



Local Implementation Plan 3

Strategic Environmental Assessment

Environmental Report

Royal Borough of Kensington and Chelsea

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Created by
Bharati Ghodke
Bharati.Ghodke@projectcentre.co.uk
0330 0080855



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Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



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1. NON-TECHNICAL SUMMARY

1.1 Introduction

- 1.1.1 Under the Strategic Environmental Assessment (SEA) Directive 2001/42/EC, the Royal Borough of Kensington and Chelsea is required to undertake a 'Strategic Environmental Assessment' (SEA) of the borough's Third Local Implementation Plan (LIP) to determine the likely significant environmental effects of the proposed objectives and initiatives set out therein and to demonstrate how environmental considerations have been integrated into the Local Implementation Plan proposed programmes.
- 1.1.2 The Environmental Report builds on the SEA Scoping Report produced by Project Centre for Kensington and Chelsea Council in October 2018.
- 1.1.3 The SEA Directive requires authorities to assess the likely significant effects of their plans and programmes on the environment, including on issues such as biodiversity, population, human health, flora and fauna, soil, water, air, climatic factors, material assets, cultural heritage including architectural heritage, landscape and townscape and the interrelationship between these factors.
- 1.1.4 The main requirements introduced by the SEA Regulations are that:
- the findings of the SEA are published in an Environmental Report, which sets out the significant effects of the draft plan, in this case LIP3;
 - consultation is undertaken on the plan and the Environmental Report;
 - the results of consultation are taken into account in decision-making relating to the adoption of the plan; and
 - information on how the results of the SEA have been taken into account is made available to the public. It is a systematic process that identifies and predicts the potential significant environmental effects of plans/programmes, informing the decision making process by testing different alternatives or options against environmental sustainability objectives.

1.2 What is the Kensington and Chelsea Local Implementation Plan

- 1.2.1 A Local Implementation Plan is a statutory document, which sets out how a London Borough proposes to implement the London Mayor's Transport Strategy (MTS) at a local level. The Kensington and Chelsea LIP provides details of the borough's transport programme and funding requirements. It covers the same period as the third MTS and includes specific delivery proposals for the three year period 2019/20-2021/22 and outlines the Council's framework for the delivery of transport projects, which accord with the nine outcomes set in the third Mayor's Transport Strategy.
- 1.2.2 It additionally reflects the transport needs and aspirations of the people of Kensington and Chelsea.

1.3 What is a Strategic Environmental Assessment

1.3.1 European Directive 2001/42/EC (known as the ‘SEA Directive’) on the assessment of the effects of certain plans and programmes on the environment was adopted into UK law in July 2004 through the SEA Regulations. SEA is a process which aims to integrate environmental and sustainability considerations into the preparation and adoption of plans and programmes in order to promote sustainable development.

1.3.2 SEA is a systematic way to examine the likely significant effects of implementing a plan or programme and its reasonable alternatives. It is an iterative process, informing each stage of the development of a plan and feeding back information on how the plan is likely to affect the environment. The stages of the SEA are outlined below:

- **Stage A** – Setting the context and objectives, establishing the baseline and deciding on the Scope.
- **Stage B** – Developing and refining alternatives and assessing effects
- **Stage C** – Preparing the Environmental Report
- **Stage D** – Consulting on the draft plan and the Environmental Report
- **Stage E** – Monitoring the significant effects of implementing the plan or programme on the environment

1.3.3 A key stage of the SEA process is the preparation of the Environmental Report (this report) in which the likely significant environmental effects of the plan are described. The purpose of this report is:

- To aid consultation on the LIP by providing consultees with information on the potential environmental effects.
- To assist Kensington and Chelsea Council with decision making on the LIP by highlighting the potential environmental effects of the plan.

1.4 Coverage of the Environmental Report

1.4.1 The following items have been examined during the course of the assessment and are presented in the Environmental Report:

- Scope of the SEA and the SEA methodology
- Background information on Kensington and Chelsea’s Third LIP and its main objectives
- Relationship of the SEA and Third LIP
- The environmental baseline
- The SEA Framework of objectives
- The compatibility of LIP objectives with SEA objectives
- Development of alternatives for the LIP

- Assessment of the environmental effect of the LIP and its alternatives
- Identification and analysis of environmental problems
- Proposed mitigation and enhancement measures
- Monitoring measures
- Consultation on Draft LIP3 and SEA

1.5 Environmental Context and Baseline

1.5.1 The LIP is influenced by other relevant plans, programmes and strategies at international, national, regional and local levels. At international level, international agreements and EU directives establish requirements and guidance on issues such as sustainable development, climate change, biodiversity, habitats, water and air quality. There are also specific national plans, guidance and strategies on aspects such as transport, planning, climate change, air quality, biodiversity, the historic environment and sustainable development. At the London-wide level, the London Plan and MTS are key policy documents which influence the direction of the LIP. At the local level, Kensington and Chelsea's Local Plan sets a framework for the future development of the borough.

1.5.2 Key environmental objectives of these various plans and programmes have been considered in the assessment of the Kensington and Chelsea LIP. The SEA Regulations require that the current state of the environment and its likely evolution without the implementation of the LIP are described.

1.6 SEA Framework

1.6.1 A SEA framework of objectives has been devised from the review of plans and programmes, analysis of baseline data and consideration of environmental issues within the borough. This framework, which includes a series of environmental objectives, is used to assess the environmental effects of the LIP.

1.6.2 The SEA Directive does not specifically require the use of objectives or indicators in the SEA, but objectives can usefully demonstrate how environmental effects can be described, analysed and compared. The SEA objectives include:

- Reduce negative impact of the transport network on biodiversity, flora and fauna
- Increase the number of trees on the highway
- Create conditions to improve health and reduce health inequalities
- Reduce CO2 emissions emanating from ground-based transport
- Minimise soil contamination through land- based transport
- Minimise ground water contamination through land- based transport
- Improve surface water drainage

- Protect and enhance the natural and historic environment and quality and character of Kensington and Chelsea
- Reduce noise and vibrations from ground based transport
- Ensure all residents have access to public transport
- Ensure footpaths are maintained and easy to navigate by all users
- Reduce levels of ground based transport, mainly private cars, HGVs
- Improve road safety to reduce casualties of all road users in Kensington and Chelsea.

1.7 Consideration of Alternatives for the LIP

1.7.1 A key element of the SEA process is the proactive consideration of alternative ways of delivering the plan so that an assessment can be made of the best environmental options to take forward. In considering alternatives for the LIP, it is important to remember its role in implementing the MTS at a local level and the extent to which this sets a limit on the range of options that can be considered. Alternatives help inform the initial thinking on those transport initiatives that are prioritised within the LIP Delivery Programme. The aim of the exercise is to assess the variety of options available for implementing the draft LIP objectives and the priorities of the MTS. It also assisted decision making on the preferred options to prioritise, taking account of the potential environmental effects of the whole LIP.

1.8 Mitigation

1.8.1 Where significant effects are predicted, the SEA makes recommendation on the measures to prevent, reduce or offset these impacts. Measures may include changes to the Kensington and Chelsea LIP, requirements for further studies, or recommendation for specific measures to particular schemes. Measures to enhance beneficial effects can also be included.

1.9 Monitoring

1.9.1 Monitoring helps to keep track of the actual environmental effects of implementing the Kensington and Chelsea Third LIP. The LIP includes a programme to monitor delivery of the transport initiatives, including annual reports on the performance of the LIP against targets. SEA monitoring is also proposed within the Environmental Report based on the SEA framework. These measures are subject to on-going consultation and will be defined in more detail in the run up to publication of the SEA Statement following adoption of the final LIP which is anticipated in March 2019.

2. INTRODUCTION

2.1 Background

- 2.1.1 The geographical area that this SEA covers is the Royal Borough of Kensington and Chelsea.
- 2.1.2 Kensington and Chelsea, like all London local authorities, is required under the Greater London Authority Act 1999 to produce a Local Implementation Plan (LIP) showing how the authority intends to implement policies, strategies and programmes over the life of the plan to implement the Mayor's Third Transport Strategy (MTS3). The preparation of the LIP should also take into account the objectives set out in other Mayoral Strategies. The LIP3 covers the same period as the MTS3 and includes specific delivery proposals for the first three-year period of 2019/20 to 2021/22.
- 2.1.3 Under the Strategic Environmental Assessment (SEA) Directive 2001/42/EC, the Royal Borough of Kensington and Chelsea is required to undertake an assessment of its LIP to determine the likely significant environmental effects of the proposed objectives and initiatives set out therein.

2.2 The SEA and the Regulations

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

‘to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development’.
- 2.2.3 Thus, a SEA ensures that environmental and sustainability implications of the LIP are adequately identified, addressed, mitigated, communicated to decision makers and monitored. The process also provides adequate opportunities to engage stakeholders, thus reducing the potential harm done to the environment.
- 2.2.4 Article B of the Directive 2001/42/EC requires the Environmental Report and the results of consultation to be taken into account during the decision-making process. To be effective, an SEA should be undertaken as an iterative process and should be fully integrated into the plan-making process.

2.3 Scope of the SEA

- 2.3.1 The SEA Directive provides an indicative list of issues/topics that should be considered when looking at the environmental impacts of the LIP. These include:

- Biodiversity, flora and fauna
- Population and human health
- Air quality
- Soils and contaminated land
- Climate change
- Water
- Preparation for flooding
- Cultural heritage, landscape and townscape
- Noise
- Accessibility
- Congestion
- Road safety

2.3.2 The SEA Directive requires that efforts are focussed on significant environmental impacts of the LIP. The Environmental Report is not intended to cover all impacts or environmental issues. The Environmental Report is not meant as a replacement for any Council reports that publish data, targets or monitoring information. In addition, the Environmental Report is not designed to carry out an Environmental Impact Assessment of individual proposals, policies or programmes. It is a strategic assessment of potential significant impacts of the LIP as a whole.

2.3.3 The SEA Directive and Regulations stress the importance of a reasonable approach to the assessment and the need to conduct the assessment at the right level. A reasonable approach takes into account issues such as resources, time and information available.

2.3.4 The SEA is restricted to the geographical area of the LIP, being in this case, the Royal Borough of Kensington and Chelsea. The SEA covers the same time period as the LIP, which is from 2019/20 to 2021/22. Elements of the LIP such as targets and the Delivery Plan have a shorter timescale and will be updated during the life of the LIP.

2.4 Third Kensington and Chelsea LIP

2.4.1 The Third LIP sets out Kensington and Chelsea's long term goals and transport objectives for the next 20 years, a three-year programme of investment starting in 2019/20, and includes delivery proposals for the period 2019/20 - 2021/22 and the targets and outcomes the borough are seeking to achieve. A more detailed delivery plan is provided for the financial year 2019/20.

2.4.2 This LIP identifies how the Royal Borough of Kensington and Chelsea will work towards achieving the MTS goals of:

- Healthy Streets and healthy people
- A good public transport experience
- New homes and jobs

2.4.3 The Council notes that the overarching aim of the MTS is for 80% of all trips in London to be made on foot, by cycle or using public transport by 2041, compared to 63% today. There are different targets set for central, inner and outer London. The MTS target for Kensington and Chelsea is 85% of all trips to be made on foot, by cycle or using public transport by 2041 in the borough, compared to the 75% observed in 2016/17.

2.4.4 Kensington and Chelsea’s transport objectives as set out in the third LIP are:

1. Encourage more trips by walking, cycling and public transport and fewer by private car
2. Make our streets safer, secure and with fewer road collision casualties
3. Make our streets cleaner and greener with less transport-related pollution
4. Improve accessibility and journey time reliability on public transport
5. Manage on-street parking and loading to make our streets more efficient
6. Improve the appearance of our streets and ensure that they are well maintained

2.4.5 Kensington and Chelsea’s delivery plan for the period 2019/20 – 2021/22 is indicated in the table below:

Three-year Indicative Programme of Investment for the period 2019/20 to 2021/22

The table summarises, at a programme level, our proposals for the use of TfL borough funding in the period 2019/20 - 2021/22.

Royal Borough of Kensington and Chelsea TfL BOROUGH FUNDING 2019/20 TO 2021/22	Programme budget		
	Allocated 2019/20	Indicative 2020/21	Indicative 2021/22
Local transport initiatives - Contingency and local transport-related schemes	£100K	£100K	£100K
CORRIDOR, NEIGHBOURHOODS & SUPPORTING MEASURES	£1,455K	£1,455K	£1,455K
South Chelsea Area Review - Development and Implementation	£100K		

Holland and Campden Wards - Area Review - Development	£30K		
Holland and Campden Wards - Area Review - Development and Implementation	0	£100K	
Area Review To Be Decided - Development	0	£30K	
Area Review To Be Decided - Development and Implementation	0	0	£300K
Area Review To Be Decided - Development	0	0	£30K
Golborne Road - North of Golborne - Bridge Streetscape Improvements	£100K	£100K	0
Hostile Vehicle Mitigation measures at key sites	£50K	£50K	£50K
Healthy Streets Development and Implementation - St Helen's Gardens	£45K	£70K	0
Environmental Improvements - North Pole Road	£50K	£50K	0
Local Safety Schemes - Development and Implementation	£135K	£135K	£135K
Pedestrian Improvements at Traffic Lights	£90K	£90K	£90K
Pedestrian Accessibility	£50K	£50K	£50K
Cycle Parking	£50K	£50K	£50K
'Removing the Barriers' - Cycling Permeability and Safety Programme	£50K	£50K	£50K
Air Quality Monitoring at Cromwell Road and Earl's Court Road	£25K	£25K	£25K
Air Quality Projects - including match funding for future Mayor's Air Quality fund and other bids	£62K	£45K	£45K
Electric Vehicle Charging Points - On-Street	£80K	£80K	£85K
Royal Borough - Greener Fleet	£50K	£40K	£50K
Travel Mentoring Scheme and 'Out and About' Mobility Scooter - Loan	£55K	£55K	£55K

Sustainable Travel Awareness	£90K	£90K	£90K
Sustainable Travel Training	£203K	£205K	£210K
Road Safety Education, Training and Publicity	£50K	£50K	£50K
School Travel Planning	£65K	£65K	£65K
Work Place Travel Planning	£25K	£25K	£25K
Sub-total	£1,555K	£1,555K	£1,555K
DISCRETIONARY FUNDING	£K	£K	£K
Liveable Neighbourhoods	TBA	TBA	TBA
Principal road renewal	TBA	TBA	TBA
Bridge strengthening	TBA	TBA	TBA
Traffic signal modernisation	?	?	?
Sub-total	£K	£K	£K
STRATEGIC FUNDING	£K	£K	£K
Bus Priority	£50K	£50K	£50K
Borough cycling programme	TBA	TBA	TBA
London Cycle Grid (Quietways)	TBA	TBA	TBA
Crossrail complementary works	0	0	0
Mayor's Air Quality Fund	TBA	TBA	TBA
Low Emission Neighbourhoods	TBA	TBA	TBA
Sub-total	TBA	TBA	TBA
All TfL borough funding	TBA	TBA	TBA

Table 1: Kensington and Chelsea's delivery plan for the period 2019/20 – 2021/22

2.4.6 The targets and outcomes the borough is seeking to achieve are indicated below:

Outcomes	Observed	Year	Trajectory	Year	Trajectory	Year
Overall aim: 80% walking, cycling and public transport	74%	2013/14 to 2015/16	77%	2021	85%	2041
Outcome 1a: Londoners to do at least the 20 minutes of active travel they need to stay healthy each day	38%	2013/14 to 2016/17	46%	2021	70%	2041
Outcome 1b: Londoners have access to a safe and pleasant cycle network	1%	2016	70%	2021	96%	2041
Outcome 2: Vision Zero – deaths and serious injuries from all road collisions to be eliminated from our streets	78	2010 to 2014 average	23	2030	0	2041
	111	2005 to 2009 average	39	2022	0	2041
Outcome 3a: Reduce the volume of traffic in London (-20% change by 2041)	495 million vehicle km	2015	475 million vehicle km	2021	396 – 421 million vehicle km	2041
Outcome 3b: Not required						
Outcome 3c: Reduce car ownership in London	42,000	2013/4 to 2015/16	40,900	2021	31,400	2041
Outcome 4a: Reduced CO2 emissions	119,000 tonnes	2013	94,800 tonnes	2021	25,100 tonnes	2041

Outcome 4b: Reduced NOx emissions	510 tonnes	2013	160 tonnes	2021	20 tonnes	2041
Outcome 4c: Reduced particulate emissions (PM10)	39 tonnes	2013	28 tonnes	2021	16 tonnes	2041
Outcome 4d: Reduced particulate emissions (PM2.5)	23 tonnes	2013	13 tonnes	2021	8 tonnes	2041
Outcome 5: Increase public transport use	123,000 trips	2013/14 to 2015/16	128,000 trips	2021	155,000 trips	2041
Outcome 6: Reduce the difference between total public transport network journey time and total step-free public transport network	11 minutes	2015	4 minutes	2021	2041	
Outcome 7: Bus journeys will be quick and reliable, an attractive alternative to the car (15% percentage change by 2041)	7.5 mph	2015	7.6 to 7.8 mph	2021	7.9 to 8.6 mph	2041

Table 2: Targets and outcomes the borough is seeking to achieve

3. SEA METHODOLOGY

3.1 SEA Process

3.1.1 The SEA directive identifies five stages to the SEA process as summarised below:

Stage	Tasks	Output
Stage A	Set context & objectives, establish baseline & scope	Scoping Report
Stage B	Develop and refine alternatives and assess impacts	Environmental Report
Stage C	Prepare the Environmental Report	Environmental Report
Stage D	Consultation on draft plan and Environmental Report	Supplementary or revised Environmental Report
Stage E	Monitoring implementation of the plan	SEA post-adoption statement

Table 3: LIP3 and SEA Process Stages and Links

3.1.2 The scoping report (stage A) was issued in October 2018 to the following organisations for consultation:

- English Heritage
- Environment Agency
- Natural England

3.1.3 Responses were received, from Environment Agency (checklist of likely effects on the environment) and Natural England (no comment). A detailed response was also received from Historic England (formerly English Heritage). All responses are summarised in chapter 6, together with an indication of how they have been used in the development of this Environmental Report.

3.1.4 The Environmental Report is the main output of the SEA process. It builds on the content of the Scoping Report (see appendix A) and covers stages B to C. It therefore documents the process by which the objectives of the Local Implementation Plan for Kensington and Chelsea have been developed, ensuring the integration of SEA aspects likely to be affected by the Plan.

3.1.5 The Environmental Report is part of the LIP. The public and Environmental Bodies will be given the opportunity to comment on the draft LIP and Environmental Report (stage D). Following consultation, revision and Mayoral approval the Council will formally adopt the LIP.

3.2 SEA and LIP Relationship

- 3.2.1 The SEA Directive requires that ‘an Environmental Report shall be prepared in which the likely significant effects on the environment of 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.’
- 3.2.2 This Environmental Report explains the likely significant environmental impacts of the LIP3 proposals, the alternatives considered and the mitigation measures proposed. It demonstrates compliance with the SEA regulations and will accompany the draft LIP3 through the consultation process to encourage active and transparent consultation on the draft LIP3.
- 3.2.3 Table 4 indicates the main work component stages for the preparation of the Kensington and Chelsea LIP3, the stages of the SEA process and the links between them.

LIP3 Stage	SEA Stage
Determining the scope of the LIP3; clarifying goals; specifying the problems or challenges	A: Setting the context & objectives, establishing baseline & scope (Scoping Report)
Generating options to resolve these challenges; appraising the options and predicting their effects	B: Developing, refining and appraising strategic options
Selecting preferred options for LIP3 and deciding priorities	B: Assessing the effects of the LIP3 preferred options and proposing mitigation measures
Production of the draft LIP3	C: Prepare Environmental Report
Consultation on draft LIP3	D: Consultation on the Environmental Report
Production of final LIP3	D: Prepare a supplementary or revised Environmental Report if necessary
Adoption of LIP3	E: SEA post-adoption statement

Table 4: LIP3 and SEA Process Stages and Links

4. REVIEW OF RELEVANT POLICIES

4.1 Mayor's Transport Strategy

- 4.1.1 The new 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.
- 4.1.2 The city's population is forecast to rise from 9 million people today to 10.8 million in 2041, which generates significant transport challenges. As such, new ways need to be found to plan and manage this expected growth.
- 4.1.3 The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel.
- 4.1.4 The key aims of the MTS are listed below:
- 80 per cent 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 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,
- 4.1.5 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.

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

- Develop and deliver strategies and plans to achieve the Mayor's priorities;
- Prepare for new technology and unpredictable changes to the way we live;
- Find a more efficient and fair way of paying for transport projects in London; and
- Work with partners across London and beyond, including the Government, London boroughs, other transport operators, business and other stakeholders.

4.1.7 By 2041, the MTS is expected to have delivered the following nine outcomes:

	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; and
9	Transport investment will unlock the delivery of new homes and jobs

Table 5: MTS outcomes

4.2 National, London and Local Policies

4.2.1 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.

4.2.2 The following national and international documents have been considered in the preparation of the LIP3.

- National Planning Policy Framework (2012);
- UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (2017);
- The Climate Change Act (2008);
- UK Post-2010 Biodiversity Framework (2012);
- Equality Act (2010);
- Air Transport White Paper (2010);
- Historic England Three Year Corporate Plan 2018 – 2021 (2018).
- Listed Buildings and Conservation Areas Act 1990
- Ancient Monuments and Archaeological Areas Act 1979
- Manual for Streets (Department of Transport)
- The European Convention on the Protection of Archaeological Heritage
- Convention for the Protection of Architectural Heritage of Europe
- National Planning Policy Framework
- National Planning Policy Guidance
- Planning [Listed Building and Conservation Areas] Act 1990
- Ancient Monuments and Archaeological Areas Act 1979

4.2.3 The following Greater London documents have been reviewed:

- The London Plan (2016);
- Mayor of London's Vision Zero Action Plan (2018);
- London Environment Strategy (2018);
- The London Plan Habitat Targets (2017);
- Mayor of London's Health Inequalities Strategy (2017);
- Mayor of London's Draft Economic Development Strategy for London (2017);
- Mayor of London's Climate Change Mitigation and Energy Strategy (2015);
- Mayor of London's Vision for Cycling in London (2013);
- Mayor of London's Water Strategy (2011);
- Better Health, Better Environment- a GLA Guide for London Borough's (2013);
- Street for All (Historic England May 2018)
- Healthy Streets for London (Transport for London)

4.2.4 Kensington and Chelsea's policy and legislative context includes:

- RBKC Local Plan 2015;
- RBKC Parks Strategy 2016 to 2025;
- RBKC Contaminated Land Inspection Strategy 2002;
- RBKC Contaminated Land Remediation Strategy 2004;
- RBKC Air Quality and Climate Change Action Plan (AQCCAP) (2016-2021);
- RBKC Supplementary Planning Documents and Guidance;
- RBKC 2nd Local Implementation Plan;
- RBKC Local Flood Risk Management Strategy 2015 -2021;
- RBKC Surface Water Management Plan
- RBKC Biodiversity Action Plan;
- RBKC Community Strategy 2008-2018;

4.2.5 The above policies and plans support each other in protecting and enhancing the environment.

5. ENVIRONMENTAL BASELINE

5.1 Kensington and Chelsea's Local Context

- 5.1.1 The LIP, including the SEA, is limited to the geographical area that is the Royal Borough of Kensington and Chelsea. The Royal Borough extends from Chelsea Embankment in the south, through Kensington, Notting Hill and Ladbroke Grove up to Kensal Green in the north. It is bounded by Kensington Gardens to the east and by the West London Railway Line to the west.
- 5.1.2 Located in west London, Kensington and Chelsea shares its borders with the City of Westminster to the east, the London Borough of Hammersmith and Fulham to the west and the London Borough of Brent to the north. The River Thames forms the southern border.
- 5.1.3 Kensington and Chelsea is well connected to the rest of London via road and underground networks. The A40 Westway, A315 Kensington Road and A4 Cromwell Road run east to west through the Royal Borough connecting it to central London. The Central, Circle, District and Piccadilly London Underground lines run through the Royal Borough as well.
- 5.1.4 Covering an area of 12.13 km², Kensington and Chelsea is the smallest of the 32 London boroughs by area (excluding the City of London) and is divided into a total of eighteen wards. It is one of the most densely populated areas in the country with the least amount of space per head. The borough's population was recorded at 158,649 during the 2011 census and is expected to rise to 162,400 by 2023 (Office for National Statistics).

5.2 Biodiversity, Flora and Fauna

- 5.2.1 Kensington and Chelsea has the lowest proportion of open space per 1000 population in London (0.26ha). Despite this space deprivation, a reasonable biodiversity resource exists within the borough, which includes:
- Green Corridors
 - Parks, Gardens, City Squares, School Grounds and Churchyards and Cemeteries
 - Woodland
 - Grassland
 - Wildlife Hedges
 - Tidal Thames
 - Freshwater Habitats

5.2.2 The number of designated open spaces are indicated in the table below:

Designation	No. of sites within borough
Natura 2000	none
Sites of Nature Conservation Importance (SNCI)	22
Sites of Special Scientific Interest (SSSI's)	none
National Nature Reserve (NNR)	none
Historic England's Registered Parks and Gardens	14

Table 6: Designated sites and reserves

5.2.3 Several protected and priority species can be found within these spaces. These include bats, hedgehogs, Black Redstart, House Sparrow, Peregrine, Stag Beetle, Oak Hook-tip moth, German hairy snail, bees, Black Poplar, tiered tooth fungi and mistletoe.

5.2.4 It is not foreseen that the LIP in itself will have any significant impact on biodiversity, flora and fauna. The Environmental Report will note where biodiversity, flora and fauna might be impacted, but will not discuss it in great depth.

5.3 Population and Human Health

5.3.1 Population Census data obtained in 2011 identified that the total population within the Royal Borough of Kensington and Chelsea was 158,649. By 2023, the population is estimated to increase by just under 4,000 to 162,400.

5.3.2 Overall, the vast majority of residents fall within the working age group of 20-50 years. Spatially however, there are higher concentrations of under 16-year olds in the north and higher concentrations of the working age population in the wards of Queen's Gate and Earl's Court.

5.3.3 In terms of diversity, in the 2011 census, 70.6% of the borough's residents identified themselves as white. However, by 2015 when the borough's Local Plan was published, just over half (55 per cent) of the population was reported as born in the UK. The rest are made up of about 20 per cent from other parts of Europe, 6 per cent from Africa, nearly ten per cent from Asia, over 8 per cent from the Americas, and just over two per cent from Australasia.

5.3.4 In terms of income, Kensington and Chelsea has a high proportion of residents in professional and managerial occupations and therefore higher than average incomes overall. However spatially, household income varies considerably,

with many residents in the north of the borough having income levels below £20,000 per annum, and consequently, much higher levels of benefit claims.

- 5.3.5 The Index of Multiple Deprivation combines a number of factors such as income, employment, health and disability, education, housing, living environment and crime. Part of the Golborne area of North Kensington falls within the top five per cent most deprived.
- 5.3.6 In terms of health, life expectancy in Kensington and Chelsea is the highest in the country for females and third highest for males, at 87.2 years and 83.1 years respectively. However, a spatial disparity is apparent with average life expectancy in the healthiest wards being over ten years more than in the least healthy wards.
- 5.3.7 Overall, access to health facilities is good across the borough, with nearly 85 per cent of the borough being within ten minutes' walk of a GP. Local residents in Chelsea also benefit from two high quality national hospitals (Royal Marsden, and Chelsea and Westminster).
- 5.3.8 The main causes of death in the borough, as elsewhere in London and England, are cancer, heart disease, stroke and respiratory disease. Lifestyles and external influences such as smoking, insufficient physical activity and inappropriate diet are significant factors for all of these causes of death and disease. Childhood obesity levels in the borough are higher than London and England averages. To combat these issues, the local authority has published a Public Health Strategy that sets out the vision 'Every RBKC resident is as healthy as they can be'. A key priority to help achieve the vision is to increase the number of people being physically active.
- 5.3.9 The LIP provides Kensington and Chelsea with the opportunity to encourage increased activity within the resident population and with those who visit or work in the borough through the many proposals that are aimed at encouraging walking and cycling. These proposals are in line with the aims of the MTS and will have a beneficial impact on human health.

5.4 Air Quality

- 5.4.1 Air pollution is associated with a number of adverse health impacts and is a contributing factor in the onset of heart disease and cancer.
- 5.4.2 Kensington and Chelsea published its Air Quality and Climate Change Action Plan 2016-2021, which sets out the Council's list of actions to address air pollution and its impact on public health. Information on the existing air quality is provided in action plan's technical appendices.
- 5.4.3 Air quality in the Royal Borough is particularly badly affected at a number of pollution hotspots. At some of these annual concentrations of nitrogen

dioxide (NO₂) are more than double the annual mean objective of 40 µg per m³. The high density of development in inner London and its complex network of roads mean that fuel combustion in buildings and traffic exhausts produce large amounts of NO₂ and fine particles (PM₁₀ and PM_{2.5}), which often do not disperse easily.

- 5.4.4 The largest source of NO_x emissions is road traffic, followed by gas consumption for heating and energy generation. Diesel trains are the next biggest single source followed by contribution from construction activities and non-road mobile machinery (NRMM).
- 5.4.5 Modelled annual mean NO₂ concentrations in 2012 displayed highest concentrations along the main artery roads in the borough. Actual NO₂ monitoring at Council sites in the borough (and one other site in Westminster) shows that all sites, except the North Kensington urban background site, exceeded the annual mean objective. Additionally, at Knightsbridge and Earl's Court, NO₂ concentrations exceeded the hourly mean objective level in 2014.
- 5.4.6 Brake wear from vehicles accounts for the largest single source of PM₁₀ emissions, followed by re-suspended particles and then road transport exhausts.
- 5.4.7 However, PM₁₀ data collected in the borough (and at Marylebone Road in Westminster) indicate that annual mean levels of PM₁₀ do not exceed the annual mean objective. Additionally, the daily mean objective was also met for the first time in 2014 at all monitoring sites in the borough, suggesting a downward trend in PM₁₀ emissions.
- 5.4.8 Kensington and Chelsea's Air Quality and Climate Change Action Plan (AQAP) has identified a number of actions to address emissions from buildings and new developments as well as internal traffic. However, the major hotspots for poor air quality are on the major roads, over which the borough has limited direct control. This reduces the borough's ability to improve air quality from vehicular traffic and indicates that an effective air quality strategy requires a coordinated approach, involving not only Kensington and Chelsea, but also regional bodies such as the Greater London Authority and Transport for London.
- 5.4.9 There is an overlap between measures proposed for the LIP3 and those in the AQAP especially in the case of measures to alleviate congestion and encourage the smooth flow of traffic, increase the installation of greening measures and introduce local improvements to create healthy outdoor spaces and green infrastructure.

5.5 Climate Change

- 5.5.1 Road and rail traffic emits carbon dioxide, a greenhouse gas that contributes towards climate change. Infrastructure, buildings, businesses, and community cohesion are all likely to feel the impacts of more regular severe flooding, heatwaves, extreme weather events and reduced access to important

resources like water. It is a key area for Councils to engage in resilience thinking.

- 5.5.2 Kensington and Chelsea Air Quality and Climate Change Action Plan (AQAP) 2016-2021 sets out a schedule of actions to reduce greenhouse gases and manage climate change risks from extreme weather events through sustainable adaptation measures, in particular for more vulnerable people.
- 5.5.3 Many of the measures proposed in the LIP3 are aimed at improving modal split, and encouraging the use of cleaner vehicles for journeys that cannot be made by walking, cycling or public transport. The important contribution of sustainable transport policies to the climate change agenda is recognised though the LIP is unlikely to have a significant impact.

5.6 Soils and Contaminated Land

- 5.6.1 The borough's geology and topography can be divided broadly between the low-lying areas to the south, which used to be submerged by the shifting course of the Thames, and the higher ground to the north, which is less influenced by the river.
- 5.6.2 To the south of Cromwell Road, the land is fewer than ten metres above sea level and the underlying geology is Kempton Park Gravel. Lower land also extends along the western boundary into North Kensington, where it is covered by fine Brickearth, which also occurs in small pockets over South Kensington. Most of the north of the borough lies on London Clay. Kensal Green Cemetery is the borough's highest point at 42 metres above sea level.
- 5.6.3 Unlike other London boroughs, Kensington and Chelsea does not have extensive areas of heavily polluted ex-industrial land, although there are significant areas on the northern, western and south-western margins associated with the production of gas, the railways and river wharfs, which have supported past industrial activity. There are also some smaller sites, such as old breaker's yards, timber preservation works, former petrol filling stations and laboratories, where limited contamination might have occurred.
- 5.6.4 The Royal Borough has a Contaminated Land Strategy that includes a Contaminated Land Inspection Strategy published in 2002 and a Remediation Strategy (2004). The Council maintains a Contaminated Land Register. At the time of preparing the LIP3 documents, the Council had identified 1,300 sites of potential concern due to their historic use however no site had been declared as contaminated land.
- 5.6.5 The Council runs a Contaminated Land Enquiry service, providing specific information as well as bespoke reports on sites within the borough at a small fee. The Council also provides Contamination Land advice for builders on their risk assessments for dealing with contamination on various small sites within the borough and has been closely involved in remediation plans for several larger sites.

5.6.6 Considering the Council's ongoing involvement in contaminated land investigation and remediation, it is not foreseen that the third LIP will have any significant impact on soil quality.

5.7 Water

5.7.1 The River Thames forms the southern boundary of the Royal Borough and though the entire borough is within the catchment of the Thames, the embankments constructed at the end of the nineteenth century provide a high standard of flood defence (1 in 1000 year probability [extremely unlikely] for 2030, as estimated when the defences were designed).

5.7.2 Historically two tributaries of the Thames - the "lost rivers" of Counter's Creek and the Westbourne - flowed south through the Royal Borough.

5.7.3 Counter's Creek rose to the north of Kensal Green Cemetery and loosely followed the boundary with Hammersmith and Fulham, with tributaries rising in North Kensington. The southern length of the Creek was canalised in the 1840s but was soon replaced by the construction of the West London railway line and was carried underground, surfacing briefly at Chelsea Creek.

5.7.4 The Westbourne is a longer river, which flowed through Hyde Park and entered the borough as a floodplain marsh across what is now Ranelagh Gardens. The Westbourne is now called Ranelagh Sewer and is carried underground to empty into the Thames below the Royal Hospital Grounds.

5.7.5 The Grand Union Canal runs along the north of the Royal Borough and follows the land contour.

5.7.6 In terms of hydrological characteristics, a minor aquifer covers more than 90 per cent of the southern part of the borough, from Kensington High Street to the Thames, and an area around Kensington Gardens and Kensington Church Street. A small area around the Brompton Hospital, Fulham Road, and King's Road overlies a non-aquifer. The north of the borough from Notting Hill Gate is overlain by London Clay and is defined as a non-aquifer.

5.7.7 It is not anticipated that the implementation of LIP proposals will have an impact on water in the borough.

5.8 Preparation for Flooding

5.8.1 The Royal Borough of Kensington and Chelsea has some land within flood zones 2 and 3. Flood zone 2 represents the 1 in 1000-year probability [extremely unlikely] of flooding, and flood zone 3 represents the 1 in 100-year probability [very unlikely] of flooding. The area of land within flood zones 2 and 3 is predominantly in the south of the borough around the tidal River Thames.

5.8.2 Just over 5,000 predominantly residential properties (5% of all properties in the borough) are at risk of tidal flooding. However, all of these properties are classified as having a low likelihood of flooding due to the high standard of protection provided by the Thames tidal defences.

- 5.8.3 The Royal Borough of Kensington and Chelsea is potentially vulnerable to surface water flooding and has historically suffered basement flooding and surface water ponding in roads following heavy rainfall events. Also known as pluvial flooding or flash flooding, this occurs when high intensity rainfall generates runoff which flows over the surface of the ground and ponds in low lying areas. It is usually associated with high intensity rainfall events and can be exacerbated when the ground is saturated (or baked hard) and the drainage network has insufficient capacity to manage the additional flow.
- 5.8.4 In October 2006 the Notting Hill and Sloane Square London Underground stations were affected by surface water flooding due to heavy rainfall and sewer surcharge. In the following year during the heavy rainfall on 20 July 2007, 511 properties across three areas were flooded as a result of a combination of surface water and sewer flooding. The areas affected were Holland Road and Elsham Road area along the boundary with the London Borough of Hammersmith and Fulham, Sloane Street and Sloane Square area as well as the Gloucester Road and South Kensington area where both London Underground stations were flooded.
- 5.8.5 Implementation of proposals such as streetscape improvements, planting and Sustainable Urban Drainage will have a significant positive impact on surface water flooding in the Royal Borough of Kensington and Chelsea.

5.9 Cultural Heritage, Landscape and Townscape

- 5.9.1 Kensington and Chelsea has a built environment that can boast a lasting legacy of houses, churches, museums and other public buildings dating to the reign of Queen Victoria. Growth throughout the nineteenth century attracted the newly wealthy middle and upper classes to Georgian and Victorian terraces laid out in a network of streets, often including garden squares of the highest quality. The Edwardian period introduced the mansion block, allowing buildings to be slightly taller and bringing in a higher density. In addition, small-scale studios, shops, pubs and other mixed uses interspersed within the residential areas add vitality and variety to the street scene.
- 5.9.2 Kensington and Chelsea's rich historic built environment has over 4,000 buildings included in the Statutory List of Buildings of Special Architectural or Historic Interest and 72 per cent of the borough is protected by 38 conservation areas. Sites of Metropolitan Importance include the Thames, Royal Hospital and South Kensington Museums. The borough also contains two Scheduled Ancient Monuments, the Brick Kiln in Walmer Road and Kensington Palace.
- 5.9.3 English Heritage has identified a total of seven Archaeological Priority Areas for Kensington and Chelsea that would cover approximately 26% of the borough.
- 5.9.4 Historic England publish an annual register of Heritage at Risk, a region by region list of all the Grade I and II* (and Grade II in London) listed buildings, scheduled monuments and registered parks and gardens, battlefields and

protected wreck sites in England know to be 'at risk'. Since 2009 the register has also included conservation areas designated by local authorities that are considered to be in certain or potential risk. Boroughs have at least some assets on the register.

- 5.9.5 The 2017 'Heritage at Risk' register published by Historic England identified 43 listed buildings at Risk within Kensington and Chelsea. These include one Grade I registered Park and Garden (Kensal Green Cemetery), which is also a conservation area; one Grade I listed building; four Grade II* listed buildings; 32 Grade II listed buildings and four listed Places of Worship.
- 5.9.6 The Kensington and Chelsea LIP3 promotes streetscape improvements including de-cluttering, and the use of sustainable transport. These measures will have a significantly positive impact on the townscape in the Royal Borough of Kensington.
- 5.9.7 Other sources for assembling information for the historic environment baseline include:
- The National Heritage List for England
 - The Heritage Gateway
 - Local Historic Environmental Records [HER]
 - Lists of Locally Listed buildings
 - The Thames Strategy

5.10 Noise

- 5.10.1 Noise from transport, specifically road transport, is a major source of ambient noise throughout the borough. A number of busy roads cross the Royal Borough heading into central London. These include the A40 Westway, A402 Holland Park Avenue, A315 Kensington High Street, A4 Cromwell Road, A304 Fulham Road and the Chelsea Embankment. Additionally, the A3220 runs north-south along the border with Hammersmith and Fulham, linking each of the east-west roads.
- 5.10.2 A strategic noise mapping exercise was undertaken by Defra in 2012 to meet the requirements of the Environmental Noise Directive (Directive 2002/49/EC) and the Environmental Noise (England) Regulations 2006 (as amended). Results for the $L_{Aeq,16h}$ indicator, which indicates the annual average noise level (in dB) for the 16-hour period between 0700-2300, show values of 75.0 dB and over for most of the major roads in the borough.
- 5.10.3 Many of the measures in the LIP3 such as planting street trees, encouraging walking, cycling, the use of public transport and electric/hybrid vehicles, traffic smoothing, traffic calming and lower speed limits, and maintaining road surfaces to a high standard, will help to reduce transport noise.

5.11 Accessibility

- 5.11.1 Transport for London's Greater London PTAL (Public Transport Access Levels) mapping for 2016 indicates access to public transport within Kensington and

Chelsea is 'excellent' around Notting Hill Gate and South Kensington and 'poor' or 'very poor' in the far south and north west of the borough. In the north west of the borough accessibility is low despite the Hammersmith and City and Circle line stations possibly due to severance caused by the A40 and the West London railway corridor heading into Paddington.

- 5.11.2 PTALs quantify relative connectivity to the public transport network for any location in London, i.e. the proximity to public transport services and wait times, and not where the public transport services actually take people to or indeed how accessible they are to all members of the population. For instance, older and disabled people may find it difficult to undertake even short distances on foot or to use public transport, due to impaired ability and/or poorly maintained footways.
- 5.11.3 Local authorities are required to carry out accessibility planning to ensure older people have access to facilities such as hospitals and GP's surgeries through good and accessible public and private transport facilities.
- 5.11.4 The LIP proposals will improve accessibility for wheelchair users, older people and other user groups such as people with pushchairs, for example, improving bus stop accessibility for these user groups. These proposals are in line with the MTS and will have a positive impact on accessibility.

5.12 Congestion

- 5.12.1 Traffic congestion in London places a high economic, environmental and social cost on the area. Information sourced from Department for Transport shows a gradual decline in the number of vehicles recorded travelling on Kensington and Chelsea roads between 2000 and 2017, despite a spike in 2006. There was a significant decrease in vehicles between 2010 and 2011 and a slight increase in vehicles between 2013 and 2014, which has remained static until 2017.
- 5.12.2 A travel modal shift from the private car to sustainable travel modes can reduce traffic congestion and air pollution in urban areas. The TfL publication *Travel in London: Report Ten (2017)* indicates trip-based active, efficient and sustainable mode share by borough of residence. Kensington and Chelsea has an active, efficient and sustainable mode share of approximately 75%.

5.13 Road Safety

- 5.13.1 The Mayor of London has set out wide-ranging plans in his Transport Strategy to transform the capital's streets and public places and deliver future growth. Proposals in the strategy include delivering a 'Vision Zero' approach in London to make its streets safer for all, where Vision Zero aspires to a time where there will be no KSI's [people killed or seriously injured] on London's roads.
- 5.13.2 The Royal Borough of Kensington and Chelsea is committed to reducing the number of people killed or seriously injured (KSI) as a result of road traffic collisions. Collision statistics collated for the 2015 TfL publication 'Collision Levels in Greater London 2011-2013', depicting collision rates per kilometre by borough and road class identifies Kensington and Chelsea as having the

third highest collision rate for ‘all roads’ in London, following closely behind City of London and Westminster.

5.13.3 In terms of casualties, in 2016 there were 771 casualties caused by collisions on Kensington and Chelsea’s roads (Transport for London – Casualties in Greater London during 2016 factsheet) of which 2 were fatal. In comparison to 2015 figures, 2016 saw a 9% increase in all casualties.

5.14 SEA Objectives

5.14.1 The state of the environment can be influenced through the implementation of the LIP. However, not all environmental areas or SEA factors will be influenced to the same degree.

5.14.2 The significance of environmental impacts (positive or negative) because of the LIP on SEA environmental topics is detailed in Table 8 in Chapter 7.

5.14.3 SEA objectives for Kensington and Chelsea’s transport strategy have been developed in tandem with the development of the borough’s transport objectives and the baseline for SEA topics.

5.14.4 Table 7 outlines the links between the SEA objectives, the SEA topics and key relevant LIP transport objectives, as listed in Section 2.4.4. SEA objectives have been set for all SEA topics to ensure a thorough scoping exercise. The Council will take a reasonable approach towards monitoring and prioritise those indicators/targets that are associated with those SEA topics that have been identified to have likely significant environmental effects due to the implementation of the LIP.

SEA Topic	SEA Objective	Key relevant LIP transport objective
Biodiversity, flora and fauna	Reduce negative impact of the transport network on biodiversity, flora and fauna Increase the number of trees on the highway	1,6
Population and human health	Create conditions to improve health and reduce health inequalities	1,2,3,4
Air Quality	Reduce emissions emanating from ground-based transport	1,3,5
Climate change	Reduce CO ₂ emissions emanating from ground-based transport	1,3,5
Soils and contaminated land	Minimise soil contamination through land- based transport	3,6
Water	Minimise ground water contamination through land- based transport	3,6
Preparation for flooding	Improve surface water drainage	3,6

Cultural heritage, landscape and townscape	To protect and enhance cultural heritage, including the historic environment and the setting of heritage assets.	1,3,5,6
Noise	Reduce noise and vibrations from ground based transport	1,2,5
Accessibility	Ensure all residents have access to public transport Ensure footpaths are maintained and easy to navigate by all users	1,2,3,4,5,6
Congestion	Reduce levels of ground based transport, mainly private cars, HGVs	1,3,5
Road safety	Improve road safety by reducing casualties of all road users in Kensington and Chelsea	2

Table 7: SEA objectives, topics and relevant LIP transport objectives

6. CONSULTATION RESPONSES

6.1 Summary of Comments from Environmental Bodies

6.1.1 Consultation is an integral part of both the LIP and SEA process. The SEA Directive and Regulations required the Responsible Authority to consult with Environmental Bodies on the Scoping Report. Responses to the consultation have been used to refine the LIP and this Environmental Report. The Environmental Bodies consulted and summaries of their responses are noted below:

6.1.2 **Natural England:** Natural England have no comments to make on the consultation

6.1.3 **Environment Agency:** The environment agency sent a generic checklist regarding the Scoping report. As part of the Strategic Environmental Assessment (SEA), the Environment Agency would like the SEA to consider the likely effects on the environment including on:

- Climatic factors e.g. climate change
- Air quality and human health
- Water and soil
- Biodiversity, flora and fauna
- Material assets e.g. sustainable use of resources and waste

6.1.4 **Historic England** (formerly as English Heritage): A bespoke response was received. It included additional plans and programmes, additional cultural baselining data sources, reference to the transport impacts of congestion and air pollutants and visual impacts.

6.2 Response

6.2.1 Natural England – No response required

6.2.2 Environment Agency – Table 8 of this ER does consider the likely effects on the environmental factors [as set out in their list reproduced in 6.1.3]

6.2.3 Historic England – Paragraph 4.2 has been amended to reflect the wider range of plans and programmes. Paragraph 5.9 has been amended to list the other sources of historic environmental baselining. Table 7 has been amended to reflect the amended cultural SEA objective. Congestion and air pollutants have been fully assessed as part of this Environmental Report. Kensington and Chelsea have a well establish streetscape guide which it follows with regard to street furniture, materials and the impact on the cultural and heritage environment.

7. ENVIRONMENTAL EFFECTS ASSESSMENT

7.1 Identification and Analysis of Environmental Problems

7.1.1 The SEA Directive requires that environmental problems are identified and analysed in the Environmental Report. In this chapter both environmental problems and opportunities have been identified, taking into account the baseline exercise and the draft LIP. The table also identifies where the LIP is deemed to have significant effects (positive or negative) on the SEA topics.

SEA Topic	Problems	Opportunities – LIP improving or mitigating problem	Likely effects
Biodiversity, flora and fauna	Loss of trees.	The LIP provides safety and environmental schemes providing opportunities for tree planting.	Insignificant – positive
	Loss/degradation of railway line (green links?) ecosystems.	The LIP strongly supports rail travel as a sustainable form of public transport and the environmentally sensitive management of railway land.	Insignificant – neutral or positive
	Transport related impacts on biodiversity.	The LIP prioritises walking, cycling and public transport over motorised road traffic, setting targets to reduce road traffic and reduction in CO2 and AQ emissions from land based transport.	Insignificant – positive
Population and human health	Road safety: road traffic casualties.	The LIP sets targets to reduce road traffic casualties. The LIP includes safety and environmental schemes aimed at improving road safety, in particular for pedestrians and cyclists and those with mobility impairments.	Significant – positive
	Accessibility: exclusion of people with mobility	The LIP includes personal mobility schemes and safety and environmental schemes	

	<p>impairment or those living in deprived areas.</p>	<p>in areas of high deprivation.</p>	
	<p>Community severance: high road traffic volume, HGV volume, transport related infrastructure.</p>	<p>The LIP includes targets for reducing traffic volumes and car ownership.</p>	<p>Significant – positive</p>
	<p>Security: crime and fear of crime.</p>	<p>The LIP will include safety and environmental enhancement schemes creating a more secure transport network and reducing the opportunity for crime.</p>	<p>Significant – positive</p>
	<p>Unemployment: people not being able to access employment because of lack of access to transport.</p>	<p>The LIP included policies and proposals to make travel in Kensington and Chelsea fairer.</p>	<p>Significant – positive</p>
	<p>Social exclusion: people or communities not being able to access services because of lack of access to transport.</p>	<p>The LIP includes policies and proposals to make travel in Kensington and Chelsea fairer and to reduce barriers to exclusion.</p>	<p>Significant – positive</p>
	<p>Deprivation – people or communities not being able to access work or services because of a lack of access to transport.</p>	<p>The LIP includes policies and proposals to make travel in Kensington and Chelsea fairer and to reduce barriers to exclusion.</p>	<p>Significant – positive</p>
	<p>Noise and vibration: increasing traffic volume, increase in heavy goods vehicles. Poor condition of material assets such as road.</p>	<p>The LIP includes approaches to reduce the impact of heavy goods vehicles and safety and environmental schemes.</p>	<p>Significant – positive</p>
	<p>Physical fitness, mental health and quality of life: significant increase in obesity rates.</p>	<p>The LIP prioritises walking and cycling including school and work travel planning, cycle training and has</p>	<p>Significant positive</p>

		targets for reducing traffic and car ownership.	
Air Quality	Reduced air quality: increasing road traffic volume congestion, CO ₂ , NO ₂ and particulates.	The LIP prioritises sustainable modes of travel and has targets to reduce traffic and car ownership. The LIP has targets to reduce CO ₂ and other pollutants.	Significant - positive
Climate change	Extreme weather conditions: increasing risk of flooding, disruption to the transport network, deterioration of road network.	The LIP promotes the use of sustainable and environmentally friendly materials and construction techniques. The LIP monitors and improves principal road condition.	Significant – positive
Soils and contaminated land	Contamination through land- based transport.	The LIP promotes the use of sustainable and environmentally friendly materials and construction techniques.	Significant – positive
Water	Ground water contamination through land- based transport.	The LIP promotes the use of sustainable and environmentally friendly materials and construction techniques.	Insignificant - positive
Preparation for flooding	Surface water flooding: insufficient drainage capacity for runoff from hard surfacing.	The LIP supports sustainable urban drainage techniques and build these into schemes where feasible.	Insignificant – positive
Cultural heritage, landscape and townscape	Reduced air quality: pollution damage to buildings.	The LIP includes safety and environmental schemes. Increasing walking and cycling contributes to creating more attractive streets and town centres.	Insignificant – positive
	Visual pollution: impact of transport infrastructure.	The LIP includes policies and targets aimed at improving the urban realm around key transport interchanges	

		reducing their visual impact.	
Noise	Noise and vibration: increase in traffic volume, increase in heavy goods vehicles. Poor condition of material assets such as road.	The LIP has targets for reducing traffic and car ownership. The LIP monitors and improves principal road condition.	Significant – positive
Accessibility	Access to public transport: lack of access to public transport leading to unemployment, social exclusion, deprivation. Condition of material assets: poor condition of footways, bus stops impacting accessibility of mobility impaired groups, people with push chairs, etc.	The LIP includes personal mobility schemes and safety and environmental schemes in areas of high deprivation. The LIP monitors and improves principal road condition.	Significant - positive
Congestion	Air pollution. Increase in noise and vibrations.	The LIP has targets to reduce CO2 and other pollutants The LIP has targets for reducing traffic and car ownership.	Significant - positive
Road safety	Road traffic casualties.	The LIP sets targets to reduce road traffic casualties.	Significant - positive

Table 8: Problems, opportunities and likely effects

7.2 Risk and Uncertainty

7.2.1 Some of the topics are influence by problems and opportunities that originated from outside the borough. This brings uncertainty, 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.

8. ASSESSMENT OF PROPOSED MEASURES

8.1 Assessment of Environmental Effects

8.1.1 The SEA Directive and Regulations require that the Council assesses the environmental effects of Kensington and Chelsea's Third LIP. This section first assesses the relationship between LIP3 objectives and the SEA objectives. It then continues to assess the borough's transport interventions for delivering the objectives. Alternatives and the 'do nothing' option are also assessed.

8.1.2 Table 9 assesses the relationship between Kensington and Chelsea's LIP3 objectives and the SEA objectives. V indicates a positive relationship between SEA objective and LIP objective. A blank space indicates there is no clear relationship.

8.1.3 The LIP3 objectives are listed below and numbered 1 to 6. In the table 9, the LIP objectives are represented by the corresponding numbers as indicated in the list:

1. Encourage more trips by walking, cycling and public transport and fewer by private car
2. Make our streets safer, secure and with fewer road collision casualties
3. Make our streets cleaner and greener with less transport-related pollution
4. Improve accessibility and journey time reliability on public transport
5. Manage on-street parking and loading to make our streets more efficient
6. Improve the appearance of our streets and ensure that they are well maintained

8.2 Identifying Alternatives

8.2.1 A necessary part of the SEA scoping process is to look at alternative methods of achieving the objectives of the Transport Plan for Kensington and Chelsea.

8.2.2 Table 10 sets out the type of interventions that will be contained in the plan and suggested alternatives. These are then scored (p = positive impact, pp= very positive, 0 = neutral impact, n = negative impact and nn = very negative). Some of the interventions may change at a later date when the plan is finalised.

		LIP Transport Objectives					
		1	2	3	4	5	6
SEA Objectives	Reduce negative impact of the transport network on biodiversity, flora and fauna	X		X			
	Increase the number of trees on the highway			X			X
	Create conditions to improve health and reduce health inequalities	X		X			
	Reduce emissions emanating from ground-based transport	X		X			
	Reduce CO2 emissions emanating from ground-based transport	X		X			
	Minimise soil contamination through land-based transport	X		X			
	Improve surface water drainage			X			X
	Protect and enhance the natural and historic environment and quality and character of Kensington and Chelsea			X			X
	Reduce noise and vibrations from ground based transport	X		X			X

Ensure all residents have access to public transport	X			X	X	X
Ensure footpaths are maintained and easy to navigate by all users	X	X		X		X
Reduce levels of ground based transport, mainly private cars, HGVs	X	X	X	X		X
Improve road safety by reducing casualties of all road users in Kensington and Chelsea	X	X				

Table 9: Relationship between Kensington and Chelsea’s LIP3 objectives and the SEA objectives

	Biodiversity, flora and fauna	Population and human health	Air quality	Climate change	Soils and contaminated land	Water	Preparation for flooding	Cultural heritage, landscape and	Noise	Accessibility	Congestion	Road safety
London's streets will be healthy and more Londoners will travel actively												
'Healthy street' approach	0	P	P	P	P	P	P	P	P	P	P	P
New informal and formal pedestrian crossing facilities and dropped kerbs.	0	P	0	0	0	0	0	P	0	P	0	0
Well maintained footways and improvements	0	0	0	0	0	0	0	P	0	P	0	0
Secure new pedestrian links from North Kensington to the bus routes on Wood Lane in neighbouring Hammersmith and Fulham	0	P	0	0	0	0	0	P	0	P	0	0
Encourage cycling. Provide a smooth, debris-free riding surface, cycle parking, increasing the permeability of the local road network.	0	P	P	0	0	0	0	0	P	P	P	0

Expanding the Santander cycle hire scheme to the north of the Borough	0	P	P	0	0	0	0	0	0	0	P	P	0
ALTERNATIVES													
Improving active travel information provision	0	P	P	0	0	0	0	0	0	P	P	P	0
Do nothing	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON'S STREETS WILL BE SAFE AND SECURE													
Enhance on-street speed enforcement in partnership with the police	0	0	0	0	0	0	0	0	0	0	0	0	P
Consulting on introducing some 20 mph speed limits in selected streets and areas in the borough	0	0	0	0	0	0	0	0	P	0	0	N/0	P
Improving street lighting	0	0	0	0	0	0	0	0	P	0	P	0	0
ALTERNATIVES													
Segregating vulnerable road users	0	P	0	0	0	0	0	0	0	0	0	0	P
Do nothing	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON'S STREETS WILL BE USED MORE EFFICIENTLY AND HAVE LESS TRAFFIC ON THEM													
Lane rental schemes for utility companies and the Council.	0	0	0	0	0	0	0	0	0	0	P	N/0	0

Floating car clubs	0	0	P	0	0	0	0	0	0	P	0	P	0
Resist the introduction of more tour bus routes / buses on our roads	0	0	P	0	0	0	0	0	0	P	0	P	0
ALTERNATIVES													
Reducing motor vehicles by restraint	0	P	P	0	0	0	0	0	0	P	P	P	P
Do nothing	0	0	0	0	0	0	0	0	0	0	0	0	0
LONDON'S STREETS WILL BE CLEAN AND GREEN													
Differential charging for visitor parking to discourage the use of more polluting vehicles in the borough	0	P	P	0	0	0	0	0	0	P	N/P	P	0
28 new Source London charging points, and more lamppost charging points. Move to electric vehicles will greatly reduce tailpipe emissions	0	0	P	0	0	0	0	0	0	P	0	0	0
Green Fleet Strategy - new initiatives on solar power, promoting electric vehicles and encouraging our staff, residents and visitors to make healthy choices about the way they travel.	0	0	P	0	0	0	0	0	0	0	0	0	0
Take every opportunity to plant new street trees and greening in all our infrastructure and public realm projects and to introduce Sustainable Urban Drainage Systems (SUDS) to help mitigate the risk of flooding	P	0	0	0	N/P	N/P	0	P	0	0	0	0	0
ALTERNATIVES													

Expand the existing Low Emission Zone (LEZ)	0	P	P	0	0	0	0	0	0	P	0	P	P
Do nothing	0	0	0	0	0	0	0	0	0	0	0	0	0
THE PUBLIC TRANSPORT NETWORK WILL MEET THE NEEDS OF A GROWING LONDON													
New rail stations on new and existing railway lines	0	P	0	0	0	0	0	0	0	0	P	0	0
On the Piccadilly line, new higher-capacity, walk-through trains will be introduced, and signalling and track upgraded	0	P	0	0	0	0	0	0	0	0	P	0	0
ALTERNATIVES													
Faster bus speeds	0	0	0	0	0	0	0	0	0	0	0	P	0
Do nothing	0	0	0	0	0	0	0	0	0	0	0	0	0
PUBLIC TRANSPORT WILL BE SAFE, AFFORDABLE AND ACCESSIBLE TO ALL													
Improving public accessibility levels in North Kensington- provide new pedestrian links across the West London Line and West Cross Route to White City Underground Station and White City Bus Station. Deliver two pedestrian connections across the West London Line	0	0	0	0	0	0	0	0	0	0	P	0	0
ALTERNATIVES													
Dropped kerb programme	0	0	0	0	0	0	0	0	0	0	P	0	0
Do nothing	0	0	0	0	0	0	0	0	0	0	0	0	0
JOURNEYS BY PUBLIC TRANSPORT WILL BE PLEASANT, FAST AND RELIABLE													
Increase the number of Countdown real-time information signs at our bus stops	0	0	0	0	0	0	0	0	0	0	0	0	0

Promote priority seating for older and disabled passengers at our bus stops	0	0	0	0	0	0	0	0	0	0	P	0	0
Maximizing the efficiency of signal-controlled junctions	0	0	0	0	0	0	0	0	0	0	0	P	0
ALTERNATIVES													
Development of bus priority schemes	0	0	0	0	0	0	0	0	0	0	P	0	0
Do nothing	0	0	0	0	0	0	0	0	0	0	0	0	0
ACTIVE, EFFICIENT AND SUSTAINABLE TRAVEL WILL BE THE BEST OPTION IN NEW DEVELOPMENTS													
Support sustainable transport options and minimise any increase in traffic congestion or on-street parking pressure	0	0	P	0	0	0	0	0	0	P	0	P	0
Secure improvements to public transport services and access to developments, giving priority to areas that currently have lower levels of accessibility	0	P	0	0	0	0	0	0	0	0	P	0	0
Encourage new streets, footpaths and cycle links that improve permeability	0	P	P	0	0	0	0	P	0	P	0	0	0
New walking and cycling links to surrounding neighbourhoods, away from busy congested streets	0	P	P	0	0	0	0	P	P	P	P	P	0
At Wornington Green, a new street network is being created on a traditional block layout to deliver an excellent walking and cycling environment.	0	P	P	0	0	0	0	P	P	P	P	P	0
ALTERNATIVES													
Improvements to sustainable transport information provision	0	0	P	0	0	0	0	0	0	0	P	P	0

Do nothing	0	0	0	0	0	0	0	0	0	0	0	0	0
TRANSPORT INVESTMENT WILL UNLOCK THE DELIVERY OF NEW HOMES AND JOBS													
Unlock development of the Kensal Canalside Opportunity Area; Kensal Portobello Crossrail Station; Improved access to the highway network; Pedestrian and cycle crossings over the Grand Union Canal; A crossing over the Great Western Mainline Railway to link the northern and southern development sites; Improved bus access; Excellent walking and cycling facilities including bicycle hire docking stations.	0	P	0	0	N/P	N/P	N/P	N/P	0	P	P	0	0
Provision of pedestrian bridges (with facilities for cyclists) would reduce access distances to nearby bus stops and Kensal Green Underground Station	0	P	0	0	N/P	N/P	N/P	N/P	0	P	P	0	0
ALTERNATIVES													
Route maintenance/travel awareness information	0	0	0	0	0	0	0	0	0	P	P	P	0
Do nothing	0	0	0	0	0	0	0	0	0	0	0	0	0

Table 10: Consideration of LIP3 transport policies and alternatives

9. MONITORING

9.1 The Purpose of Monitoring

- 9.1.1 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 in order to comply with the Directive as well as to continue to identify problems and issues that need resolving.
- 9.1.2 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.
- 9.1.3 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?
- 9.1.4 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 on 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.

9.2 Monitoring for the SEA

- 9.2.1 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.
- 9.2.2 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 as a result of measures within Kensington and Chelsea's Third Local Implementation Plan.
- 9.2.3 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.

9.3 LIP Monitoring

- 9.3.1 The boroughs annual reporting is an effective and efficient way to demonstrate the scale of delivery of key outputs through the LIP investment process. This section of the LIP sets out the indicators and targets to be used to assess progress against delivery of LIP objectives and MTS outcomes; it is this that will determine the success or otherwise of the LIP.

10. NEXT STEPS

10.1 Consultation on Draft LIP3 and SEA

10.1.1 The SEA Regulations set specific requirements for consultation with the statutory consultees, the public and other interested parties and require that the Environmental Report is made available for consultation alongside the Consultation Draft LIP.

10.1.2 This Environmental Report and the Draft LIP itself will be submitted to TfL and for wider public consultation in November 2018.

10.1.3 If you would like any further information or if you have any comments on the SEA of the LIP3 we would be grateful to receive them. Comments should be made via post or e-mail.

10.1.4 Please send any feedback, comments or queries to

Email: lip3@rbkc.gov.uk

Address: Draft LIP Consultation
Room 308
Council Offices
37 Pembroke Road
London
W8 6PW

10.2 SEA Statement

10.2.1 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:

1. How environmental considerations have been integrated into the plan;
2. How the Environmental Report has been taken into account in the LIP3's development;
3. How opinions expressed in relation to the consultations on the LIP and Environmental Report have been taken into account;
4. The reasons for choosing the LIP3 as adopted, in the light of the other reasonable alternatives dealt with; and
5. The measures to be taken to monitor any possible significant environmental effects of the implementation of the LIP3.

Appendix A - Scoping Report

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Created by
Bharati Ghodke
bharati.ghodke@projectcentre.co.uk



PROJECT
CENTRE

Strategic Environmental Assessment

Scoping Report

Royal Borough of Kensington and Chelsea

Document Reference: 100005100

Date: October 2018

DOCUMENT CONTROL

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1. INTRODUCTION

1.1 Background

- 1.1.1 Under the Strategic Environmental Assessment (SEA) Directive 2001/42/EC, the Royal Borough of Kensington and Chelsea is required to undertake an assessment of the borough's Third Local Implementation Plan (LIP) to determine the likely significant environmental effects of the proposed objectives and initiatives set out therein.
- 1.1.2 The primary requirements of the SEA Directive are to communicate the conclusions drawn from the assessment in an Environmental Report, which identify the likely significant effects on the environment from the draft LIP, reasonable alternatives proposed for inclusion, and to undertake consultation at pertinent stages in the process.
- 1.1.3 Developing a new LIP is a statutory requirement for all London boroughs. It must demonstrate how each borough will support the delivery of the goals and outcomes detailed in the new Mayor's Transport Strategy (MTS) in its area.

1.2 Mayor's Transport Strategy

- 1.2.1 The new 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.
- 1.2.2 The city's population is forecast to rise from 9 million people today to 10.8 million in 2041, which generates significant transport challenges. As such, new ways need to be found to plan and manage this expected growth.
- 1.2.3 The Mayor, through TfL and the boroughs, and working with stakeholders, will reduce Londoners' dependency on cars in favour of active, efficient and sustainable modes of travel.
- 1.2.4 The key aims of the MTS are listed below:
- 80 per cent 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 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,

1.2.5 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.

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

- Develop and deliver strategies and plans to achieve the Mayor's priorities;
- Prepare for new technology and unpredictable changes to the way we live;
- Find a more efficient and fair way of paying for transport projects in London; and
- Work with partners across London and beyond, including the Government, London boroughs, other transport operators, business and other stakeholders.

1.2.7 By 2041, the MTS is expected to have delivered the following nine 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; and
9. Transport investment will unlock the delivery of new homes and jobs

1.3 **What is the SEA?**

- 1.3.1 The Strategic Environmental Assessment (SEA) is a process to ensure that significant environmental effects arising from policies, plans and programmes are identified, assessed, mitigated, communicated to decision-makers and monitored and that opportunities for public involvement are provided.
- 1.3.2 The SEA sets out a series of objectives, which act as a measuring tool to determine the quality of the plan. These objectives cover Environmental Agency (EA) topic areas, which are: biodiversity, flora and fauna; population and human health; water; air quality; soil, geology; climatic factors; cultural heritage; landscape /seascape and material assets.
- 1.3.3 The assessment will identify any significant effects for each of the topic areas, providing recommended changes or mitigation measures to increase the performance of the plan, where required.
- 1.3.4 The aims of the SEA are to:
- Ensure that the consideration of sustainable development influences all stages of policy process to ensure that the Local Implementation Plan is as sustainable as possible;
 - Consider and balance environmental, economic and social factors in the preparation of the plan; and
 - Provide an opportunity for stakeholders and members of the public to be consulted on the SEA and LIP and have an input into the preparation of the plan.
- 1.3.5 The objectives of the SEA are to:
- Protect existing habitats, wildlife and biodiversity sites;
 - Improve general levels of health and well-being through increasing active travel, reducing road casualties and contributing towards a safer community;
 - Improve local air quality and reduce transport's contribution towards climate change through reductions in road transport emissions by promoting energy efficient transportation modes;
 - Increasing resilience towards climate change;
 - To reduce any adverse impacts on soil and water quality and reduce flood risk;
 - To improve the pleasantness and attractiveness of a place by minimising the negative impacts associated with noise;
 - To ensure that the local streetscape and other public spaces are high quality, sustainable and accessible;
 - To protect cultural heritage and conservation areas; and
 - To protect and manage built material assets (i.e. roads and footways).
- 1.3.6 There is a requirement for the SEA to identify any significant environmental effects of the LIP and to use the scoping stage as an opportunity to understand and mitigate these significant effects.

1.4 The SEA process

- 1.4.1 The SEA process is an iterative one (as the LIP develops). The ultimate aim of the SEA is to decide which impacts are likely to be significant and therefore, what the assessment should concentrate on.
- 1.4.2 The three key outputs for the SEA of the LIP are the Scoping Report (this document), the Environmental Report and the post-adoption Environmental Statement.
- 1.4.3 The purpose of this Scoping Report is to compile the background information needed for the SEA at an appropriate level of detail. Information will be collected on environmental and social conditions in Kensington and Chelsea, looking at how these are likely to change, and how transport can help to achieve the targets and strategies of other plans and programmes.
- 1.4.4 The main output of the SEA process is the Environmental Report which explains the significant environmental impacts, the alternatives considered and the mitigation measures proposed. The Environmental Report will accompany the draft LIP for consultation.
- 1.4.5 The Environmental Statement is produced following adoption of the LIP, which states how the findings from the SEA and consultation results have been taken into account.

1.5 Stakeholder feedback

- 1.5.1 You have been identified as a key environmental body and your valuable input into the SEA process would be welcomed.
- 1.5.2 Specific questions we would like you to consider are:
 - 1. Are there any other plans, programmes or environmental protection objectives that should be identified and reviewed as part of the SEA process?
 - 2. Can you provide any additional information to help us supplement our baseline data? Any further information relating to the baseline indicators and trends over time would be very useful.
 - 3. Do you consider that there is any important information that has not been addressed in view of the SEA scope?
 - 4. Do you consider that the range of environmental problems and issues covered is appropriate?
 - 5. Are there any changes you consider should be made on the proposed SEA objectives?
 - 6. Are there any other SEA objectives, guide questions or indicators that should be included?
 - 7. Do you have any further suggestions regarding the scope of the SEA?
- 1.5.3 Instructions on how to feedback your comments are included in Section 3 of this report (What happens next?).

1.6 Purpose of this report

- 1.6.1 The purpose of this report is to summarise the findings of the SEA so far, to focus the effort of the SEA onto main issues and to establish the main tasks for the future.
- 1.6.2 We wish to ensure that we are examining the appropriate aspects and that we have all important information that will enable either an accurate determination of the environmental baseline or the environmental impact of a project.

1.7 Report structure

- 1.7.1 This report is structured as follows.

Section 1: Introduction

- Describes the LIP and SEA process;
- Outlines the SEA scope.

Section 2: Environmental baseline, context, consideration of alternatives

- Identifies relevant, national, London and local plans;
- Describes existing environmental conditions;
- Presents the proposed SEA objectives;
- Acknowledges any environmental issues, constraints and opportunities;
- Indicates the perceived environmental impacts of the current proposals with regard to the Mayor's priorities; and
- Acknowledges the environmental impacts associated with alternative proposals.

Section 3: Next steps

- Provides information relating to the consultation process;
- Presents the proposed structure of the Environmental Report.

1.8 The scope of the SEA

- 1.8.1 The geographical area that this SEA covers is the Royal Borough of Kensington and Chelsea. The Royal Borough extends from Chelsea Embankment in the south, through Kensington, Notting Hill and Ladbroke Grove up to Kensal Green in the north. It is bounded by Kensington Gardens to the east and by the West London Railway Line to the west (see Figure 1).
- 1.8.2 Covering an area of 12.13 km², Kensington and Chelsea is the smallest of the 32 London boroughs by area (excluding the City of London). It is divided into a total of eighteen wards (see Figure 2).
- 1.8.3 Located in west London, Kensington and Chelsea shares its borders with the City of Westminster to the east, the London Borough of Hammersmith and Fulham to the west and the London Borough of Brent to the north (see Figure 3).

1.8.4 The A40 Westway, A315 Kensington Road and A4 Cromwell Road run east to west through the Royal Borough connecting it to central London. The Central, Circle, District and Piccadilly London Underground lines run through the Royal Borough as well.

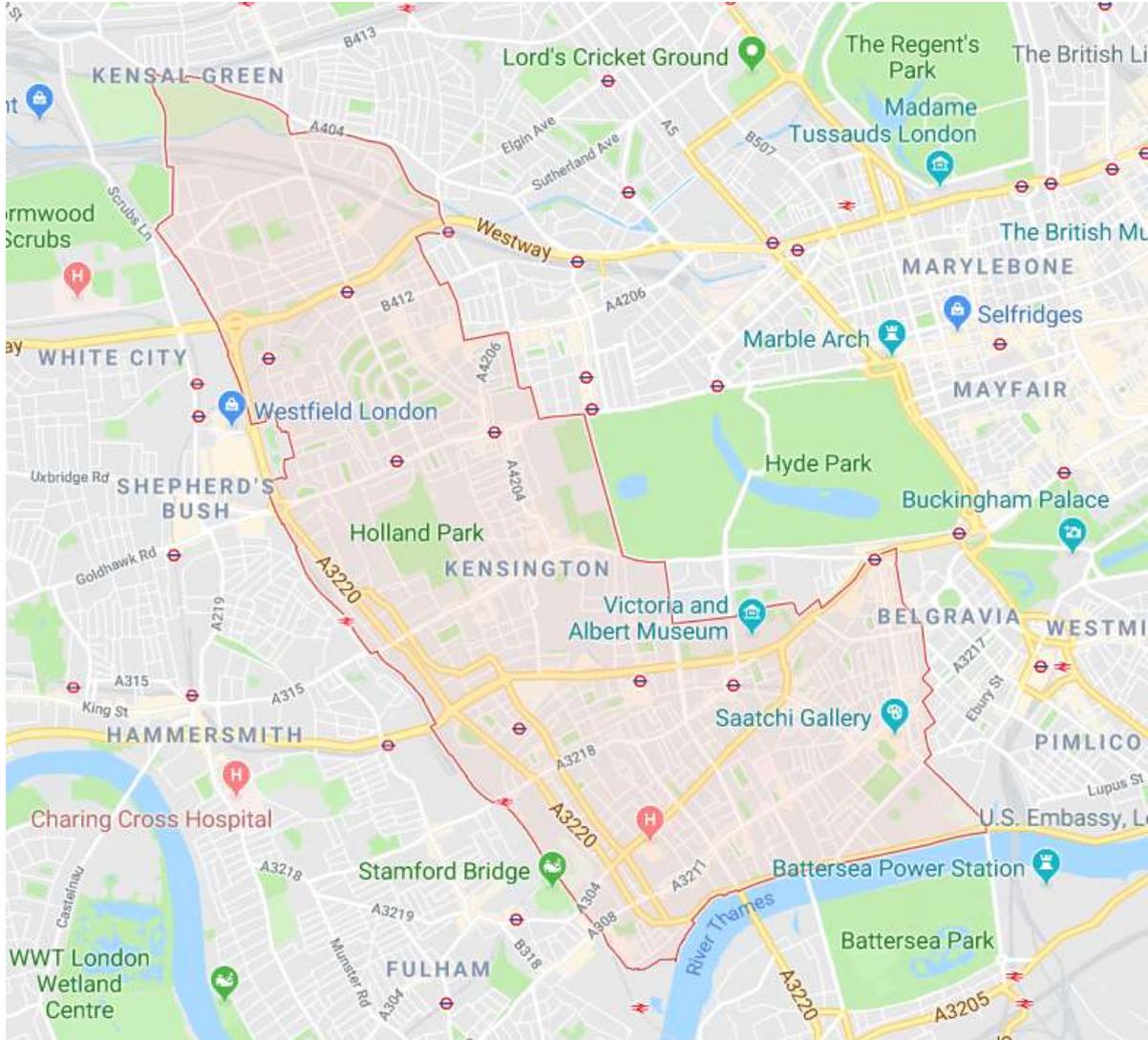


Figure 1: Royal Borough of Kensington and Chelsea (Source: Google)

The Royal Borough of Kensington and Chelsea

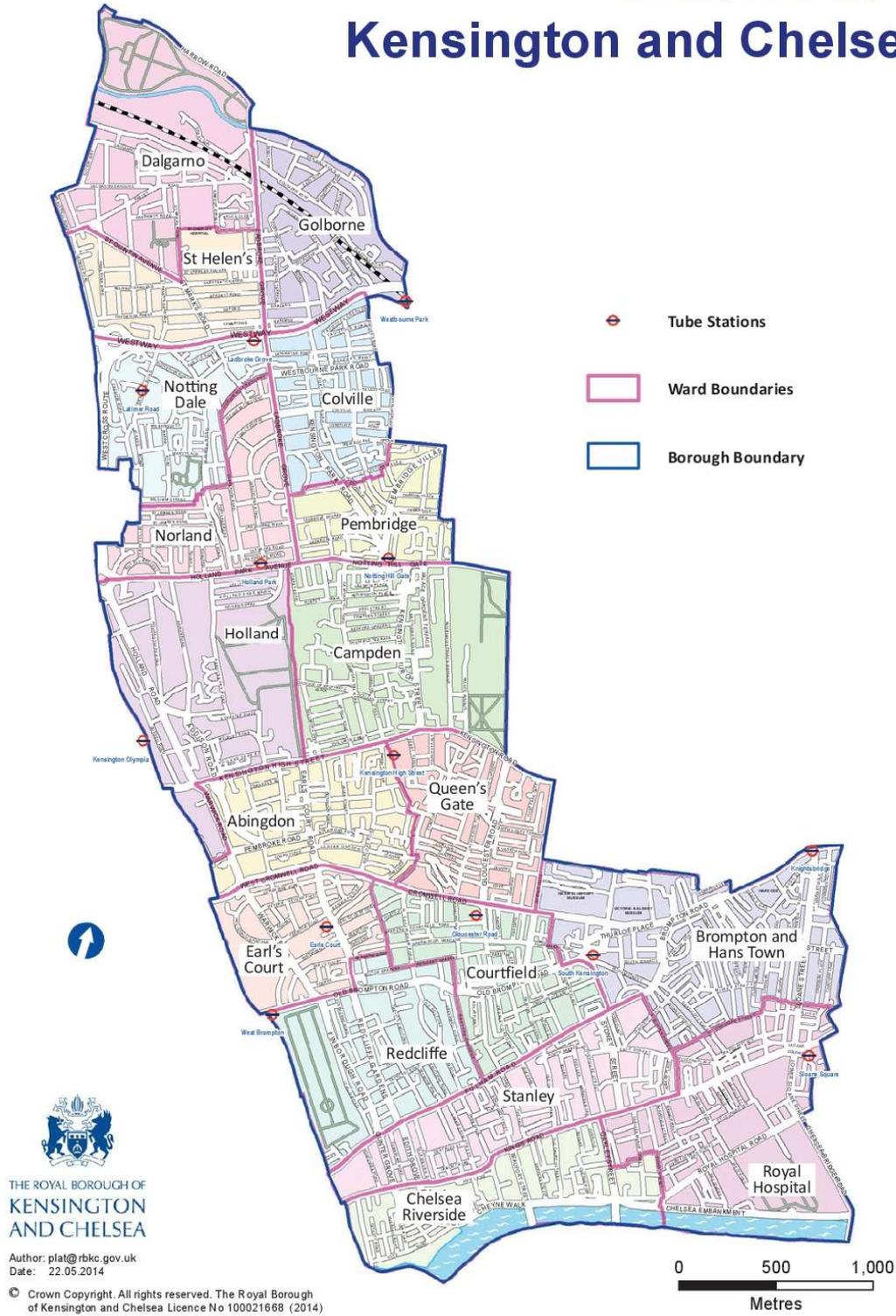


Figure 2: Kensington and Chelsea Ward Boundaries
(Source:rbkc.gov.uk)

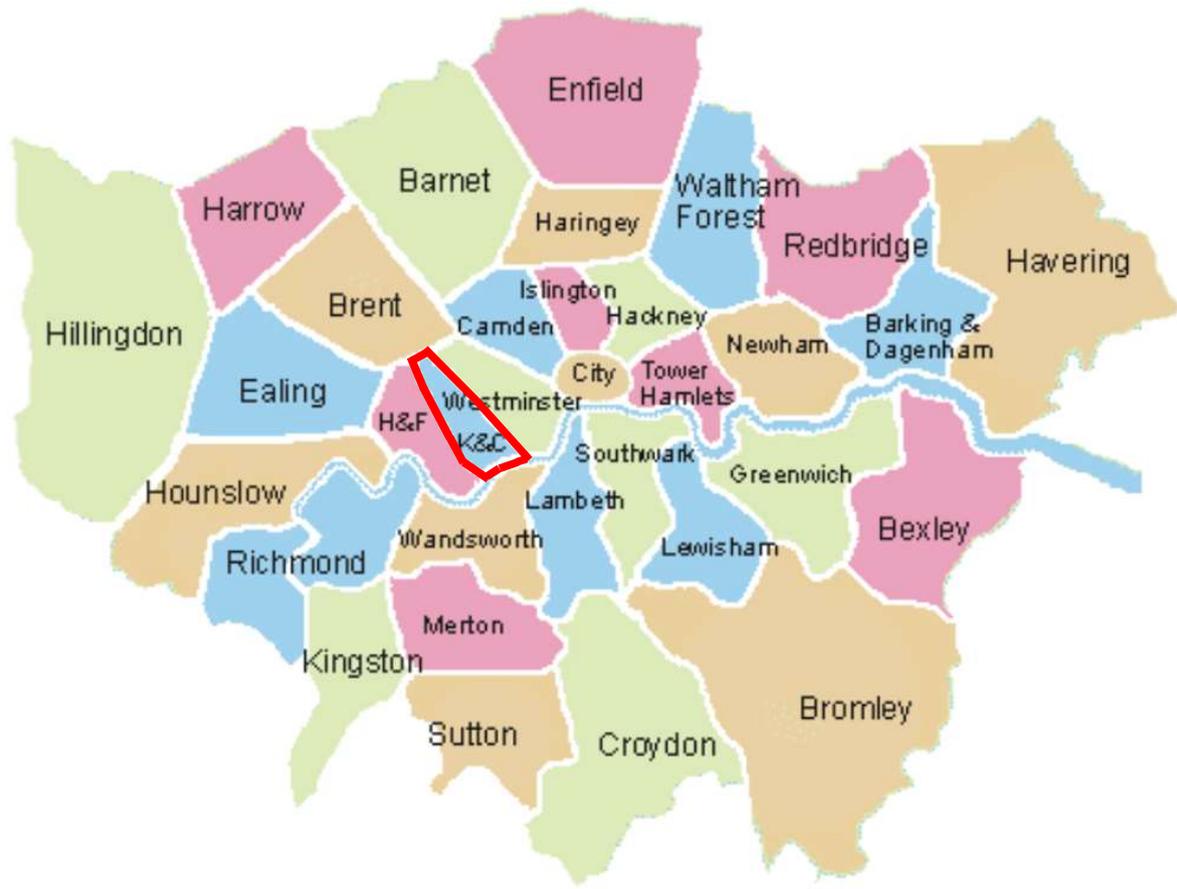


Figure 3: Kensington and Chelsea in relation with Greater London
(Source: www.lewishamjsna.org.uk)

2. ENVIRONMENTAL BASELINE AND CONTEXT

2.1 Introduction

- 2.1.1 A sustainable plan requires clear identification and definition of transport related environmental issues to form an evidence baseline. This enables the LIP to identify appropriate solutions to address the environmental issues that may arise during implementation.
- 2.1.2 The SEA is also directly informed by national, London and Royal Borough of Kensington and Chelsea policies and strategies. The policies, plans and programmes relevant to the SEA at local, London and national levels are summarised in this section.

2.2 Environmental baseline

- 2.2.1 This section details existing environmental issues and baseline information in the borough with respect to each of the following SEA topic areas. The information has been obtained from expert and local knowledge from land-use planners and specialists.

2.3 Biodiversity, flora and fauna

- 2.3.1 The Royal Borough of Kensington and Chelsea covers around 1,200 hectares and is one of the most densely populated areas in the country, with the least amount of space per head. It has the lowest proportion of open space per 1000 population in London (0.26ha). Despite this space deprivation, a significant biodiversity resource exists within Kensington and Chelsea.
- 2.3.2 In the north of the borough, the Grand Union Canal provides home to variety of bank-side wildlife, invertebrates and fish. Adjacent to the canal is Kensal Green Cemetery, which has the largest area of continuous green space in the borough. The River Thames, located in the south of the borough, provides a valuable wildlife habitat and fish breeding ground. Holland Park contains extensive mature woodlands areas and water environments that host a wide diversity of species.
- 2.3.3 The biological quality of the Grand Union Canal has been assessed using the biological General Quality Assessment (GQA), which uses macro-invertebrate populations to give long-term indication of water quality. The biological quality of the Grand Union Canal has been historically poor and it declined from Grade E (poor) to Grade F (very poor) in 2003. Very poor quality represents a river where only a small number of species tolerant to pollution are present, or in some cases no life is present at all.
- 2.3.4 There are 188 hectares of open space in the borough, however, the borough has limited amounts of public and private open space. There are large areas within the borough, which are considered to have deficient access to open areas (see Figure 4)

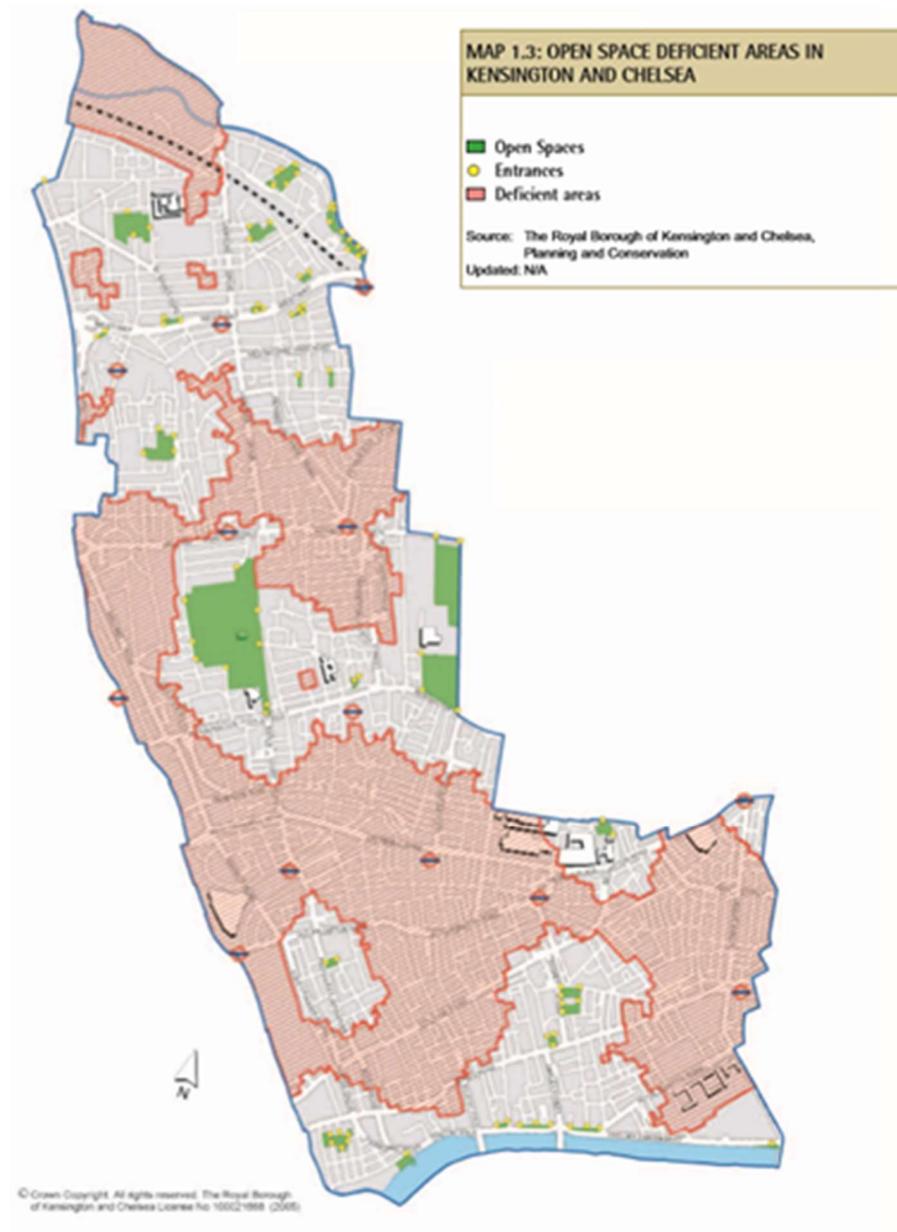


Figure 4: Open Space Deficient Areas in Kensington & Chelsea (Source: RBKC)

- 2.3.5 The borough does not contain any sites which carry a European designation and thus has no sites as part of the Natura 2000 network. The closest such sites are Richmond Park and Wimbledon Common, which are located approximately 5km to the southwest of the borough boundary and Lee Valley and Ramsar site, which are located approximately 10km to the northeast of the borough boundary.
- 2.3.6 There are 22 Sites of Nature Conservation Importance (SNCI) in the borough, five of which are of metropolitan importance, four borough importance, eight borough importance 2 and five local importance (See Figure 5). These sites were designated based on habitat surveys carried out by London Conservation Services in 1993 and 2002.

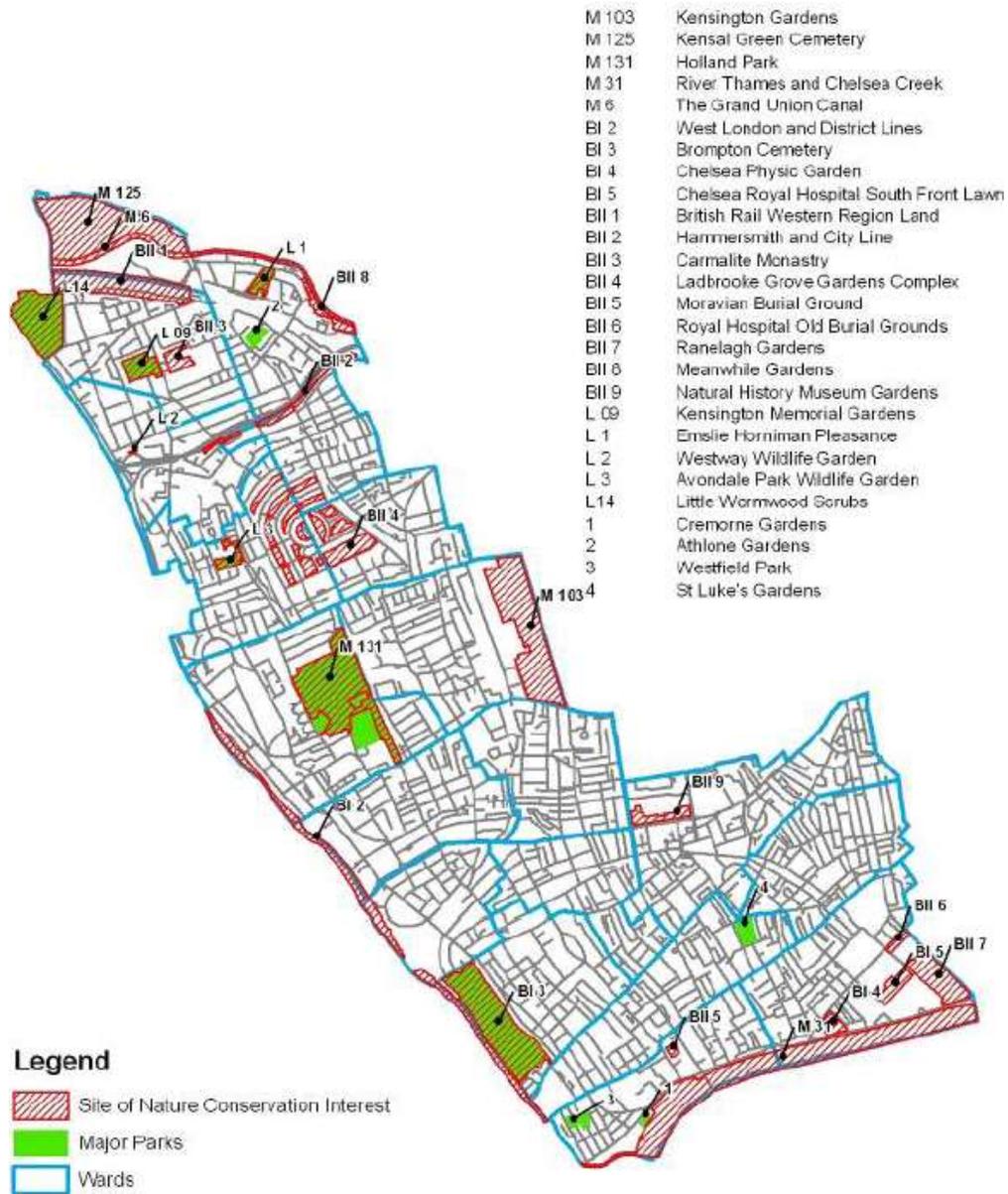


Figure 5: Major Parks and Sites of Nature Conservation Importance (Source: RBKC)

2.3.7 There are no Sites of Special Scientific Interest (SSSI's) or designated National Nature Reserve (NNR) within the Royal Borough of Kensington and Chelsea.

2.3.8 There are fourteen sites in the borough that are on Historic England's Registered Parks and Gardens. These are;

- Brompton Cemetery
- Ladbroke Estate
- Chelsea Physic Garden
- Royal Hospital, Chelsea and Ranelagh Garden
- Kensington Gardens
- The Boltons
- Edwardes Square
- St Luke's Garden

- Holland Park
- The Roof Garden, 99 Kensington High Street
- Cadogan Place
- 100, Cheyne Walk (part of Lindsey House)
- Hans Place
- Kensal Green (All Souls Cemetery)

2.3.9 There is a number of protected and priority species in the borough. These include bats, hedgehogs, Black Redstart, House Sparrow, Peregrine, Stag Beetle, Oak Hook-tip moth, German hairy snail, bees, Black Poplar, tiered tooth fungi and mistletoe.

2.3.10 It is not foreseen that the LIP in itself will have any significant impact on biodiversity, flora and fauna. The Environmental Report will note where biodiversity, flora and fauna might be impacted, but will not discuss it in great depth.

2.4 Population and human health

2.4.1 Population Census data obtained in 2011 identified that the total population within the Royal Borough of Kensington and Chelsea was 158,649 as shown in Figure 6:

Age	2011 Census	%
0-4	9,189	5.79
5-14	14,056	8.86
15-24	17,797	11.22
25-59	90,316	56.93
60-74	19,104	12.04
75+	8,187	5.16
Total	158,649	100

Figure 6: 2011 Population Census data (Source: ONS)

2.4.2 The total population in Kensington and Chelsea in 2001 was 158,919, however, the population had decreased to 158,649 by the time of the 2011 Census. Thus between 2001 and 2011 the borough has seen a decrease of 0.2 per cent. Population projection figures produced by the Office for National Statistics (ONS) suggest that the estimated population in Kensington and Chelsea in 2018 is 158,700, which is expected to rise to 162,400 by 2023.

2.4.3 Figure 7 shows the population by wards in Kensington and Chelsea and the comparison with population density. Golborne ward had the highest population in 2011 at 8,937 however in terms of population density, Colville

ward, which is one of the lowest in population, has the highest population density. This could be because it is the smallest in area at 0.4 km². The map Figure 8 shows the population density by wards.

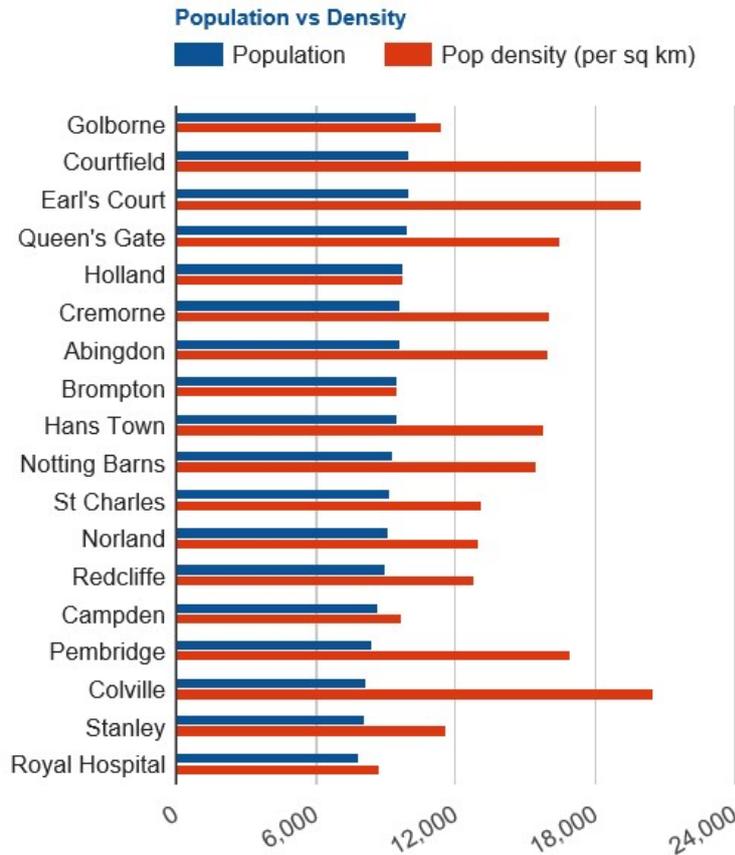


Figure 7: Population vs Density by Ward (Source: RB Kensington and Chelsea)

2.4.4 Kensington and Chelsea has a population that is less diverse in comparison to London as a whole. than London. Figure 9 presents the broad ethnicity classification for the borough.

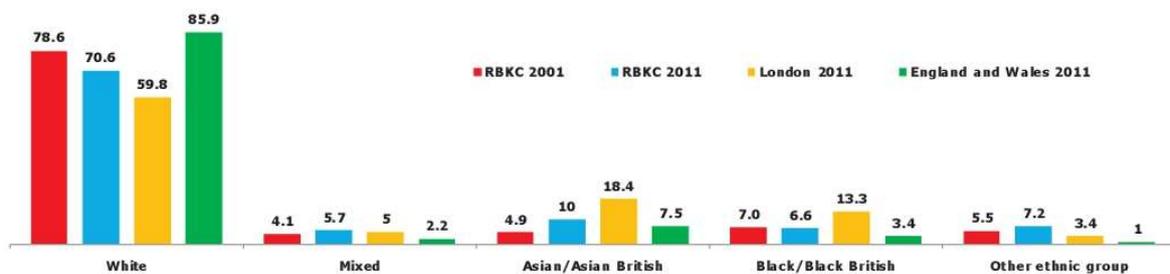


Figure 9: Broad Ethnicity classification for Kensington and Chelsea (Source: Kensington and Chelsea - 2011 Census Summary)

2.4.5 Data gathered at the 2011 Census determine that 86,957 people travelled into the borough to work, whilst 51,704 travelled out of the borough to work. It can be determined that commuting resulted in a population daily decrease of 35,253 in the borough. (Source: ONS, Census WU03UK - Location of usual residence and place of work by method of travel to work)

2.4.6 The Mayor has made it his ambition that every Londoner walks or cycles for twenty minutes every day (in periods of at least 10 minutes). This is important because physical activity every day helps to prevent a wide range of diseases. The easiest way for Londoners to keep active is to build walking or cycling into their daily travel, either through walk and cycle trips or as part of a public transport trip.

2.4.7 Figure 10 shows the proportion of the London population achieving ten-minute periods of active travel by borough. Residents of central and inner London are more likely to achieve two ten-minute periods of physical activity than outer London residents. Some 45% of central London residents achieve the target, compared to 37% of inner London residents and 27% of outer London residents.

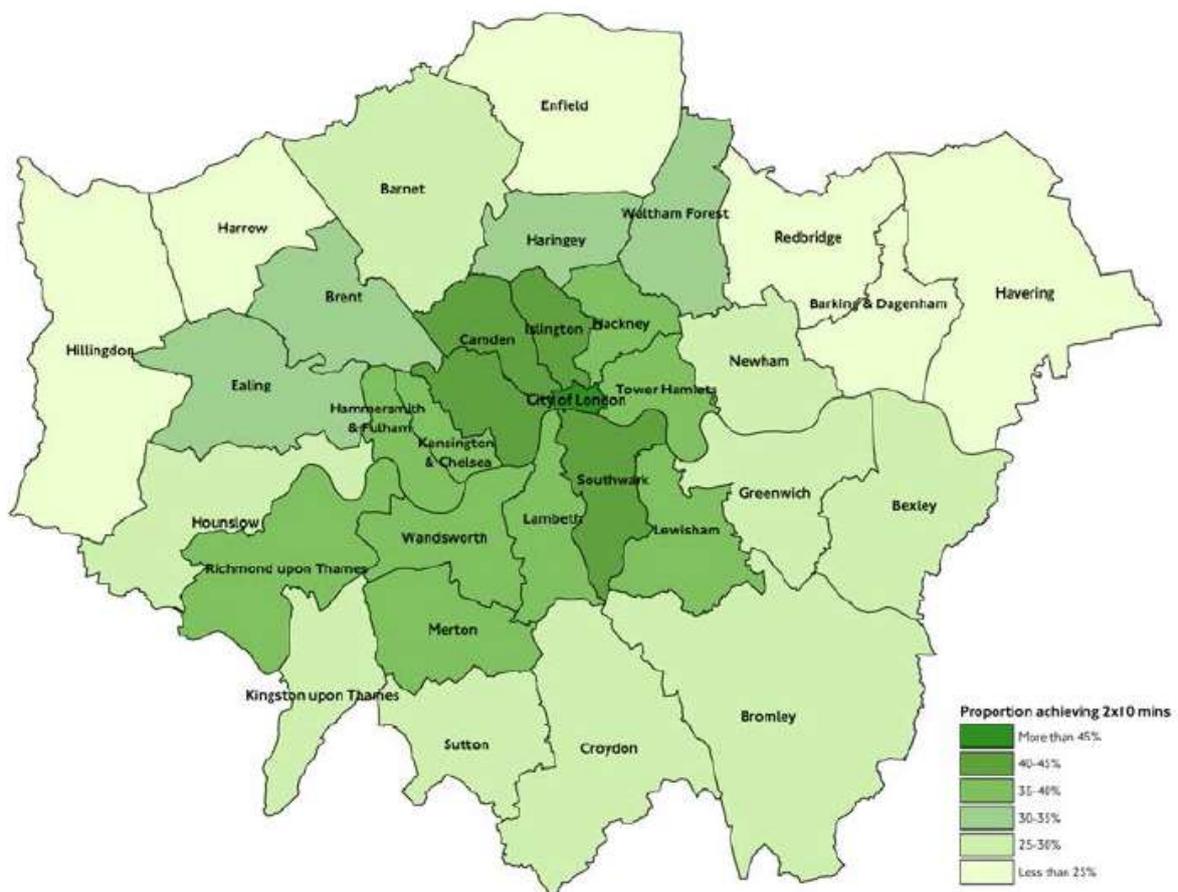


Figure 10: Proportion of the London population achieving ten-minute periods of active travel by borough (Source: TfL 2017)

2.4.8 The LIP provides Kensington and Chelsea with the opportunity to encourage increased activity within the resident population and with those who visit or work in the borough.

2.4.9 The LIP contains many proposals which are aimed at encouraging walking and cycling, through improvements to pedestrian and walking facilities and improved street cleaning. These proposals are in line with the aims of the MTS and will have a beneficial impact on human health.

- 2.4.10 The LIP proposals will improve personal safety and security and will have a beneficial impact on human health.
- 2.4.11 The LIP proposals will improve accessibility for wheelchair users, older people and other user groups such as people with pushchairs, for example, improving bus stop accessibility for these user groups. These proposals are in line with the MTS and will have a positive impact on accessibility.
- 2.4.12 The cumulative positive impact on activity, safety, security and accessibility is expected to be significant. This will be discussed further in the Environmental Report.

2.5 Air quality

- 2.5.1 The European Union (EU) air quality policy sets the overall context for national policy. The aim of the EU policy is to develop an overall strategy through the setting of long-term air quality targets. These air quality limit values are set through a series of directives. The UK National Air Quality Strategy (AQS) defines the future air quality policy in the UK and sets objectives for several key air pollutants.
- 2.5.2 Under the Local Air Quality Management regime air quality is also one of the UK Government's indicators of sustainable development. The indicator measures the number of days each year where emission levels exceed certain levels. The pollutants monitored are carbon monoxide, nitrogen dioxide, ozone, particulate matter, lead, 1,3-butadiene and sulphur dioxide.
- 2.5.3 Air pollution is associated with a number of adverse health impacts and is a contributing factor in the onset of heart disease and cancer.
- 2.5.4 Information on air quality for Kensington and Chelsea has been taken from the Council's *Air Quality and Climate Change Action Plan 2016-2021* and its technical appendices.
- 2.5.5 Air quality in the Royal Borough is particularly badly affected at a number of pollution hotspots. At some of these annual concentrations of nitrogen dioxide (NO₂) are more than double the annual mean objective of 40 µg per m³. The high density of development in inner London and its complex network of roads mean that fuel combustion in buildings and traffic exhausts produce large amounts of NO₂ and fine particles (PM₁₀ and PM_{2.5}), which often do not disperse easily.
- 2.5.6 The main sources of emissions of pollutants within the borough are transport, residential and commercial activities. The charts in Figure 11 show the contributions of the main sources of NO_x and PM₁₀ within the borough as percentages.
- 2.5.7 The largest source of NO_x emissions is road traffic, followed by gas consumption for heating and energy generation. Diesel trains are the next biggest single source followed by contribution from construction activities and non-road mobile machinery (NRMM).

2.5.8 Emission sources of PM₁₀ are much more varied however brake wear accounts for the largest single source, followed by re-suspended particles and then road transport exhausts.

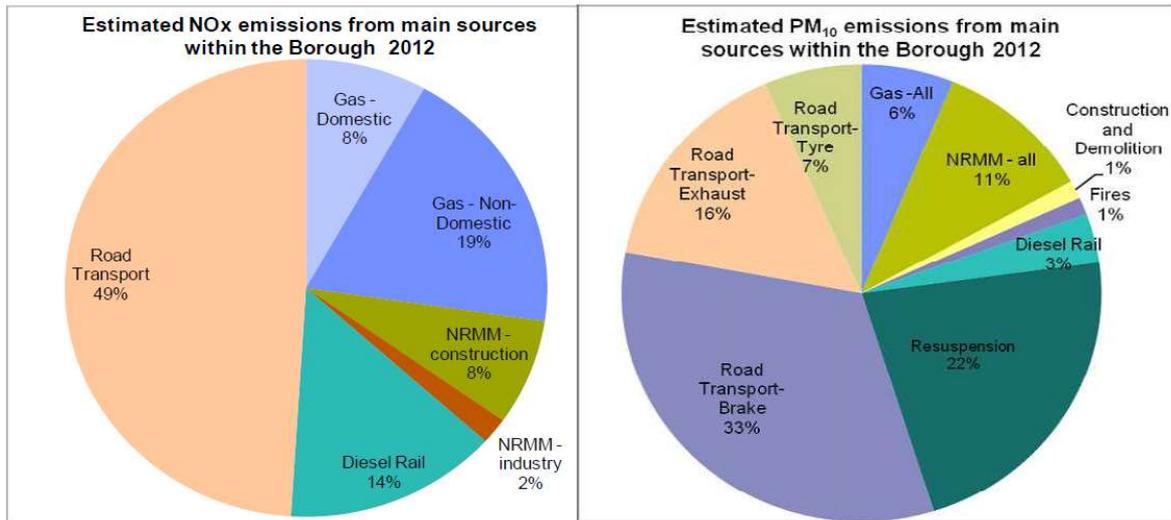


Figure 11: Contributions of the main sources of NOx and PM₁₀ within the borough (Source: RBKC Air Quality and Climate Change Action Plan 2016-2021)

2.5.9 A further breakdown of road transport emissions has indicated that diesel transport accounts for approximately 90 per cent of NOx emissions and 95 per cent of PM₁₀ exhaust emissions (75 per cent when brake and tyre wear contributions are included).

2.5.10 NO₂ monitoring at Council sites in the borough (and one other site in Westminster) show that all sites, except the North Kensington urban background site, exceeded the annual mean objective (see Figure 12). Additionally, at two of the five sites (Knightsbridge and Earls Court) NO₂ concentrations exceeded the hourly mean objective level in 2014.

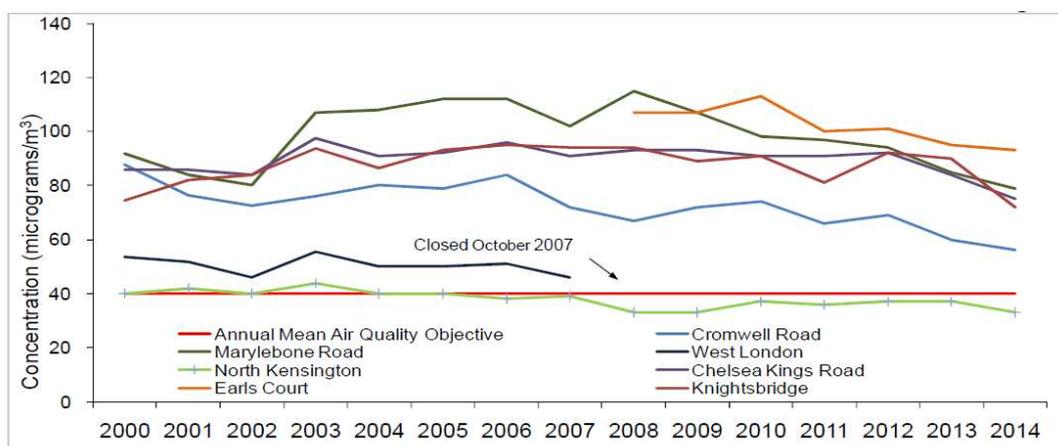


Figure 12: Exceedences of the annual mean NO₂ objective in the borough (Marylebone Road in the City of Westminster is shown for comparison purposes) (Source: RBKC Air Quality and Climate Change Action Plan 2016-2021)

2.5.11 PM₁₀ data collected in the borough (and at Marylebone Road in Westminster) indicate that annual mean levels of PM₁₀ do not exceed the annual mean

objective (see Figure 13). Additionally, the daily mean objective was also met for the first time in 2014 at all three monitoring sites in the borough, suggesting a downward trend in PM₁₀ emissions.

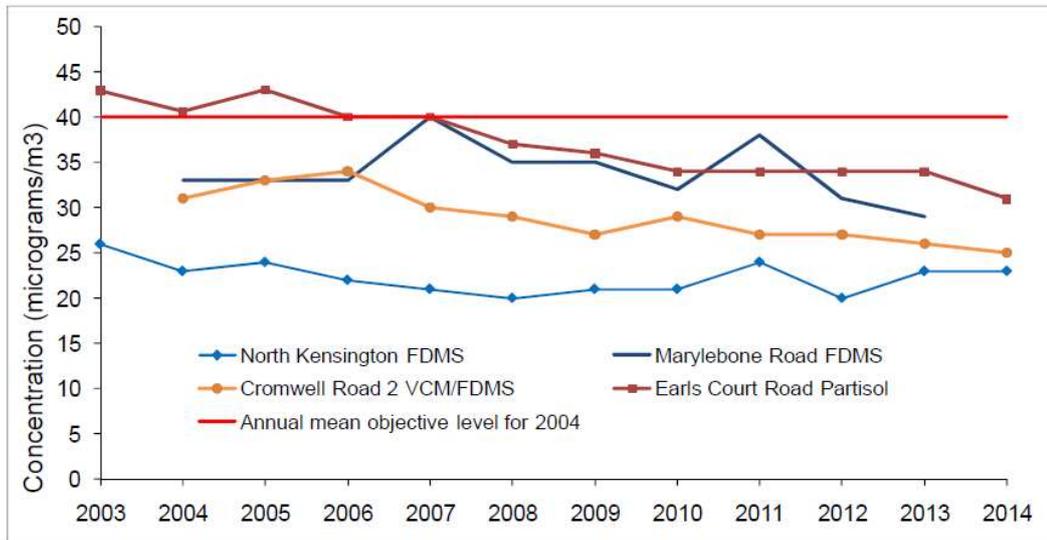


Figure 13: Annual mean PM10 concentrations measured at automatic monitoring sites (Marylebone Road in the City of Westminster is shown for comparison purposes) (Source: RBKC Air Quality and Climate Change Action Plan 2016-2021)

2.5.12 Figures 14 and 15 show the modelled annual mean NO₂ and particulate matter in the Royal Borough of Kensington and Chelsea in 2012. It can be seen that concentrations are highest along the main artery roads in the borough.



Figure 14: Kensington and Chelsea Modelled Annual Mean NO₂ Concentrations (2012) (Source: RBKC Air Quality and Climate Change Action Plan 2016-2021)

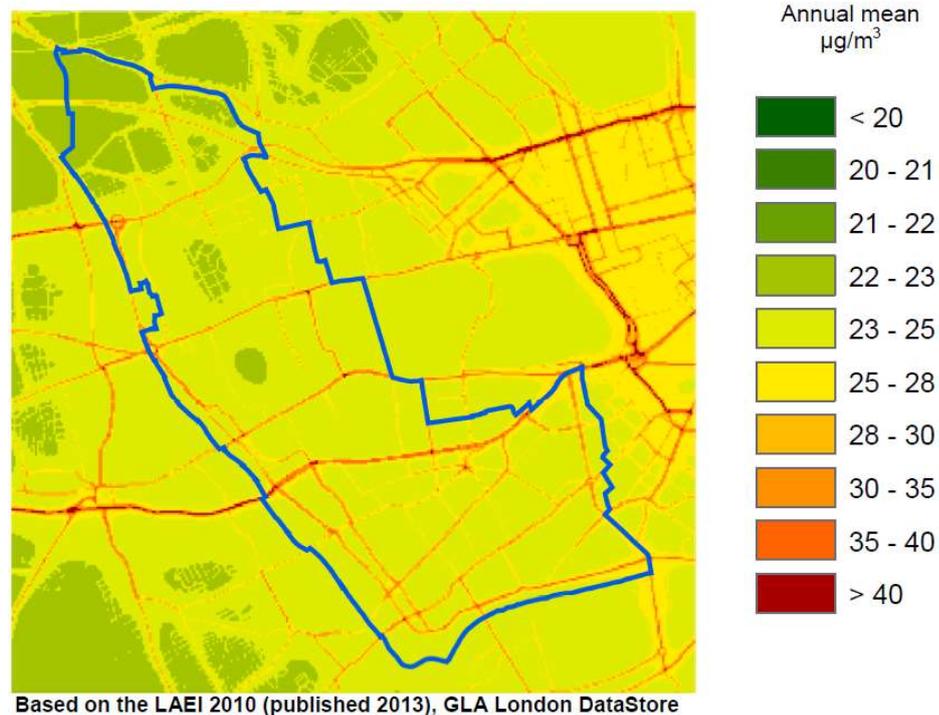


Figure 15: Kensington and Chelsea Modelled Annual Mean PM_{10} Concentrations (2012) (Source: RBKC Air Quality and Climate Change Action Plan 2016-2021)

- 2.5.13 Kensington and Chelsea's Air Quality and Climate Change Action Plan (AQAP) sets out measures to improve air quality in the borough between 2016 and 2021.
- 2.5.14 The borough has identified a number of actions to address emissions from buildings and new developments as well as internal traffic, major hotspots for poor quality are on the major roads, over which the borough has limited direct control. This reduces the borough's ability to improve air quality from vehicular traffic and indicates that an effective air quality strategy requires a coordinated approach, involving not only Kensington and Chelsea, but also regional bodies such as the Greater London Authority and Transport for London.
- 2.5.15 The focus areas are associated with the major road network within the borough. From an air quality perspective this provides a focus for LIP measures that will alleviate congestion and encourage the smooth flow of traffic.

2.6 Soils and contaminated land

- 2.6.1 The geological conditions within the Royal Borough are made up of a mixture of less permeable clays and more permeable grits and gravels (see Figure 16).
- 2.6.2 The borough's geology and topography can be divided broadly between the low-lying areas to the south, which used to be submerged by the shifting course of the Thames, and the higher ground to the north, which is less influenced by the river. To the south of Cromwell Road the land is fewer than ten metres above sea level and the underlying geology is Kempton Park Gravel. Lower land also extends along the western boundary into North

Kensington, where it is covered by fine Brickearth, which also occurs in small pockets over South Kensington.

- 2.6.3 The land gradually rises to the north, with a ridge running from Holland Park through Campden Hill to Kensington Place, and then undulates gently, with two troughs separated by a lower peak at Lansdowne Crescent and a final rise to the borough's highest point of 42 metres at Kensal Green Cemetery.
- 2.6.4 Between Cromwell Road and the south of Holland Park and extending into Kensington Gardens, further gravel deposits (Taplow, Lynch Hill and Boyn Hill Gravels) underlie the soil. However most of Holland Park lies on London Clay, which surfaces here and underlies the borough to the north. Recent deposits of alluvium occur to the South of Cheyne Walk, up Chelsea Creek and under Ranelagh Gardens.

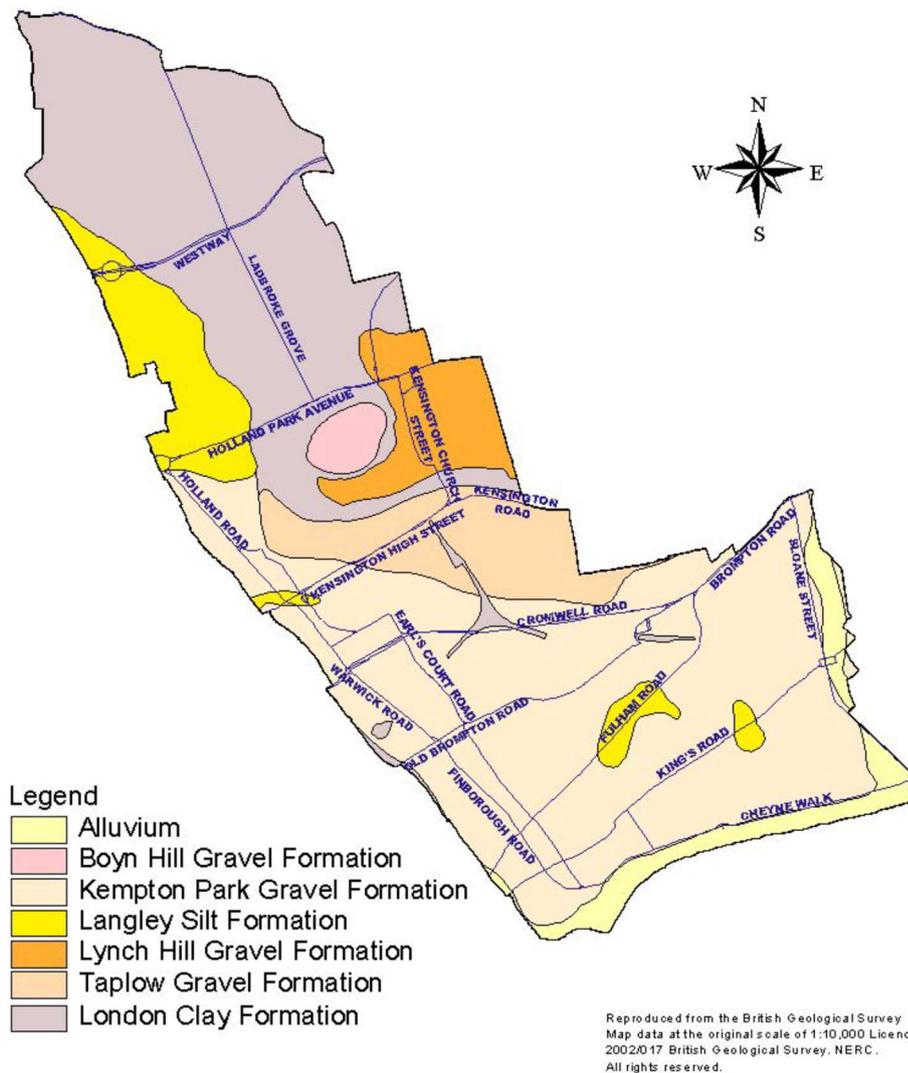


Figure 16: Geological conditions within the Royal Borough of Kensington and Chelsea (Source: RBKC Contaminated Land Inspection Strategy 20012)

- 2.6.5 Unlike other London boroughs, Kensington and Chelsea does not have extensive areas of heavily polluted ex-industrial land, although there are significant areas on the northern, western and south-western margins associated with the production of gas, the railways and river wharfs, which have supported past industrial activity. There are also some smaller sites, such

as old breaker's yards, timber preservation works, former petrol filling stations and laboratories, where limited contamination might have occurred.

- 2.6.6 The Royal Borough has a Contaminated Land Strategy that includes a Contaminated Land Inspection Strategy published in 2002 and a Remediation Strategy (2004). The Council maintains a Contaminated Land Register available for public inspection at Council offices in Pembroke Road. At the time of preparing the LIP2 documents, the Council had identified 1,300 sites of potential concern due to their historic use however no site had been declared as contaminated land.
- 2.6.7 The Council runs a Contaminated Land Enquiry service, providing specific information as well as bespoke reports on sites within the borough at a small fee. The Council also provides Contamination Land advice for builders on their risk assessments for dealing with contamination on various small sites within the borough and have been closely involved in remediation plans for several larger sites.
- 2.6.8 Considering the Council's ongoing involvement in contaminated land investigation and remediation, it is not foreseen that the third LIP will have any significant impact on soil quality, and as such this topic will not be discussed in depth in the Environmental Report.

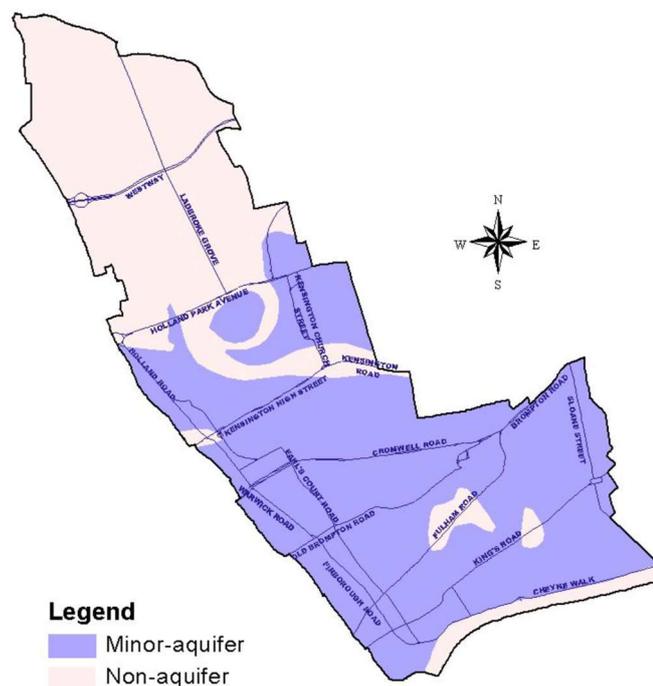
2.7 Climate change

- 2.7.1 Road and rail traffic emits carbon dioxide, a greenhouse gas that contributes towards climate change. Infrastructure, buildings, businesses, and community cohesion are all likely to feel the impacts of more regular severe flooding, heatwaves, extreme weather events and reduced access to important resources like water. It is a key area for Councils to engage in resilience thinking.
- 2.7.2 Kensington and Chelsea Council has a published Air Quality and Climate Change Action Plan (AQAP) 2016-2021, which sets out a schedule of actions to reduce greenhouse gases and manage climate change risks from extreme weather events through sustainable adaptation measures, in particular for more vulnerable people.
- 2.7.3 The LIP is expected to generate positive environmental improvements though the effects on climate change will be difficult to monitor and quantify. The important contribution of sustainable transport policies to the climate change agenda is recognised though the LIP is unlikely to have a significant impact and will not be covered in depth in the Environmental Report.

2.8 Water

- 2.8.1 River Thames forms the southern boundary of the Royal Borough and though entire borough is within the catchment of the Thames, the embankments constructed at the end of the nineteenth century provide a high standard of flood defence (1:1000 year for 2030, as estimated when the defences were designed).
- 2.8.2 Historically two tributaries of the Thames flowed south through the Royal Borough. These are the "lost rivers" of Counter's Creek and the Westbourne.

- 2.8.3 Counter’s Creek rose to the north of Kensal Green Cemetery and loosely followed the boundary with Hammersmith and Fulham, with tributaries rising in North Kensington. The southern length of the Creek was canalised in the 1840s with a basin to the north of Pembroke Road, but was soon replaced by the construction of the West London railway line and was carried underground, surfacing briefly at Chelsea Creek.
- 2.8.4 The Westbourne is a longer river, which flowed through Hyde Park and entered the borough as a floodplain marsh across what is now Ranelagh Gardens. The Westbourne is now called Ranelagh Sewer and is carried underground to empty into the Thames below the Royal Hospital Grounds.
- 2.8.5 The Grand Union Canal runs along the north of the Royal Borough and follows the land contour.
- 2.8.6 Figure 17 shows the hydrological characteristics. A minor aquifer covers more than 90 per cent of the southern part of the borough, from Kensington High Street to the Thames, and an area around Kensington Gardens and Kensington Church Street. A small area around the Brompton Hospital, Fulham Road, and King’s Road overlies a non-aquifer. The north of the borough from Notting Hill Gate is overlain by London Clay and is defined as a non-aquifer.



Source: Environment Agency, Groundwater Vulnerability Map (1:100,000), West London.

Figure 17: Hydrology map for the Royal Borough of Kensington and Chelsea (Source: RBKC Contaminated Land Inspection Strategy 20012)

- 2.8.7 It is not anticipated that the implementation of LIP proposals will have an impact on water in the borough. This topic will therefore not be discussed in detail in the Environmental Report.

2.9 Preparation for Flooding

- 2.9.1 The London Borough of Kensington and Chelsea has some land within flood zones 2 and 3. Flood zone 2 represents the 1 in 1000 year probability of flooding, and flood zone 3 represents the 1 in 100 year probability of flooding. The area of land within flood zones 2 and 3 is predominantly in the south of the borough around the tidal River Thames.
- 2.9.2 In Kensington and Chelsea there are just over 5,000 properties (5% of all properties) at risk of tidal flooding and are predominantly residential. Locations of the floodplain and the likelihood of flooding are shown in Figure 18. All of the properties at risk are classified as having a low likelihood of flooding due to the high standard of protection provided by the Thames tidal defences. This includes the Thames Barrier, which became operational in 1982.

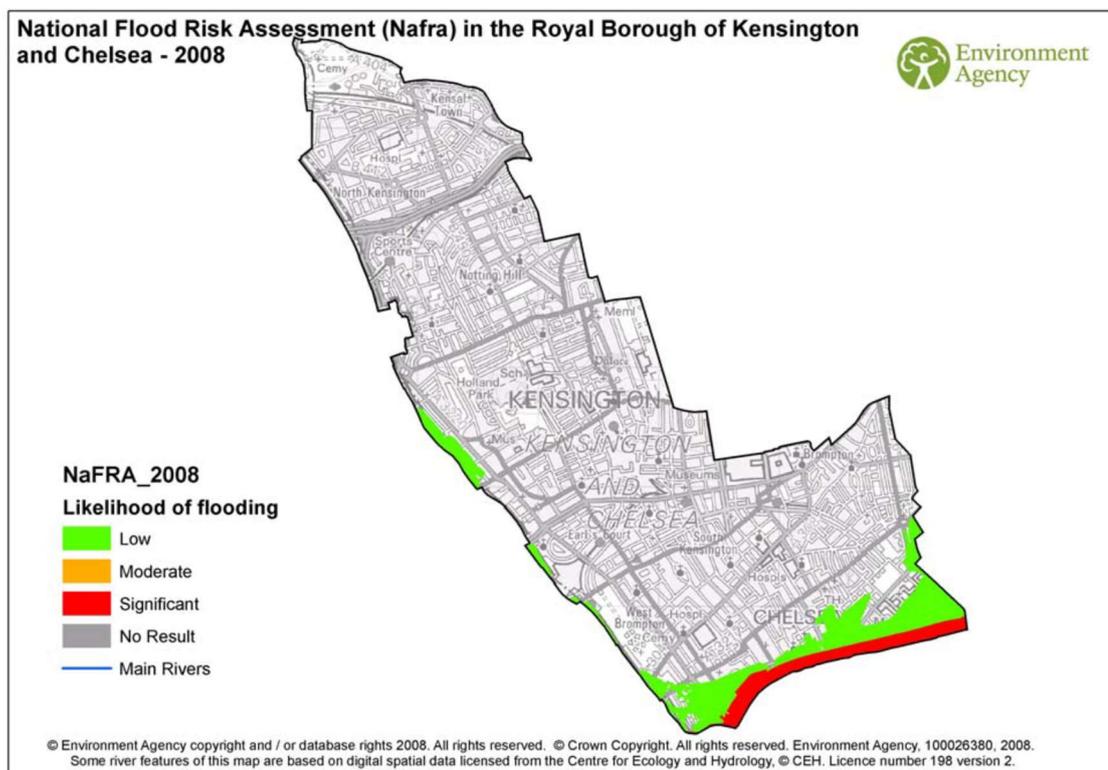


Figure 18: Map of flood zones and likelihood of flooding in Kensington and Chelsea (Source: Environment agency Fact Sheet for RB Kensington and Chelsea)

- 2.9.3 The Royal Borough of Kensington and Chelsea is potentially vulnerable to surface water flooding. Also known as pluvial flooding or flash flooding, this occurs when high intensity rainfall generates runoff which flows over the surface of the ground and ponds in low lying areas. It is usually associated with high intensity rainfall events and can be exacerbated when the ground is saturated (or baked hard) and the drainage network has insufficient capacity to manage the additional flow.
- 2.9.4 The Royal Borough has historically suffered basement flooding and surface water ponding following heavy rainfall events. Water ponding in roads is mainly due to blocked or collapsed highways drains that are regularly checked, maintained and replaced as necessary.

2.9.5 Figure 19 provides a summary of key historic events. In October 2006 the Notting Hill and Sloane Square London Underground stations were affected by surface water flooding due to heavy rainfall and sewer surcharge. In the following year during the heavy rainfall on 20 July 2007, 511 properties across three areas (were flooded as a result of a combination of surface water and sewer flooding).

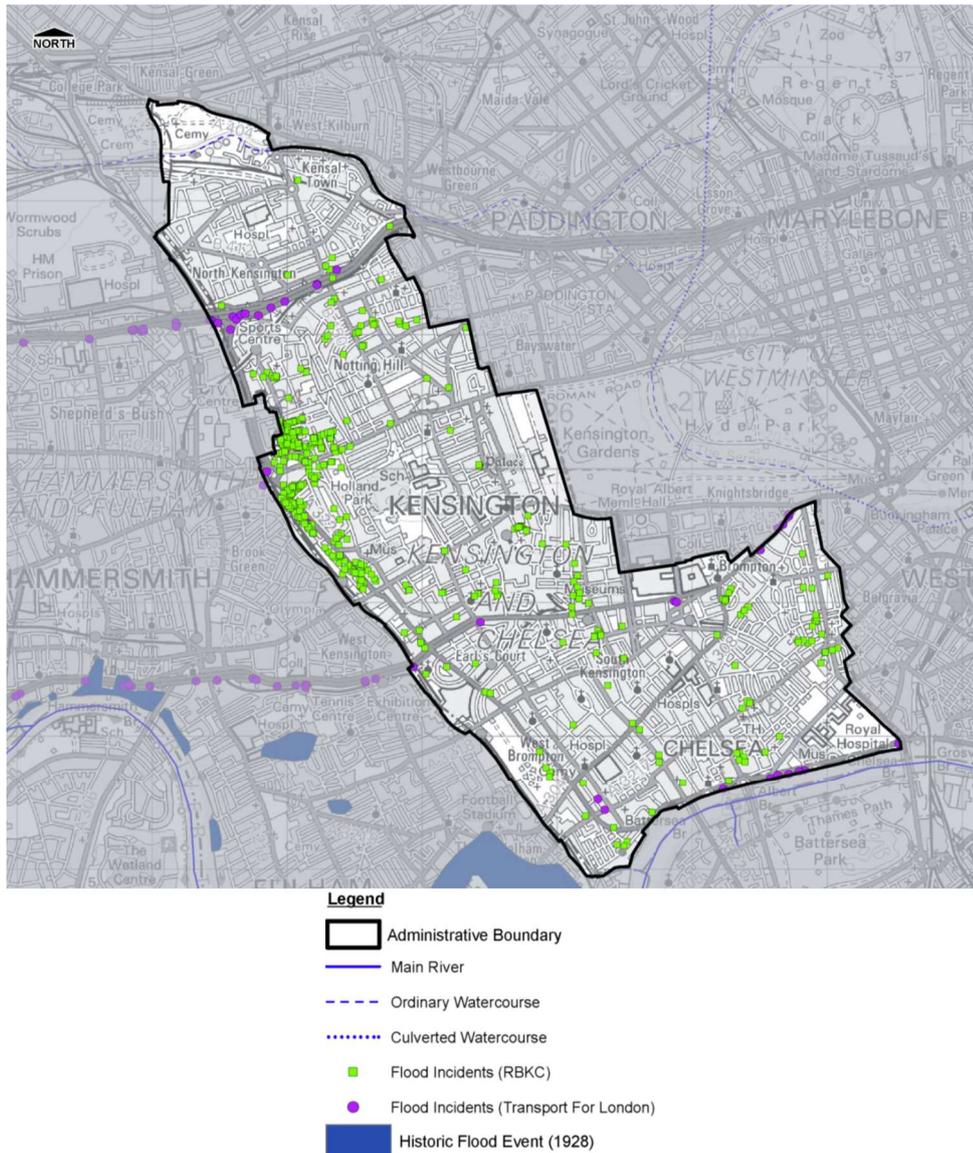


Figure 19: Historic Flood Events within the Royal Borough (Source: The Royal Borough of Kensington and Chelsea Surface Water Management Plan

2.9.6 The areas affected were Holland Road and Elsham Road area along the boundary with the London Borough of Hammersmith and Fulham, Sloane Street and Sloane Square area as well as the Gloucester Road and South Kensington area where both London Underground stations were flooded.

2.9.7 Implementation of the LIP should have a significant positive impact on surface water flooding in the Royal Borough of Kensington and Chelsea and will be covered in more depth in the Environmental Report.

2.10 Cultural Heritage, Landscape and Townscape

- 2.10.1 For 300 years, Kensington and Chelsea has been one of the most desirable places to live, with a built environment that can boast a lasting legacy of houses, churches, museums and other public buildings which arose during the reign of Queen Victoria. Growth throughout the nineteenth century attracted the newly wealthy middle and upper classes to Georgian and Victorian terraces laid out in a network of streets, often including garden squares, of the highest quality. The Edwardian period introduced the mansion block, allowing buildings to be slightly taller and bringing in a higher density. In addition, small-scale studios, shops, pubs and other mixed uses interspersed within the residential areas adds vitality and variety to the street scene.
- 2.10.2 Kensington and Chelsea's rich historic built environment with over 4,000 buildings included in the Statutory List of Buildings of Special Architectural or Historic Interest. 72 per cent of the borough is protected by 38 conservation areas (see Figure 20). The conservation areas are:
1. Avondale
 2. Avondale Park Gardens
 3. Brompton Cemetery
 4. Brompton
 5. Chelsea
 6. Chelsea Park Carlyle
 7. Cheyne
 8. Colville
 9. Cornwall
 10. Courtfield
 11. De Vere
 12. Earl, s Court Square
 13. Earl, s Court Village
 14. Edwards Square Scarsdale
 15. Hans Town
 16. Holland Park
 17. Kensal Green Cemetery
 18. Kensington
 19. Kensington Court
 20. Kensington Palace
 21. Kensington Square
 22. Ladbroke
 23. Lexham Gardens

24. Lots Village
25. Nevern Square
26. Norland
27. Oxford Gardens
28. Pembridge
29. Philbeach
30. Queensgate
31. Royal Hospital
32. Sloane Square
33. Sloane Stanley
34. Thames
35. The Bilings
36. The Boltons
37. The College of St Mark and St John
38. Thurloe Estate and Smith,s Charity

2.10.3 Sites of metropolitan importance include the Thames, Royal Hospital and South Kensington Museums.



Figure 20: Kensington and Chelsea Conservation Areas (Source: The RBKC Consolidated Local Plan 2015. Note: this map from 2008 does not include all conservation areas in the borough)

- 2.10.4 Of the 4000 listed buildings that are widely dispersed within the Royal Borough, 16 are Grade I, 240 are Grade II* and 3,764 are Grade II listed buildings. Their preservation and protection are of great importance.
- 2.10.5 The borough also contains two Scheduled Ancient Monuments: the Brick Kiln in Walmer Road and Kensington Palace.
- 2.10.6 English Heritage has identified a total of seven Archaeological Priority Areas for Kensington and Chelsea that would cover approximately 26% of the borough. These are indicated on Figure 21 and include
 - Kensington Palace,
 - 'Chelsea China' Porcelain Factory,
 - Walmer Road Kiln,
 - Chelsea Riverside,

- Holland Park, Campden Hill and Kensington
- London to Silchester Roman Road and Notting Hill
- Kensington and Chelsea Cemeteries



Figure 21: Kensington and Chelsea Archaeological Priority Areas (Source: Historic England)

- 2.10.7 Historic England publish an annual register of Heritage at Risk, a region by region list of all the Grade I and II* (and Grade II in London) listed buildings, scheduled monuments and registered parks and gardens, battlefields and protected wreck sites in England known to be 'at risk'. Since 2009 the register has also included conservation areas designated by local authorities that are considered to be in certain or potential risk. Boroughs have at least some assets on the register.
- 2.10.8 The 2017 register identified within Kensington and Chelsea 43 listed buildings at Risk these include one Grade I registered Park and Garden (Kensal Green Cemetery), which is also a conservation area; one Grade I listed building; four Grade II* listed buildings; 32 Grade II listed buildings and four listed Places of Worship.
- 2.10.9 Implementation of the LIP should have a significant positive impact on the townscape in the Royal Borough of Kensington and Chelsea and will be covered in more depth in the Environmental Report.

2.11 Noise

- 2.11.1 The main issues relating to noise are the current patterns of problems relating to road traffic.

- 2.11.2 Figure 22 shows estimated levels of road traffic noise on the primary road network across the borough.
- 2.11.3 The noise map shows estimated levels of road traffic and railway noise, according to the strategic noise mapping within agglomerations and along major transport routes. Noise levels were modelled on a 10m grid at a receptor height of 4m above ground.
- 2.11.4 This data is a product of the strategic noise mapping exercise undertaken by Defra in 2012 to meet the requirements of the Environmental Noise Directive (Directive 2002/49/EC) and the Environmental Noise (England) Regulations 2006 (as amended). Results are shown for the $L_{Aeq,16h}$ indicator, which indicates the annual average noise level (in dB) for the 16-hour period between 0700-2300.

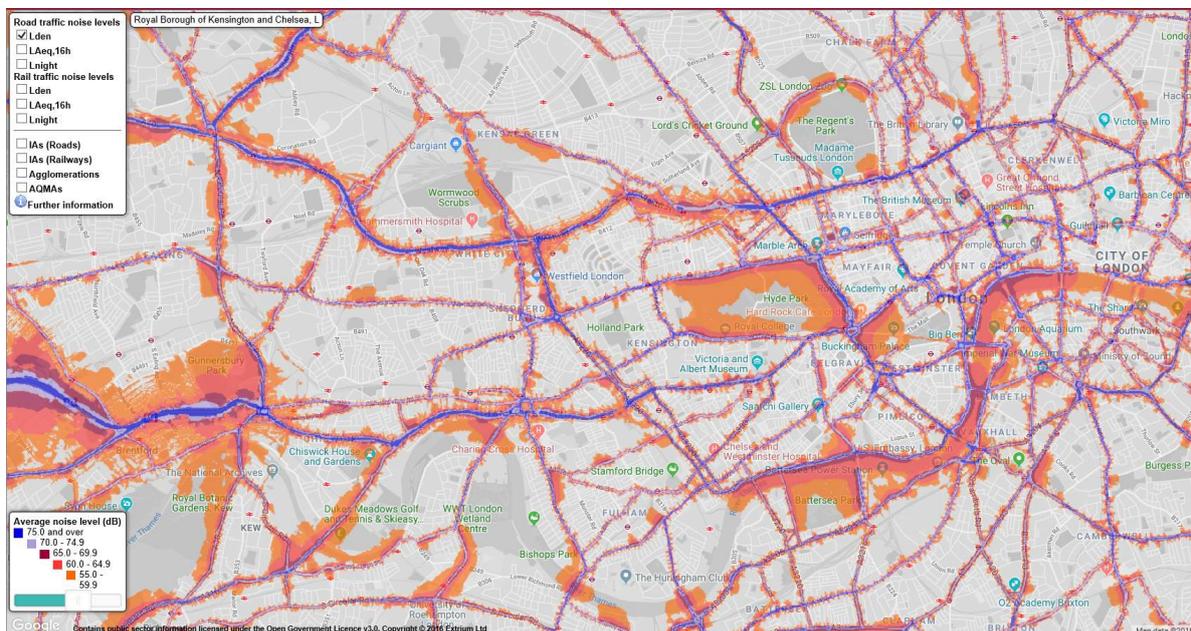


Figure 22: 16-hour Road Traffic Noise Levels in Royal Borough of Kensington and Chelsea (2012)
(Source: <http://www.extrium.co.uk/noiseviewer.html>)

- 2.11.5 It is not foreseen that the LIP in itself will have any significant impact on noise in the borough, and as such this topic will not be discussed in depth in the Environmental Report.

2.12 Accessibility

- 2.12.1 Older and disabled people may find it difficult undertaking short distances on foot or use public transport, due to impaired ability and/or poorly maintained footways.
- 2.12.2 Long walking times to access public transport can be a barrier for older and disabled people and boarding and alighting public transport can be physically challenging for this group.
- 2.12.3 There is a requirement to ensure older people have access to facilities such as hospitals and GP's surgeries and this is taken into account in accessibility planning carried out by the borough, which stresses the need for these services to be served by good public and private transport facilities.

2.12.4 PTALs (Public Transport Access Levels) quantify relative connectivity to the public transport network for any location in London. The term ‘connectivity to the network’ indicates that the PTAL measure focuses on the proximity to public transport services and wait times, and not on where these services actually take people to or indeed how accessible they are to all members of the population.

2.12.5 Figure 23 (sourced from TfL) shows Greater London PTAL’s for 2016. As would be expected, central London features high PTAL values, as do other metropolitan town centres, such as Croydon, Kingston and Harrow, where many locations have close proximity to public transport access points. The predominantly radial orientation of the main public transport corridors is also visible in the figure. Note that PTAL values are on a scale from 1 to 6, with 6 representing the highest connectivity level.

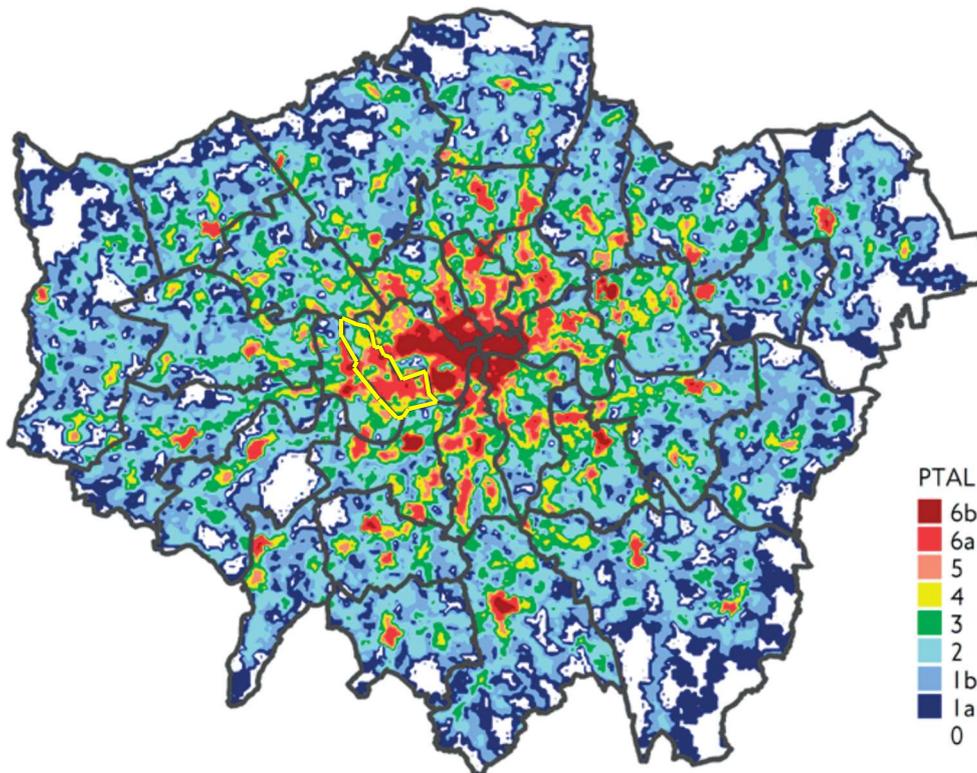


Figure 23: Public transport access levels in London (TfL 2017)

2.12.6 It can be seen that despite frequent incremental improvements to the public transport networks, the overall pattern of PTAL scores changes only slowly at the Greater London level.

2.12.7 Within Kensington and Chelsea, access to public transport is ‘excellent’ around Notting Hill Gate and South Kensington, to ‘poor’ or ‘very poor’ in the far south and north west of the borough. In the north west of the borough accessibility is low despite the Hammersmith and City and Circle

line stations. This could be due to severance caused by the A40 and the West London railway corridor heading into Paddington.

- 2.12.8 Improved public transport accessibility increases access to employment opportunities. One measure that can be used to quantify the development of the transport networks, in terms of the support that they give to London's economy, is the number of jobs (whether filled or currently vacant) that are potentially available within a given travel time from a particular residential location. The basis for assessing this is a travel time contour of 45 minutes by the principal public transport modes, expressed as an aggregate measure across Greater London.
- 2.12.9 Figure 24 (sourced from TfL) shows the pattern for 2016. The map should be interpreted in terms of, from any one point (effectively a small zone), the number of jobs that are potentially reachable in 45 minutes by public transport. The darker areas are therefore the most connected in this respect.
- 2.12.10 As might be expected, the map reflects the concentric pattern of employment density and also the primarily radial orientation of the public transport networks. Typically, for people living in outer London, less than 0.5 million jobs are potentially available from their home location within 45 minutes travel time. However, this rises to typically around 2.5 million jobs potentially available to a resident of central London or the more dense parts of inner London.

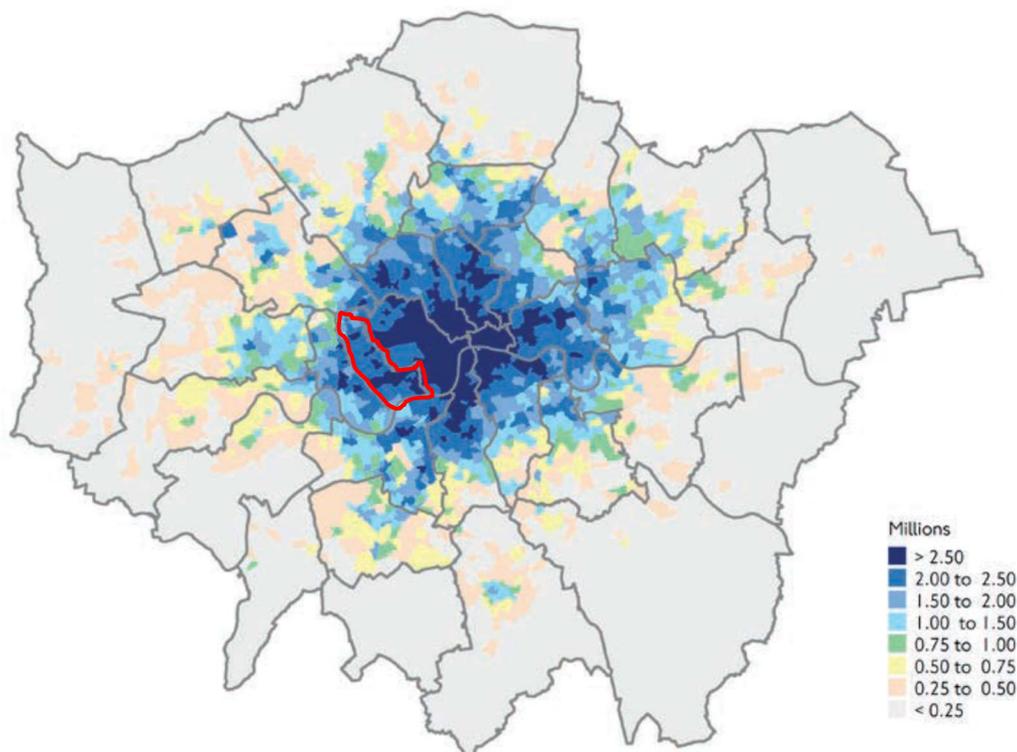


Figure 24: The number of jobs within 45 minutes from different parts of London in 2011 (TfL 2017)

- 2.12.11 In 2016, based on an average of these small area scores the average London resident could potentially access 855,562 jobs within 45 minutes by public transport.
- 2.12.12 In the case of Kensington and Chelsea, it can be seen that access to more than 2.5 million jobs within a 45-minute journey from their homes is available to residents from areas along the London Underground east-west corridor. This level of access reduces in areas to the north and south that are furthest away from the more accessible public transport facilities.
- 2.12.13 Implementation of the LIP should have a significant positive impact on the Royal Borough of Kensington and Chelsea in areas where accessibility to employment opportunities are low and will be covered in more depth in the Environmental Report.

2.13 Congestion

2.13.1 Traffic congestion in London places a high economic, environmental and social cost on the area. Figure 25 (sourced from Department for Transport) shows all motor traffic on major roads in the Royal Borough of Kensington and Chelsea since 2000.

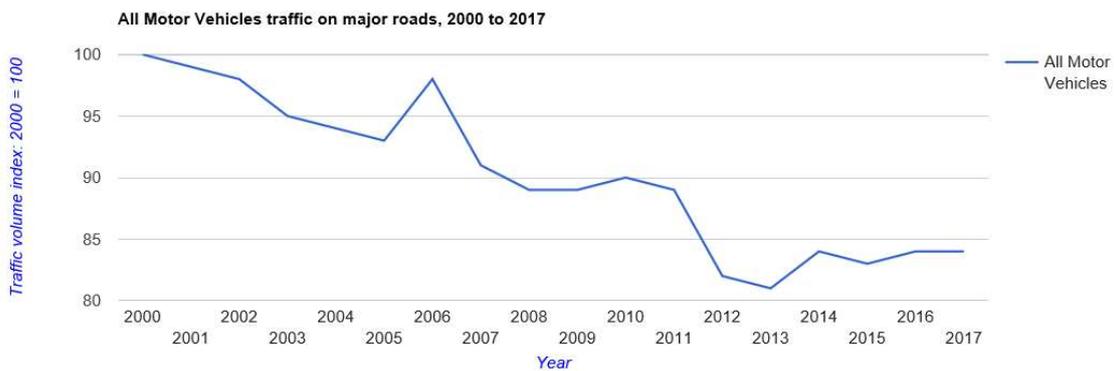


Figure 25: All motor traffic on major roads in Kensington and Chelsea since 2000 (DfT 2018)

- 2.13.2 It can be seen that despite a spike in 2006, the number of vehicles recorded travelling on Kensington and Chelsea roads between 2000 and 2017 has gradually declined, though there was a significant decrease in vehicles between 2010 and 2011 and slight increase in vehicles between 2013 and 2014, which has remained static until 2017.
- 2.13.3 Figure 26 (sourced from TfL) enables a comparison to be made against volumes of motor traffic recorded in central, inner, outer and Greater London and Great Britain.

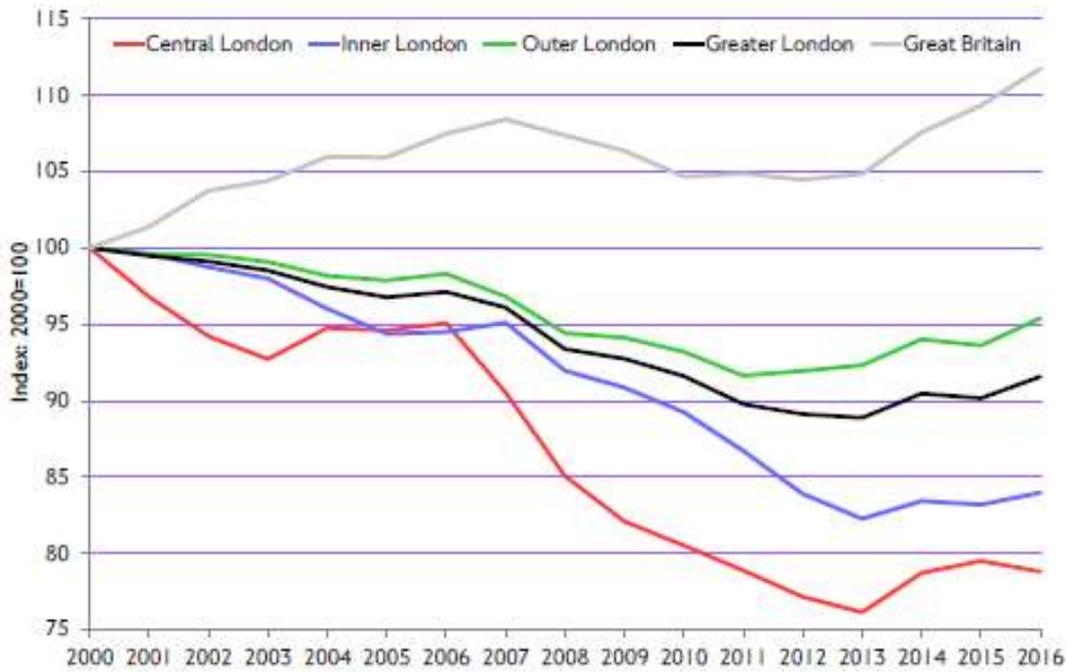


Figure 26: All motor vehicles in Central, Inner, Outer and Greater London with national comparison (TfL 2017).

2.13.4 Kensington and Chelsea is an inner London borough. It can be seen that in 2016, the volume of motor vehicles recorded in Kensington and Chelsea shown in Figure 25 is fairly similar to the average volume of motor vehicles recorded in inner London as shown in Figure 26.

2.13.5 A travel modal shift from the private car to sustainable travel modes can reduce traffic congestion and air pollution in urban areas. The TfL publication Travel in London: Report Ten (2017) indicates trip-based active, efficient and sustainable mode share by borough of residence, shown in Figure 27.

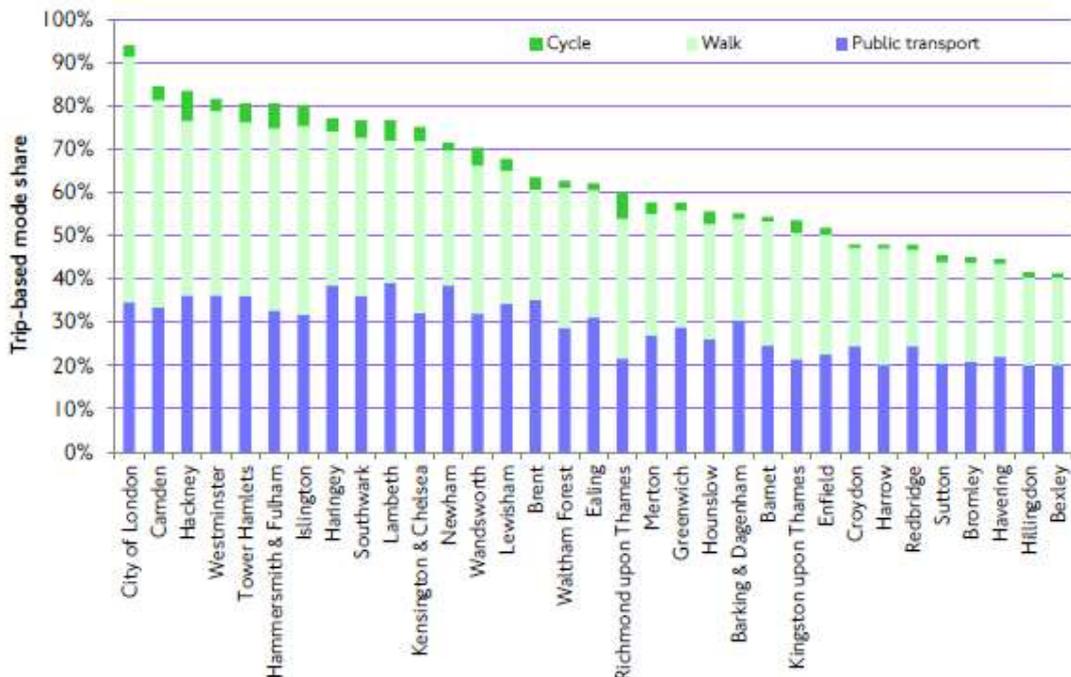


Figure 27: Trip-based mode share for active, efficient and sustainable modes, by borough of residence, LTDS 3 year average, 2014/15-2016/17 (TfL 2017)

- 2.13.6 This information was obtained from the annual London Travel Demand Survey (LTDS), which gives TfL an indication as to how Londoners wish to travel in the capital and the figures shown in Figure 27 are based on a three-year average.
- 2.13.7 Outer London residents have lower overall active, efficient and sustainable mode shares than inner London residents. From Figure 27, it can be seen that Kensington and Chelsea has an active, efficient and sustainable mode share of approximately 75%.
- 2.13.8 Implementation of the LIP should have a positive impact on congestion in the Royal Borough of Kensington and Chelsea and will be covered in more depth in the Environmental Report.

2.14 Road Safety

- 2.14.1 The borough is committed to reducing the number of people killed or seriously injury (KSI) as a result of road traffic collisions. The most recent collision statistics collated for the TfL publication Collision Levels in Greater London 2011-2013 (2015), depicting collision rates per kilometre by borough and road class are shown in Figure 28.

Authority	Motorway	A	B	C and unclassified	All Roads
City of London	[1]	14.47	5.45	2.67	5.37
Westminster	[1]	16.35	6.60	1.55	4.42
Camden	[1]	12.97	5.69	0.78	2.76
Islington	[1]	15.14	5.73	0.72	3.13
Hackney	[1]	15.55	4.33	0.88	2.92
Tower Hamlets	[1]	15.52	6.11	0.65	3.11
Greenwich	[1]	5.72	2.09	0.37	1.12
Lewisham	[1]	14.34	3.60	0.50	1.80
Southwark	[1]	12.67	3.02	0.45	2.23
Lambeth	[1]	16.65	5.22	0.61	3.10
Wandsworth	[1]	11.16	4.51	0.54	2.02
Hammersmith and Fulham	[1]	12.84	12.55	0.68	2.67
Kensington and Chelsea	[1]	13.78	7.03	0.99	3.16
Waltham Forest	[1]	8.02	2.07	0.37	1.31
Redbridge	0.5	6.96	3.97	0.48	1.22
Havering	2.0	4.44	1.69	0.43	0.81
Barking and Dagenham	[1]	6.71	1.38	0.60	1.29
Newham	[1]	9.02	5.22	0.44	1.67
Bexley	[1]	3.64	1.90	0.28	0.74
Bromley	[1]	4.06	2.01	0.29	0.72
Croydon	[1]	6.70	3.79	0.39	1.14
Sutton	[1]	5.92	3.63	0.31	0.91
Merton	[1]	6.59	2.70	0.37	1.15
Kingston upon Thames	[1]	5.80	2.89	0.38	1.14
Richmond upon Thames	[1]	5.44	2.15	0.24	1.13
Hounslow	4.5	7.08	3.05	0.41	1.49
Hillingdon	2.9	3.38	2.43	0.35	0.73
Ealing	[1]	10.20	4.75	0.53	1.61
Brent	[1]	9.51	4.77	0.51	1.62
Harrow	0.0	3.91	8.89	0.41	0.74
Barnet	1.7	6.63	2.81	0.44	1.30
Haringey	[1]	13.96	4.34	0.54	2.15
Enfield	2.9	5.71	3.64	0.45	1.19
Inner Boroughs	[1]	13.30	5.11	0.71	2.60
Outer Boroughs	2.5	6.43	3.15	0.41	1.16
Total	2.5	8.66	3.82	0.49	1.56

Figure 28: Collision rates per kilometre by borough and road class (TfL 2015)

- 2.14.2 It can be seen that with the exception of City of London and Westminster, Kensington and Chelsea has the highest collision rate for 'all roads' in London.
- 2.14.3 The Mayor of London has set out wide-ranging plans that will transform the capital's streets, public places and deliver future growth. Proposals in the strategy include delivering a 'Vision Zero' approach in London to make its streets safer for all, where Vision Zero aspires to a time where there will be no KSI's on London's roads.
- 2.14.4 Implementation of the LIP should have a positive impact on road safety in the Royal Borough of Kensington and Chelsea and will be covered in more depth in the Environmental Report.

2.15 SEA objectives

2.15.1 Proposed SEA objectives and criteria that will be used to assess measures proposed are outlined in Figure 29. This may be amended following the consultation process.

SEA Topic	SEA Objective	Criteria (questions to assist with the assessment of measures and alternatives)
Biodiversity - flora and fauna	To protect existing habitats, wildlife and biodiversity sites	<ul style="list-style-type: none"> • Avoid damage to designated wildlife and geological sites • Maintain biodiversity, helping to avoid irreversible losses • Create an environment more suitable for use by flora and fauna • Provide for new street trees and / or greening in public spaces
Population and Human Health	To improve general levels of health and well-being through increasing active travel, reducing road casualties and contributing towards a safer community	<ul style="list-style-type: none"> • Help to reduce casualties – especially for those most at risk including pedestrians, children, cyclists and powered-two wheelers • Improve the environment for walking and cycling and other forms of sustainable transport • Promote healthy living by encouraging people to walk and cycle • Reduce the reliance on using the private motorcar • Improve safety for all road users but especially through provision of adequate facilities and conditions for pedestrians, cyclists and powered two-wheelers • Contribute to reducing opportunities for crime and the fear of crime
Air Quality	To improve local air quality through reductions in road transport emissions by promoting energy efficient transportation	<ul style="list-style-type: none"> • Reduce the effect of traffic on the environment • Reduce the discharge of particulate matter to the atmosphere • Contribute to an improvement in air quality • Reduce road traffic volumes and congestion • Increase the proportion of journeys using modes other than cars
SEA Topic	SEA Objective	Criteria (questions to assist with the assessment of measures and alternatives)
Climate Change	Increasing resilience towards climate change	<ul style="list-style-type: none"> • Reduce transport’s contribution to climate change • Reduce CO₂ and other greenhouse gas emissions in the atmosphere • Encourage the take-up of sustainable and low emission forms of transport • Does the measure take account of climate change? • Will the option be fit for purpose in a changing climate (i.e. able to withstand higher temperatures, more concentrated rainfall and an increase volume and intensity of storms)? • Could shading be incorporated (from trees or other)?
Soil and Water Quality	To reduce any adverse impacts on soil and water quality in	<ul style="list-style-type: none"> • Conserve soil resources and quality • Public realm measures that include measures to protect water quality (e.g. SUDS) • Where relevant reduces soil contamination

	Kensington and Chelsea and reduce flood risk	<ul style="list-style-type: none"> Does infrastructure incorporate a green and permeable element (e.g. a green roof, an unpaved area or plant pots) that could reduce flood risk?
Noise	To improve amenity by minimising the negative impacts associated with noise	<ul style="list-style-type: none"> Encourage increased travel by quieter sustainable modes Reduce road traffic volumes, congestion and speed
Landscape and Streetscape	To ensure that the local streetscape and other public spaces are high quality, sustainable and accessible	<ul style="list-style-type: none"> Maintain and enhance the quality of landscapes and townscapes Reduce street clutter and improve the appearance of the streetscape Improve access to local parks and open spaces Improve connectivity to public spaces and services in The Borough Create new public spaces with greenery and / or pocket squares Create higher quality public realm spaces that will potentially enhance the sense of community and encourage people to walk and cycle
Cultural Heritage	To protect cultural heritage and conservation areas	<ul style="list-style-type: none"> Conserve natural and man-made resources Preserve historic buildings, archaeological sites and other culturally important features Create places and spaces that will become a cultural feature of an area Value and protect diversity and local distinctiveness and conservation areas Improve satisfaction of people with their neighbourhoods as places to live.
SEA Topic	SEA Objective	Criteria (questions to assist with the assessment of measures and alternatives)
Waste and Material Assets	To protect and manage built material assets (i.e. roads and footways) and utilise sustainable waste practices	<ul style="list-style-type: none"> Minimise the production of waste Encourage environmental sustainability and best practice in the use of materials and waste management

Figure 29: SEA Topics, objectives and criteria to assess measures in the Kensington and Chelsea LIP

2.16 National, London and Local Plans

2.16.1 Relevant plans and strategies include:

- Air Transport White Paper (2010);
- Better Health, Better Environment- a GLA Guide for London Borough’s (2013);
- Equality Act (2010);
- RBKC Consolidated Local Plan 2015;

- RBKC Parks Strategy 2016 to 2025;
 - RBKC Contaminated Land Inspection Strategy 2002;
 - RBKC Contaminated Land Remediation Strategy 2004;
 - RBKC Air Quality and Climate Change Action Plan (AQCCAP) (2016-2021);
 - RBKC Supplementary Planning Documents and Guidance;
 - RBKC 2nd Local Implementation Plan;
 - RBKC Local Flood Risk Management Strategy 2015 -2021;
 - RBKC Surface Water Management Plan
 - RBKC Biodiversity Action Plan;
 - RBKC Community Strategy 2008-2018;
 - Historic England Three Year Corporate Plan 2018 – 2021 (2018);
 - London Environment Strategy (2018);
 - Mayor of London’s Draft Economic Development Strategy for London (2017);
 - Mayor of London’s Water Strategy (2011);
 - Mayor of London’s Vision for Cycling in London (2013);
 - Mayor of London’s Vision Zero Action Plan (2018);
 - Mayor of London’s Health Inequalities Strategy (2017);
 - Mayor of London’s Climate Change Mitigation and Energy Strategy (2015);
 - National Planning Policy Framework (2012);
 - The Climate Change Act (2008);
 - The London Plan (2016);
 - The London Plan Habitat Targets (2017);
 - UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations (2017); and
 - UK Post-2010 Biodiversity Framework (2012).
- 2.16.2 The above policies support each other in protecting and enhancing the environment.

2.17 Opportunities and Mitigation

- 2.17.1 There will be many specific opportunities, constraints and potential problems that individual officers will be best placed to identify in their area of expertise. We particularly welcome input and suggestions on this section.
- 2.17.2 Whilst we envisage the LIP will have a positive overall effect on the environment, specific schemes may have negative effects on a short or long-term basis. Mitigation measures will be designed into each project to offset such negative effects following appropriate guidance.

2.18 Consideration of Alternatives

- 2.18.1 Alternative methods of achieving the objectives of the LIP must be considered as part of the SEA.
- 2.18.2 Figure 30 shows the plans and proposals relevant to each of the Mayor's priorities, along with other methods that have been considered. The table also shows how each proposal will most likely affect the environment in terms of the SEA topic areas.

Approach	Example proposal(s)	Environmental Factors							
		Biodiversity, flora and fauna	Population and human health	Soil and water	Air and noise	Climate	Material assets	Cultural heritage	Landscape and townscape
I. Improving road safety									
Reducing speed of motor vehicles	Local safety schemes, 20 mph zone, traffic calming, enforcement	?	+		?	?			+
Road safety education	Education, training and publicity		+		+				
Improving bus stop accessibility	Bus stop accessibility		+					+	
Alternative approaches									
Segregating vulnerable road users	Pedestrian guardrails at key locations; off-street cycle facilities	-	-		-	-	-	-	-
II. Improving bus journey times and reliability									
Improving bus priority	Priority signalling; more and improved bus lanes		+		+	+			
Alternative approaches									
Faster bus speeds	More and improved bus lanes	-	-		-	-	-		
Fewer bus stops	Introducing express buses on popular routes		?						
III. Relieving traffic congestion									
Improving alternative modes to reduce vehicle traffic	Quietways; Streets for People schemes; town centre streetscape improvements		+		+	+		+	+
Parking management	Controlled parking zone; parking		+		+	+		+	+
Alternative approaches									
Increasing capacity for motor vehicles	Widening roads	-	-		-	-	-	-	-
Reducing motor vehicles by restraint	Congestion charging		?		+	+			-

IV. Improving accessibility and social inclusion									
Access to public transport	Station access improvements; bus stop accessibility; regeneration proposals; dropped kerb programme	+	+	+	+				+
Access to personal transport	Freedom Pass; travel assistance training; community car project, improved street conditions; street clutter removal		+						
Alternative approaches									
Improving information provision	Electric mobility scooter loan		+						
V. Encouraging walking									
Improving street conditions	Streets for people schemes; dropped kerb programme; CCTV; improved street lighting; improved pedestrian facilities	+	+		+	+			+
Travel awareness	Walk to school and work weeks		+		+	+			
VI. Encouraging cycling									
Improved routes	Quietways, advance stop lines; signal priority	?	+	?	+			+	
Training	Bicycle training for residents		+						
Alternative approaches									
Increasing segregated cycle paths			+					-	-
VII. Improving transport infrastructure									
Route maintenance	Principal road renewal; ongoing minor repair works; co-ordination of street works	+	+	?				+	+
Traffic management	Travel awareness; car free and capped developments		+						+
Alternative approaches									
Introduce further weight restrictions									

+ positive impact - negative impact ? potentially positive or negative impact

Figure 30: Plans and proposals with regard to environmental impact

3. WHAT HAPPENS NEXT?

3.1 Current consultation

3.1.1 We would like to hear your views on the scoping report, with particular regard to the following questions.

- Are there any additional environmental problems, opportunities or issues in the Royal Borough of Kensington and Chelsea that need to be considered in the development of the LIP?
- Are there any significant environmental data missing or misrepresented?
- Are the criteria for assessing measures in the Kensington and Chelsea LIP appropriate?
- What other alternatives, if any, should be considered?

3.1.2 When responding, please indicate the paragraph number to which your comments refer.

3.1.3 You may respond either by letter or electronically. Contact details are available at the end of this report.

3.1.4 The draft LIP and Environmental Report will be available on the Kensington and Chelsea website (<https://www.rbkc.gov.uk>).

3.2 Future timescale

26.10.18	Deadline for feedback on the SEA scoping report
19.11.18	Submit Consultation Draft to TfL and consult
February 2019	Final LIP submitted to TfL
March 2019	Final LIP approved and post adoption statement published

3.3 Environmental Report structure

3.3.1 Figure 31 describes the proposed structure of the Environmental Report.

Chapter	Content
Non-technical summary	
Introduction	Background to Kensington and Chelsea SEA and the regulations Aims and objectives Second Kensington and Chelsea LIP
The SEA Methodology	The SEA process SEA and LIP relationship
Review of Relevant Policies	Mayor’s Transport Strategy National, London and local plans
Environmental Baseline	Existing environmental conditions Existing environmental problems and opportunities
Consultation Response	An analysis of comments from environmental bodies
Assessment of Proposed Measures	Identifying alternatives Reasons for choosing the Plan Appraisal criteria
Environmental Effects Assessment	Identification and analysis of environmental problems
Risks and Uncertainties	Role of mitigation in SEA Mitigating identifiable risk
Monitoring	Monitoring for the SEA What needs to be monitored
Next steps	Consultation on the draft LIP

Figure 31: Proposed structure of the Environmental Report

3.4 Contact details

3.4.1 Please send any feedback, comments or queries to:

Ian Davies
Principal Traffic Engineer
RBKC
ian.davies@rbkc.gov.uk
020 7361 3487

Nick Ruxton-Boyle, Technical Director
Project Centre Ltd
Unit 2, Holford Yard, London, WC1X 9HD
Nick.Boyle@projectcentre.co.uk
0330 0080855

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.



Award Winning

national
transport awards

london
transport awards

british
parking
awards



Accreditations



Memberships



Contact

London Office

Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 008 0855

Brighton Office

38 Foundry Street
Brighton
BN1 4AT
tel: 01273 627 183
fax: 01273 627 199

Slough Office

Fourth Floor
The Urban Building
3-9 Albert Street
Slough
SL1 2BE

info@projectcentre.co.uk • www.projectcentre.co.uk

