projects, it is not expected that LIPs have significant adverse effects. Previous chapters of this report confirm that the Merton's LIP is not expected to have any significant adverse impacts on the environment, therefore the scope of mitigation is therefore reduce.
- 9.2 SEA guidance recommends that opportunities for mitigation should follow the 'mitigation hierarchy'. This begins with measures for avoidance/prevention, to reduction, and finally measures aiming to offset impacts. Possible suggestions include:
-) Changes to the programme, such as adding, deleting or refining projects
 -) Technical measures required for the implementation stage, e.g. buffer zones

-) Application of design principles and/or requirement of sub-contractors to have an Environmental Management System (e.g. maintenance contractors)
-) Establish a 'no net loss' principle to compensate/offset construction over sensitive land
-) Requirements for project environmental impact assessments for certain projects if appropriate.

9.3 A role of the SEA is to provide recommendations as to how the environmental performance of the LIP could be improved. These recommendations include measures to mitigate potential adverse impacts that can be incorporated into policies/proposals/programmes as detailed in figure X below.

Figure 19: Potential Adverse Environmental Effects

	Impact	Mitigation
Population and Human Health	Rat running to avoid vehicle restrictions in residential areas increases local pollution on other routes.	Consider alternative routes when designing schemes and expand zones if necessary. Target these areas with public transport and active travel infrastructure improvements to bring about mode change.
	Increased levels of active travel lead to more collisions on the road, increasing KSIs	Target cycle training on residents in areas with improved infrastructure. Promote cycle training to groups considered to be at a higher risk. Expand provision of sustainable urban driving courses for HGV drivers.

	Air quality deteriorates as a result of increased bus numbers	Work with and lobby TfL to accelerate the introduction of hybrid bus technology in air quality hotspots and request that drivers are trained to minimise emissions.
Biodiversity, Flora and Fauna	Biodiversity impact of new transport infrastructure and public realm	Ensure consideration of biodiversity is embedded in design processes.
Townscape and Historic Environment	Visual impact of cycle parking, signage and lines for active travel network on townscape and Historic Environment	Use sympathetic materials and design in sensitive areas. A wide array of cycle parking designs are available which will allow a design choice in keeping with the existing setting. Continue to apply street clutter minimisation policy.
	Light pollution from public realm or road safety schemes	Reduce lighting to a minimum needed for road safety Use lighting design that minimises light pollution or spillage.
Material	Increased pressure on asset	Develop monitoring

10 Risk

- 10.1 The biggest risk to implementing the LIP is funding. The main funding pot is from TfL however, we are not the only London borough seeking funding from this source; although TfL has indicated that Merton will receive £1,314,000 for the LIP. In addition the council intends to make further bids to TfL as specific programme funding is released, from TfL. But again, the council will be competing against 33 other London boroughs for this limited funding and we may not be successful.
- 10.2 Other funding opportunities is S106 contributions, although it should be noted that the council only receives limited financial contributions from developers via section 106 agreements. Currently the council receives circa £100,000 per year. Transport improvements tend to be delivered via a Section 278 agreement rather than financial contributions to the council, as such they are difficult to quantify. For the last full financial year the council received circa £100 in contributions. This level of funding is anticipated to continue. In previous years the council has received funding from DEFRA to reduce floor risks of £190K in 2018/19 it is not clear whether this support will continue.
- 10.3 Some potential risk may be influence by problems and opportunities that originated from outside the borough. This brings uncertain risk and difficulty in quantifying the effects the LIP has on the particular SEA factor. This Environmental Report will consider these issues in more detail where appropriate.

11 Implementation

- 11.1 Within the LIP is the Delivery Plan for achieving its objectives. It includes:
-) Linkages to Mayor's Transport Strategy priorities
 -) A list of potential funding sources for the period 2019/20 to 2021/22;
 -) Long-term interventions
 -) Three year indicative Programme of Investment for period 2019/20 to 2021/22
 -) A detailed annual programme for 2019/20
- 11.2 The Delivery Plan was developed to align the borough's projects and programmes with the policy framework of the Mayor's Transport Strategy, the overarching mode share aim, each of the nine outcomes and the relevant policies and proposals are set out in table ST01 of the LIP.

12 Monitoring the environmental effects of LIP3

- 12.1 Under the SEA Directive there is a statutory requirement to monitor the environmental impacts of the implementation of the Plan. The LIP must therefore be monitored and reported to comply with the Directive as well as to continue to identify problems and issues that need resolving.
- 12.2 Monitoring is the systematic measurement of a parameter in terms of magnitude, time and space. Monitoring is not limited to quantitative or technological measurements and may include qualitative issues such as human health or landscape quality. Monitoring can be used to answer questions such as:
-) Is the plan contributing to the desired environmental objectives and targets?
 -) Is the plan performing as well as expected?
 -) Are (mitigating) measures performing as well as expected?
 -) Are there any undesirable environmental effects? Are these within acceptable limits, or is remedial action required?
- 12.3 This process is beneficial to the LIP because it allows any significant environmental effects of the plan's implementation to be identified and dealt with early in the planning process. It allows the actual effects of the plan to be tested against those predicted in the SEA, and can provide baseline information for future plans.

Monitoring for the SEA

- 12.4 To develop a monitoring strategy, the guidance suggests addressing the following questions:
-) Determine what needs to be monitored;
 -) Identify what sort of information is required;
 -) Identify existing sources of monitoring information;
 -) Identify and fill any gaps in existing information;
 -) Determine when remedial action would be required and which actions could be taken; and
 -) Develop a management plan outlining responsibilities, timeframes and presentation.
- 12.5 Monitoring should focus on any significant environmental impacts that give rise to irreversible impacts upon environmental attributes in the area. This SEA found very little evidence of significant environmental impacts because of measures within Merton's Third Local Implementation Plan. Where adverse impacts have been found, mitigation measures were presented to minimise these impacts, therefore no change to the plan was advised in the Environmental Report. It should be noted that the LIP supports Merton's Local Plan (current and emerging Local Plan) policies which not only cover transport policies, but has policies on

air quality and environment (natural, heritage and built).

12.6 Therefore, given the lack of significant impact on the environment that the plan entails, no monitoring for the SEA is necessarily required. When monitoring reveals that remedial action is required, the appropriate measures are enacted. Criteria or thresholds will therefore need to be established as part of the strategy, which can trigger action if they are exceeded. As and when gaps appear in data sets, new data will be collected. However, it should be noted that no primary data collection is necessarily appropriate for this level of monitoring and is not required for compliance with the Directive.

12.7 However, Merton's Authority Monitoring Report (AMR) is an effective and efficient way to demonstrate the scale of delivery of key outputs through the LIP investment process and of the programmes and projects.

13 Management plans

13.1 The management plan should identify the responsible parties who must undertake monitoring activities, the time frame within which they must be carried out, and how to present the results figure 20 sets out below. This will be fully developed in the Environmental Statement, as the last stage of the SEA process.

Figure 20:

SEA Topic	Monitoring indicator	Monitored by	Timeframe
Air quality	PM _{2.5} , PM ₁₀ , NO ₂ (hourly average, annual average)	Merton Council Air Quality Action Plan monitoring report by council's air pollution team and Public Health team	Annually
Population and human health	KSI Data Levels of activity Levels of obesity in children Public perception of noise levels	TfL/Met police Sport England/Public Health Public Health Scheme consultations	Annually
Climate change	Road transport CO ₂ emissions per capita. Network unavailability following	TfL	Annually

	extreme weather event		
Natural environment (Biodiversity/open space)	Public realm schemes where green space is lost	Planning applications, highways monitoring scheme monitored by the Authority Monitoring Report (AMR).	Annually
Water and soil	Number of new infrastructure schemes incorporating SUDS	Lead Local Flood Authority monitored by way of the AMR.	Annually
Historic environment and landscape	Change in HAR/HER registrations or change in condition of existing entries Public responses to public realm designs	English Heritage /Merton Council (conservation officer/planning teams).	Annually
Material assets	Proportion of road construction materials from recycled sources and number of highways vehicles converted to electric vehicle	Merton Council (highways and traffic team and transport planner)	Annually

14 Next steps

Consultation on Draft LIP3 and SEA

- 14.1 The SEA Regulations set specific requirements for consultation with the statutory consultees, the public and other interested parties and require that the SEA Report is made available for consultation alongside the consultation draft LIP3. The LIP is required to be submitted to Transport of London (TfL) and for wider public consultation in shortly after. The Environment Report will be available on the council website.

SEA Statement

- 14.2 When the LIP3 is adopted it will be accompanied by an SEA Statement in line with the SEA Regulations. The SEA Statement will provide the following information:
-) How environmental considerations have been integrated into the plan;
 -) How the ER has been considered in the LIP3's development;
 -) How opinions expressed in relation to the consultations on the LIP and ER have been considered;
 -) The reasons for choosing the LIP3 as adopted, in the light of the other reasonable alternatives dealt with; and
 -) The measures to be taken to monitor any possible significant environmental effects of the implementation of the LIP3

Appendix 1: Review of other plans

International
Kyoto Protocol to the United Nations Framework convention on climate change (1997)
Johannesburg Declaration on Sustainable development 2002
UNESCO World Heritage Convention
The European Convention of the protection of archaeological heritage
European
EU Biodiversity Strategy (1998)
EU Biodiversity Action Plan (2006)
European Landscape Convention (ratified by the UK Government in 2006)
EU Sixth Environment Action Plan (Sustainable Development Strategy) (2002)
EU Sustainable Development Strategy 2002 (revised 2006) (reviewed 2009)
Air Quality Framework (EU Directive 96/62/EC and daughter directives (99/30/EC), (2000/69/EC), (2002/3/EC)
Assessment of the Effects of Certain Public and Private Projects on the Environment (EIA Directive 85/337/EEC)
Assessment and Management of Environmental Noise (END Directive 2002/49/EC)
Conservation on Natural Habitats and of Wild Fauna and Flora (Directive 92/43/EEC)
Conservation of Wild Birds (Directive 79/409/EEC)
Floods Directive (EU Directive 2007/60/EC)
Promotion of the use of Biofuels or other Renewable Fuels for Transport (EU Directive 2003/30/EC)
Renewable Energy (EU Directive 2009/28/EC)
Strategic Environmental Assessment (SEA Directive 2001/42/EC)
Urban Waste Water Directive (91/271/EEC)
Waste Framework Directive 75/442/EEC
Water Framework Directive (EU Directive 2000/60/EC)
National Regulations

<p>Air Quality Standards Regulations (2010)</p>	<p>These Regulations replace the Air Quality Standards Regulations 2007 implement the following Directives: Directive 2008/50/EC on ambient air quality and cleaner air for Europe (this Directive replaces Council Directive 96/62/EC on ambient air quality assessment and management, Council Directive 1999/30 EC relating to limits for sulphur dioxide, nitrogen dioxide, oxides of nitrogen, particulate matter and lead in ambient air, Council Directive 2000/69/EC relating to limit values for benzene and carbon monoxide in ambient air, Council directive 2002/3/EC relating to ozone in ambient air.) Directive 2004/107/EC relating to arsenic, cadmium, mercury, nickel and polycyclic aromatic hydrocarbons in ambient air.</p>
<p>Conservation of Habitat and Species Regulations, 2010</p>	<p>The Conservation of Habitats and Species Regulations 2010 (the “Habitats Regulations”) consolidate and update the Conservation (Natural Habitats, &c.) Regulations the 1994 Regulations”).</p>
<p>Climate Change Act (2008)</p>	<p>The Climate Change Act aim is to managing and responding to climate change in the UK, by:</p> <ul style="list-style-type: none">) setting legally binding targets, including a legally binding target of at least an 80% cut in greenhouse gas emissions by 2050 and 34% by 2020 against a 1990 baseline) taking powers to help meet those targets) strengthening the institutional framework) enhancing the UK’s ability to adapt to the impact of climate change

	<p>) establishing clear and regular accountability to the UK Parliament and to the devolved legislatures</p>
Community Infrastructure Levy Regulations 2010 (and subsequent amendments)	The Community Infrastructure Levy is a planning charge, introduced by the Planning Act 2008 as a tool for local authorities in England and Wales to help deliver infrastructure to support the development of their area.
Planning (listed buildings and conservation area) Act 1990	The Planning (Listed Buildings and Conservation Areas) Act is a UK Act of Parliament introduced in 1990 that changed laws relating to the granting of planning permission for building works, with a particular focus on listed buildings and conservation areas. It created special controls for the demolition, alteration or extension of buildings, objects or structures of particular architectural or historic interest, as well as conservation areas.
Ancient Monuments and Archaeological Area act 1979	The Ancient Monuments and Archaeological Areas Act (1979) is a piece of legislation concerned with the protection of archaeological sites / ancient monuments in England.
Environmental Assessment of Plans and Programmes regulations 2004	Provides the regulations for the implementation of the Strategic Environmental Assessment Directive (EU/2001/42/EC) for certain plans and programmes that are likely to have significant environmental impacts.
Environmental Noise (England) Regulations 2006 (as amended)	The regulations transpose the EU Directive 2002/49/EC that relates to the assessment and management of environmental noise.

Flood and Water Management Act 2010

The Act updates legislation to ensure; better protection from flooding, manage water more sustainably, improve public services and secure water resources during periods of drought. The Flood and Water Management Act gives local authorities new responsibilities. There are now classed as lead local flood authorities (LLFAs) who have responsibilities for managing local flood risk in their area. The responsibilities of a LLFA include:

- J prepare and maintain a strategy for local flood risk management in their areas, co-ordinating views and activity with other local bodies and communities through public consultation and scrutiny, and delivery planning
- J maintain a register of assets – these are physical features that have a significant effect on flooding in their area
- J investigate significant local flooding incidents and publish the results of such investigations
- J establish SuDS approval bodies (SABs) that will be responsible for the approval of design, build and adoption of SuDS
- J issue consents for altering, removing or replacing certain structures or features on ordinary watercourses

	<p>play a lead role in emergency planning and recovery after a flood event</p>
Flood Risk and Coastal Change, 2014	<p>Advises how to take account of and address the risks associated with flooding and coastal change in the planning process.</p>
Flood Risk Assessments: Climate Change Allowances, 2017	<p>The Flood Risk Assessments: Climate Change Allowances advice updates previous climate change allowances to support NPPF. The Environment Agency (EA) has produced it as the government's expert on flood risk.</p>
Growth and Infrastructure Act 2013	<p>The Act sets out reforms intended to reduce red tape, that the government considers hampers business investment, new infrastructure and job creation.</p>
Planning Act (2008)	<p>The Planning Act 2008 was granted Royal Assent on 26 November 2008. The Act introduced a new streamlined system for decisions on applications to build nationally significant infrastructure projects (NSIPs) in England and Wales, alongside further reforms to the town and country planning system and the introduction of a Community Infrastructure Levy (CIL).</p>

<p>Localism Act (2011)</p>	<p>The Localism Act takes power from central government and hands it back to local authorities and communities giving them the freedom and flexibility to achieve their own ambitions. There are five key measures in the Localism act:</p> <ul style="list-style-type: none">)] Community Rights)] Neighbourhood Planning)] Housing)] Empowering cities and other local areas)] General power of competence <p>Different parts of the Act will come into effect at different times.</p>
<p>National Planning Policy Framework (2012) and nation Planning Practice Guidance (2012)</p> <p>Draft National Planning Policy Framework (2018) and nation Planning Practice Guidance (2018)</p>	<p>The National Planning Policy Framework (NPPF), sets out the Government’s planning policies for England and how these should be applied. The NPPF sets out the Government’s requirements for the planning system only to the extent that it is relevant, proportionate and necessary to do so. At the heart of the NPPF is a presumption in favour of sustainable development. For plan making this means that:</p>

	<p data-bbox="1131 199 1899 327">J local planning authorities should positively seek opportunities to meet the development needs of their area;</p> <p data-bbox="1131 359 1899 486">J Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless:</p> <ul data-bbox="1176 526 1899 813" style="list-style-type: none">- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or- specific policies in this Framework indicate development should be restricted <p data-bbox="1131 853 1534 885">For decision taking this means:</p> <p data-bbox="1131 917 1899 1005">J approving development proposals that accord with the development plan without delay; and</p> <p data-bbox="1131 1037 1899 1125">J where the development plan is absent, silent or relevant policies are out of date, granting permission unless:</p> <ul data-bbox="1176 1165 1899 1332" style="list-style-type: none">- any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or
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	<ul style="list-style-type: none"> - specific policies in this Framework indicate development should be restricted
The Town and Country Planning (Environmental Impact Assessment) (Amendment) (England) Regulations 2008	These Regulations amend the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1991 so that they apply to applications for subsequent approval of matters under conditions attached to planning permissions.
The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999	These regulations outline the procedure for considering environmental impact when deterring planning permission applications.
The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 And Amendment 2015	These Regulations replace the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI No. 293) (“the 1999 Regulations”) and subsequent amending instruments. The Town and Country Planning (Environmental Impact Assessment) (Mineral Permissions and Amendment) (England) Regulations 2008 remain in force. These Regulations, except for the provisions relating to projects serving national defence purposes, extend to England only. The 1999 Regulations remain in force for Wales. These regulations provide a consolidation of the 1999 regulations to reflect amendments to the EIA directive and recent case law.

<p>The Water Resources Act 1991 (Amendment) E&W Regulations 2009</p>	<p>This Act aims to prevent and minimise pollution of water. The Environment Agency are responsible for ensure the Act is enforced. Under the act it is an offence to cause or knowingly permit any poisonous, noxious or polluting material, or any solid waste to enter any controlled water. Silt and soil from eroded areas are included in the definition of polluting material. If eroded soil is found to be polluting a water body or watercourse, the Environment Agency may prevent or clear up the pollution, and recover the damages from the landowner or responsible person.</p>
<p>The Water Act 2003</p>	<p>The four broad aims of the Act are:</p> <ul style="list-style-type: none"> J the sustainable use of water resources; J strengthening the voice of consumers; J a measured increase in competition J the promotion of water conservation
<p>National: strategies /plans/ publications</p>	
<p>Air Quality Strategy DEFRA 2007</p>	<p>The strategy sets out air quality objectives and policy options to further improve air quality in the UK. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.</p>
<p>Air Pollution: Action in a changing Climate 2010</p>	<p>This document does not replace the current air quality strategy but accounts for the rapid development of</p>

	climate change policy since the strategy was published in 2007.
Biodiversity – The UK Action Plan (1994)	The Action Plan is the UK Government's response to the Convention on Biological Diversity (CBD) signed in 1992. It describes the UK's biological resources and commits a detailed plan for the protection of these resources. The Government published the first lists of Priority Species and Habitats in 1995 as part of the UK Biodiversity Action Plan (UK BAP), which included over 300 species.
Natural England's – England Biodiversity (2002)	<p>England Biodiversity Strategy was published in 2002. It brings together England's key contributions to achieving the 2010 target to halt biodiversity loss. It also seeks to make biodiversity part of mainstream thinking and emphasises that healthy, thriving and diverse ecosystems are essential to everybody's quality of life and wellbeing.</p> <p>The Strategy has five themes:</p> <ul style="list-style-type: none">) Protecting the best wildlife sites) Promoting the recovery of declining species and habitats) Embedding biodiversity in all sectors of policy and decision making) Enthusing people) Developing the evidence base. <p>An important aim of the strategy is to deliver the UK Biodiversity Action Plan in England, and a measure of success of conserving England's biodiversity is how the status of priority species and habitats is changing.</p>
Biodiversity 2020: A strategy for England's wildlife and ecosystems 2011	Provides a comprehensive picture of how the international and EU commitments are being

	<p>implemented. It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea. The strategy aims to halt overall biodiversity loss, support healthy well-functioning ecosystems and establish coherent ecological networks, with more and better places for nature for the benefit of wildlife and people.</p>
<p>Securing the Future: UK Sustainable Development Strategy (2005)</p>	<p>This sets out the national framework for Sustainable Development based on 4 central aims:</p> <ul style="list-style-type: none">) social progress which recognises the needs of everyone) effective protection of the environment) prudent use of natural resources) maintenance of high and stable levels of economic growth and employment <p>The strategy sets five guiding principles to achieve sustainable development:</p> <ul style="list-style-type: none">) living within environmental limits) ensuring a strong, healthy and just society) achieving a sustainable economy) promoting good governance) using sound science responsibly
<p>National Flood and Coastal Erosion Risk Management Strategy for England, 2011</p>	<p>This document contains the following information: Understanding the risks, empowering communities, building resilience: the national flood and coastal erosion risk management strategy for England</p>

<p>Water Strategy Future Water: The Government's Water Strategy for England (2008)</p>	<p>The overarching aim of the Water Strategy is to improve standards of service and quality, through sustainable water management, whilst achieving a balance between environmental impacts, water quality of surface and ground waters, supply and demand, and social and economic effects. The intermediate outcomes are:</p> <ul style="list-style-type: none"> • No deterioration in water quality in the environment, aiming for improvement to good ecological status by 2015, and improved biodiversity and ecology with increased value from sustainable recreation • Climate change mitigation and adaptation • Sustainable use of water resources with no essential supply interruptions during drought • High levels of drinking water quality • Fair, affordable and cost-reflective charges.
<p>Waste Strategy (2007)</p>	<p>This new strategy builds on Waste Strategy 2000 (WS2000) and the progress since then but aims for greater ambition by addressing the key challenges for the future through additional steps. The Government's key objectives are to:</p>

	<ul style="list-style-type: none">) decouple waste growth (in all sectors) from economic growth and put more emphasis on waste prevention and re-use;) meet and exceed the Landfill Directive diversion targets for biodegradable municipal waste in 2010, 2013 and 2020;) increase diversion from landfill of non-municipal waste and secure better integration of treatment for municipal and non-municipal waste;) secure the investment in infrastructure needed to divert waste from landfill and for the management of hazardous waste) get the most environmental benefit from that investment, through increased recycling of resources and recovery of energy from residual waste using a mix of technologies
<p>Noise Policy Statement for England (DEFRA 2010)</p>	<p>This statement sets out the long term vision of Government noise policy, which is to promote good health and a good quality of life through the management of noise within the context of Government policy on sustainable development. The policy seeks to make explicit the implicit underlying principles and aims regarding noise management and control that are to be found in existing policy documents, legislation and guidance.</p>

<p>Healthy lives, healthy people: our strategy for public health in England 2010 and update 2011</p>	<p>The strategy sets out a bold vision for a reformed public health system in England including:</p> <ul style="list-style-type: none">)] Local authorities to take new responsibilities for public health)] Local authorities to be supported by a new integrated public health service such as Public Health England)] A stronger focus to be placed on outcomes across the system)] Public health as a clear priority and a core part of business)] A commitment to reduce health inequalities.
<p>DEFRA Sustainable Drainage Systems Non-Statutory Technical Standards for Sustainable Drainage Systems 2015</p>	<p>This document sets out non-statutory technical standards for sustainable drainage systems. They should be used in conjunction with the National Planning Policy Framework and Planning Practice Guidance.</p>
<p>National Guidance and other Reference Documents</p>	
<p>Building Research Establishment Environmental Assessment Method (BREEAM)</p>	
<p>Environment Agency: Creating a better place. Our corporate strategy (2010-2015)</p>	
<p>Environment Agency: Climate Change, adapting for tomorrow (2009)</p>	
<p>Environment Agency: Water for people and the environment. Water resources strategy for England and Wales (2009)</p>	
<p>Historic England: Conservation Principles: for the sustainable management of the historic environment (2008)</p>	
<p>Historic England: Guidance on Environmental Assessment, Sustainability Appraisal and the Historic Environment (2010)</p>	
<p>English Indices of Deprivation (2015)</p>	
<p>National Heritage Protection Plan (2015-18)</p>	

Model Procedures for the Management of Contaminated Land-Environment Agency.	
Regional: Plans/strategies	
Air Quality	
Clearing London's Air: Air Quality Strategy (2010)	The strategy sets out a framework for improving London's air quality and measures aimed at reducing emissions from transport, homes, offices and new developments, as well as raising awareness of air quality issues.
The Control of Dust and emission during construction and demolition (2014) SPG	The aim of this supplementary planning guidance (SPG) is to reduce emissions of dust, PM ₁₀ and PM _{2.5} from construction and demolition activities in London. It also aims to control nitrogen oxides (NOx) from these same activities by introducing an Ultra-Low Emissions Zone (ULEZ) for non-road mobile machinery.
Accessibility and Equity	
Equal Life Chances for All framework (2014)	The Equal Life Chances for All framework 2014 highlights the Mayor's commitment to tackling inequality; improving life chances and removing barriers that prevent people from reaching their full potential.
Accessible London: Achieving an Inclusive Environment. Mayor's Supplementary Planning Guidance (2014)	This provides detailed guidance on the policies contained in the London Plan to make places usable by everyone especially disabled people.
Planning for Equality and Diversity in London. Mayor's Supplementary Planning Guidance (2007)	This SPG provides guidance to London boroughs, partners and developers on the implementation of policies in the London Plan, which relate to equalities issues and addressing the needs of London's diverse communities.
Climate Change and Energy	

<p>Climate Change Mitigation and Energy Strategy (2011)</p>	<p>This strategy focuses on reducing CO2 emissions to mitigate climate change, securing a low carbon energy supply for London, and moving London to a thriving low carbon capital. It forms a central part of the Mayor's goal of retrofitting London. The Mayor's activity to achieve this is well underway. His programmes are already making real cuts in CO2 emissions, improving quality of life for Londoners, and creating economic opportunities for the capital.</p>
<p>Managing risks and increasing resilience: Draft Climate Change Adaptation Strategy for London (2010)</p>	<p>The Mayor's Climate Change Adaptation Strategy:</p> <ul style="list-style-type: none">) identifies who and what is most at risk today) analyses how climate change will change the risk of flood, drought and heat-wave through the century) describes what action is needed to manage the changes and who is responsible <p>The key actions proposed in the strategy are:</p> <ul style="list-style-type: none">) To improve our understanding and management of surface water flood risk) An urban greening programme to increase the quality and quantity of green space and vegetation in London which will buffer London from floods and hot weather) To retro fit up to 1.2m homes by 2015 to improve the water and energy efficiency of London homes
<p>Culture</p>	

Cultural Strategy: Cultural Metropolis (2010)	The Mayor's Cultural Strategy sets out his vision, priorities and recommendations for how to strengthen the cultural life of Londoners across the capital. The strategy recognises the significance of the cultural and creative sectors in making London a successful world city, and puts forward a case for its continued support and investment – particularly in the run up to the 2012 Olympics and the opportunity it presents for London to undertake a step change in cultural activity and participation.
Economy and skills	
Mayors Economic Development Strategy (2010)	The Mayor's vision is for London to be the best big city in the world. The Strategy sets out this vision with respect to the London economy, and how it can be realised. The Mayor's ambitions are for London to be the World Capital of Business, and to have the most competitive business environment in the world; to be one of the world's leading low carbon capitals, for all Londoners to share in London's economic success and for London to maximise the benefits of the 2012 Olympic and Paralympic games.
Draft Mayor's Economic Development Strategy for London (2017)	<p>Sets out the Mayor's plans to grow London's economy, support businesses, boost innovation and create a city that works for all.</p> <p>The draft strategy has three main goals:</p> <ul style="list-style-type: none"> • Opening up opportunities: everyone should be able to benefit from all our city offers

	<ul style="list-style-type: none"> • Growth: ensuring our economy will continue to thrive and is open to business • Innovation: to make London a world leader in technology and a hub of new ideas and creativity
Skills Strategy (2018)	<p>The strategy outlines plans to create a post 16 technical and vocational education and skills system that meets the needs of Londoners and businesses.</p> <p>It also calls on London’s businesses, of all sizes and sectors, to outline what they need and what they can contribute to build the workforce of the future.</p>
A vision for a 24 hour city (2017)	<p>This vision sets out the Mayor’s plan to turn London into a leading 24 hour global city, it focuses on building a night-time culture which:</p> <ul style="list-style-type: none">) promotes culture and leisure for all ages and interests) increases opening hours) ensures safety for residents, visitors and night time workers) works closely with boroughs and the police to create a balanced and sustainable night time offer <p>These principles have been developed through conversations with businesses, the Night Time</p>

Economy Borough Champions, the police and many others.

London at night will:

-) Be a global leader.
-) Provide vibrant opportunities for all Londoners, regardless of age, disability, gender, gender identity, race, religion, sexual orientation or means.
-) Promote all forms of cultural, leisure, retail and service activity.
-) Promote the safety and wellbeing of residents, workers and visitors.
-) Promote welcoming and accessible nightlife.
-) Promote and protect investment, activity and entrepreneurship.
-) Promote domestic and international visits to London.
-) Be strategically located across London to promote opportunity and minimise impact.
-) Become a 24-hour city that supports flexible lifestyles.
-) Take account of future global and domestic trends in leisure, migration, technology, employment and economics.

Environment	
<p>London Environment Strategy (2017)</p>	<p>The strategy sets out the Mayor’s approach to tackling some of the environmental challenges facing London. Toxic air, noise pollution, the threat to green spaces, adverse effect of climate change which all pose a major risk to health and wellbeing of Londoners.</p> <p>This is the first strategy to bring together approaches to every aspect of London’s environment. It is divided into the following areas:</p> <ul style="list-style-type: none"> • Air quality • Green infrastructure • Climate change mitigation and energy • Waste • Adapting to climate change • Ambient noise
Flood Risk	
<p>Thames Region Catchment Flood Management Plan (2009)</p>	<p>This plan presents what the Environment Agency considers the most sustainable direction for the management of fluvial flood risk within the region for the next 50 to 100 years. The plan is based on extensive research into the catchment characteristics of the region and the options available for managing the risk to people,</p>

	<p>properties and the environment. The likely impacts of climate change and the plans for future development are also taken into account.</p>
<p>Regional Flood Risk Appraisal (2009)</p>	<p>The Mayor published the Regional Flood Risk Appraisal (RFRA) in October 2009. The RFRA examines the nature and implication of flood risk in London and how the risk should be managed. The RFRA contains 19 recommendations, involving or lead by a range of organisations. Progress against the recommendations will be monitored annually in the London Plan Annual Monitoring Report.</p>
<p>Mayor of London: Regional Flood Risk Appraisal (2014)</p>	<p>The Regional Flood Risk Appraisal (RFRA) provides an overview of all sources of flooding in London and addresses its probability and consequences.</p>
<p>The Thames Estuary 2100 Plan (2012)</p>	<p>Recommends how to manage tidal flood risk to the end of the century and beyond. The plan sets out how 1.25 million people and £200 billion worth of property will continue to be protected from tidal flood risk.</p>
<p>Lower Thames Flood Risk Management Strategy (2010)</p>	<p>The Lower Thames Flood Risk Management Strategy (LTFRMS) proposes measures to reduce the risk of flooding to the 15,000 properties which are currently at risk from a 1% flood event in the area from Datchet to Teddington. These measures include the construction of three flood diversion channels, the widening of Desborough Cut and improvements to Sunbury and</p>

	<p>Molesey Weirs and Teddington Lock. It also includes community based measures for improving resistance and resilience to flooding for smaller groups of properties and improving mapping information for emergency evacuation plans.</p>
<p>Thames River Basin Management Plan (2009)</p>	<p>The EU Water Framework Directive requires the Environment Agency to prepare and publish 10 River Basin Management Plans (RBMP) to promote the concept of sustainable water management. The aims of the plan is:</p> <ul style="list-style-type: none">) To safeguard the sustainable use of water) To protect and restore the status of aquatic ecosystems) To improve aquatic environments by the reduction of hazardous substances) To reduce groundwater pollution) To help mitigate the effects of flood and droughts
<p>Health</p>	
<p>Better Health For All Londoners: London health inequalities strategy (2018)</p>	<p>The strategy sets out the Mayor’s framework to reduce health inequalities in the capital. The strategy has five aims</p> <ul style="list-style-type: none">) Healthy children: every child in London child to have a healthy start) Healthy minds: for all Londoners to share in a city with the best mental health in the world.

	<ul style="list-style-type: none">) Healthy places: for all Londoners to benefit from a society, environment and economy that promote good mental and physical health) Healthy communities: for London's diverse communities to be healthy and thriving. Communities that are better connected and engaged are more socially integrated. They are also healthier) Healthy habits: to ensure that the healthy choice is the easy choice for all Londoners. The combination of smoking, excessive drinking, physical inactivity and an unhealthy diet is too common in some communities, leading to health problems
NHS London: Strategic Plan (2008-13)	A strategic plan that sets out an ambitious programme of work to deliver high-quality, value for money services.
Heritage	
Strategic Environmental Assessment, Sustainability Appraisal and the Historic Environment – English Heritage (2010)	The guidance focuses on SEA/SA for development plans, including neighbourhood plans; it is equally applicable to the preparation of SEA/SAs for other types of documents such as Local Transport Plans and Water Resource Management Plans.
English Heritage's Heritage at Risk Register London (2011)	Identifies listed buildings at risk from neglect, decay, under use or redundancy in London.
London Plan	

London Plan (2011)

Further Alterations to the London Plan (FALP) (2016)

Draft London (2018)

Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. Under the legislation establishing the Greater London Authority (GLA), the Mayor has to produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review.

The London Plan is:

- the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20–25 years
- the document that brings together the geographic and locational (although not site specific) aspects of the Mayor’s other strategies – including those dealing with:
 - Transport
 - Economic Development
 - Housing
 - Culture
 - a range of social issues such as children and young people, health inequalities and food

	<ul style="list-style-type: none"> ○ a range of environmental issues such as climate change (adaptation and mitigation), air quality, noise and waste • the framework for the development and use of land in London, linking in improvements to infrastructure (especially transport); setting out proposals for implementation, coordination and resourcing; and helping to ensure joined up policy delivery by the GLA Group of organisations (including Transport for London) • the strategic, London-wide policy context within which boroughs should set their detailed local planning policies • the policy framework for the Mayor’s own decisions on the strategic planning applications referred to the Mayor • an essential part of achieving sustainable development, a healthy economy and a more inclusive society in London
Noise	
London Agglomeration Noise Action Plan (2010)	The purpose of the Noise Action Plan is to assist in the management of environmental noise and its effects,

	including noise reduction if necessary, in the context of government policy on sustainable development. Noise Action Plans are based on the results of the strategic noise maps published in 2008.
Sounder City: The Mayors Ambient Noise Strategy (2004)	The aim of the Mayor’s ambient noise strategy is a practical one – to minimise the adverse impacts of noise on people living and working in, and visiting London using the best available practices and technology within a sustainable development framework. Three key issues are: 1. Securing good noise reducing road surfaces 2. Securing a night aircraft ban across London 3. Reducing noise through better planning and design of new housing
Open Space, Biodiversity and environment	
London’s Natural Signatures: The London Landscape Framework (Natural England 2011)	The London Landscape Framework aims to support but also go beyond existing green space policy. The Natural Signatures are a means of encapsulating and evoking the key natural characteristics of the Natural Landscape Areas.
All London Green Grid March (2012)	The All London Green Grid takes the principles of the East London Green Grid and applies them across London.

	<p>) The concept of a “green grid” – an integrated network of green and open spaces together with the Blue Ribbon Network of rivers and waterways – is at the centre of the London Plan’s approach to the provision, enhancement and management of green infrastructure (Policy 2.18). This network of spaces functions best when designed and managed as an interdependent ‘grid’.</p> <p>) The ALGG SPG aims to promote the concept of green infrastructure, and increase its delivery by boroughs, developers, and communities, by describing and advocating an approach to the design and management of green and open spaces to deliver hitherto unrealised benefits. These benefits include sustainable travel, flood management, healthy living, and creating distinctive destinations; and the economic and social uplift these support.</p>
<p>Connecting with London’s Nature. The Mayor’s Biodiversity Strategy (2002)</p>	<p>The document details the Mayor’s vision for protecting and conserving London’s natural open spaces. It seeks to ensure that there is no overall loss of wildlife habitats in London, and that open spaces are created and made accessible, so that all Londoners are within walking distance of a quality natural space. The strategy is an</p>

	important step in establishing a London-wide framework for maintaining London's diversity of wildlife.
Sustainability	
Sustainable Design and Construction SPG, (2014)	This SPG provides guidance on the implementation of London Plan policy 5.3 – Sustainable Design and Construction, as well as a range of policies, primarily in Chapters 5 and 7 that deal with matters relating to environmental sustainability.
Transport	
Mayors Transport Strategy (2018)	<p>The document sets out the Mayor's policies and proposals to reshape transport in London over the next two decades</p> <p>Three key themes are at the heart of the strategy.</p> <ul style="list-style-type: none"> • Healthy Streets and healthy people: Creating streets and street networks that encourage walking, cycling and public transport use will reduce car dependency and the health problems it creates. • A good public transport experience: Public transport is the most efficient way for people to travel over distances that are too long to walk or

	<p>cycle and a shift from private car to public transport could dramatically reduce the number of vehicles on London's streets.</p> <ul style="list-style-type: none"> • New homes and jobs: Planning the city around walking, cycling and public transport use will unlock growth in new areas and ensure that London grows in a way that benefits everyone.
<p>Mayors Transport Strategy (2010)</p>	<p>The Mayor's Transport Strategy is a statutory document, developed alongside the London Plan and Economic Development Strategy as part of a strategic policy framework to support and shape the economic and social development of London over the next 20 years. It sets out the Mayor's transport vision and describes how Transport for London (TfL) and its partners, including the London boroughs, will deliver that vision.</p>
<p>Transport for London: Transport Assessment Best Practice Guidance (2010)</p>	<p>The purpose of this document is to provide high level guidance to improve the process for TfL and its Land Use Planning Team (LUP) and it does not replace borough guidance on transport assessments.</p> <p>The guidance is relevant to developments that are deemed to be strategically important and which are referred to the Mayor of London under the Town and Country Planning (Mayor of London) Order 2008.</p>

Water

Securing London's Water Future (2011)

This is the first water strategy for London and provides a complete picture of the capital's water needs. The strategy calls for organisations involved in the city's water management to:

-) invest in a water management and sewerage system to ensure London has the water services fit for a world class city and create jobs
-) support and encourage Londoners to take practical action to save water, save energy and save on their utility bills (a standard package of water saving measures can save a household around 35,000 litres of water per year and £90 off their bills)
-) realise the potential of London's sewage as a clean energy resource to help reduce greenhouse gas emissions and improve energy security
-) work in partnership with the Mayor, boroughs and communities to seek and develop opportunities to manage flood risk through enhancing London's green spaces

At the heart of the strategy is a six-point plan to reduce London's water demand. At a time of decreasing supply

	and increasing demand for water, it makes sense to use the water we have more wisely. The strategy promotes increasing water efficiency and reducing water wastage to balance supply and demand for water, safeguard the environment and help tackle water affordability problems.
Taking Care of Water: Our Plan for the next 25 years (Thames Water Utilities 2007)	Taking care of water describes a long-term strategy to address a series of issues. It is built around the four main themes that have emerged from public consultation: delivering for customers; planning for a sustainable future; delivering efficiently; and providing affordable services. The document set out the things that are needed to meet the challenges of the future. It also set out the costs of providing those services and the likely impact on bills.
Water Resources Management Plan (Thames Water Utilities 2010-2035)	Sets out how demand for water is balanced against the supply over the next 25-year period.
Our Plans for Water (Thames Water Utilities 2010-2015)	A five-year Plan, which sets out proposals to maintain and improve services during the period 2010 to 2015.
Local: Plans and strategies	
Community	
Community Plan 2014	
Merton's Cultural Strategy - A Better Future for All 2007-10	

Economy
Merton's Economic Development Strategy 2010 and Refresh 2012
Merton's Employment and Skills Action Plan 2013-14
Energy and Climate Change
Climate Change Strategy 2014- 2017
Environment
Merton's Air Quality Action Plan 2018- 2023
Nature Reserve Management Plans (13 in total) 1997-2007
Thames Landscape Strategy 2012
Flood Risk
(Joint) Strategic Flood Risk Assessment (Level 1 and 2) (2015 and 2017) (London Boroughs of Wandsworth, Merton, Sutton and Croydon)
Local Flood Risk Management Strategy 2014
Preliminary flood Risk Assessment 2011
Health
Annual Public Health Report 2018
Joint Strategic Needs Assessment year tbc
The Health Needs Assessment: East Merton 2014
Pharmaceutical Needs Assessment
Childhood Obesity Action Plan 2017
Food Poverty Plan 2018
Merton CCG Dementia Strategy (TBC) - (Five year period) tbc
Health in All Policies (HiAP) <i>(emerging)</i>
Autism Strategy <i>(emerging)</i>
Dementia Strategy <i>(emerging)</i>
Heritage and Archaeology

Merton's Conservation Area Character Assessments
Borough Character Study 2014 (ongoing)
Housing
Housing Strategy 2012 -15
Housing Strategy (emerging 2018)
Merton's Older Person Housing Strategy 2008-12
Infrastructure
Infrastructure Projects (table 27.2 Core Planning Strategy)
Infrastructure Needs Assessment Study 2008 (emerging 2020 INA)
Open Space and Biodiversity
Merton's Open Space Strategy 2010
Wandle Valley Regional Park: A vision for the future update 2009
Planning
Core Planning Strategy 2011
Sites and Policies Plan 2014
Policies Map 2014

Pollution
Air Quality Action Plan 2018
Contaminated Land Strategy 2005
Transport
Local Implementation Plan for Transport 2011-2031

