



Royal Borough of Kingston upon Thames

Strategic Environmental Assessment

Post Adoption Statement

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**PROJECT
CENTRE**

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DOCUMENT CONTROL

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1. INTRODUCTION

1.1 The Purpose of the Post Adoption Statement

This document provides the information required under Regulation 16.4 of the Strategic Environmental Assessment (SEA) regulations which should accompany the Local Implementation Plan (LIP). The Post Adoption Statement (PAS) is related to and should be read alongside: the SEA Environmental Report, the SEA Scoping Report, and the Final LIP. This statement must include the following information:

- How environmental considerations have been integrated into the LIP;
- How the Environmental Report (ER), opinions and consultation responses have been considered;
- The reasons for choosing the Plan as adopted, in the light of the other reasonable alternatives dealt with;
- The measures that are to be taken to monitor the significant environmental effects of the implementation of the LIP.

The purpose of this statement is to demonstrate how the SEA has influenced the drafting of the final adopted LIP. Regulation 16.1 and 16.2 require that a statement containing the particulars is set out in Regulation 16.4 is prepared and published following the adoption of the LIP and publication of the SEA.

Table 1 sets out where the requirements of Regulation 16 are addressed in this PAS.

SEA regulations requirements	Where this is addressed in the PAS
16.4(a) How environmental considerations have been integrated into the plan or programme	Chapter 2: 2.2 SEA process and the ER Chapter 2: 2.3 Other processes
16.4(b) How the ER has been taken into account	Chapter 2: 2.2 SEA process and the ER
16.4(c) How opinions expressed in response to the invitation referred to in Regulation 13.2(d) and action taken by the responsible authority in accordance with regulation 13.4 have been taken into account	Chapter 3: 3.2 Consultation and engagement activities Chapter 3: 3.3 How opinions expressed were taken into account

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16.4(d) How the results of any consultation under Regulation 14.4 have been taken into account	This Regulation deals with situations where the plan or programme is likely to give rise to significant transboundary effects between Member States. This is not applicable as no significant transboundary effects have been identified as arising from the LIP.
16.4(e) The reasons for choosing the plan or programme as adopted, in the light of other reasonable alternatives dealt with	Chapter 4: 4.3 Main strategic alternatives considered Chapter 4: 4.4 Reason for choosing the LIP
16.4(f) The measures that are to be taken to monitor the significant environmental effects of the implementation of the plan or programme	Chapter 5: 5.2 Monitoring significant environmental effects

Table 1 - How compliance with EU SEA Directive regulatory requirements is addressed in this PAS

1.2 Royal Borough of Kingston's LIP

The LIP sets out how the Council proposes to implement the Mayor's Transport Strategy (MTS) and provides details on projects during the 2019/20-2021/22 period and beyond. The LIP outlines the borough's intentions to ensure that the streets are healthy and used efficiently to encourage active travel as well as enhancing public transport. In addition, the harmful effects of transport on the environment will be reduced, investment in new transport infrastructure will occur as well as adopting Vision Zero. The LIP also includes timelines, funding information and monitoring to ensure successful implementation.

1.3 Strategic Environmental Assessment of the LIP

SEA is a process that ensures any significant environmental effects arising from plans are identified assessed, mitigated, communicated, monitored and opportunities for public engagement are provided. The assessment identifies significant effects in relation to the plan, in this case the LIP, and will result in recommendations for change and consequently changes in mitigation measures to increase the plan's performance.

The SEA assessed the likely impacts of the Borough's third LIP and helps to demonstrate the appropriateness of the LIP given reasonable alternatives. The table below (Table 2) details the documents produced to date and their purpose.

Documents	Date produced	Purpose of document
SEA Scoping Report	October 2018	The Scoping Report identifies key issues to be covered in the ER, including: <ul style="list-style-type: none"> • Study boundaries (area and time); • The level of detail in the ER; • An outline of the approach to assessment; • Strategic Alternatives to be discussed further; • The role of mitigation; • The level of risk and uncertainty; • Involvement of stakeholders.
Draft LIP	October 2018	A LIP sets out how the Council proposes to implement the MTS and provides details on projects through to 2022.
ER	November 2018	The report is the main output of the SEA process and has two principle aims: <ul style="list-style-type: none"> • It documents the majority of the SEA process; • It helps illustrate compliance with the SEA Regulation Requirements.
Adopted LIP		The Borough's adopted LIP is a statutory document and takes into consideration the comments received during consultation.
SEA PAS		The SEA statement acts to check the LIP and SEA process ensuring the environment has been considered at every stage and the information collated has influenced the LIP.

Table 2 - Documents produced to date

1.4 Report structure

The report has been produced in accordance with the Government guidance on SEAs. To comply with these requirements, the remainder of the report is set out in the following structure:

- How environmental considerations have been integrated into the LIP;
- How the ER has been taken into account;
- How opinions expressed via consultation have been taken into account within the LIP as adopted;
- The reason for choosing the LIP as adopted in light of other reasonable alternatives considered;
- The measures to be taken to monitor the significant environmental effects of the implementation of the LIP.

2. HOW ENVIRONMENTAL CONSIDERATIONS AND THE ENVIRONMENTAL REPORT HAVE BEEN TAKEN INTO ACCOUNT

2.1 Introduction

Environmental considerations have been integrated into the LIP through two processes:

- The SEA process and its influence on the LIP, particularly the recommendations made in the ER;
- Other processes as part of the LIP's strategic context and consultation on the draft LIP.

Below is set out the influence these sources have had on the environmental considerations in constructing the LIP.

2.2 SEA process and the ER

This statement follows on from the SEA ER (May 2019) which documented the SEA process and demonstrated compliance with the SEA Regulation Requirements. The main stages of the SEA process are as follow:

STAGE A: Setting the context and establishing the baseline

- Identify background information and other plans relevant to the SEA;
- Develop objectives and indicators;
- Identify issues and possible or future problems;
- Collect baseline information.

STAGE B: Developing and deciding the SEA scope (Output – Scoping Report)

- Test the LIP objectives against the SEA objectives;
- Appraise broad strategic alternatives;
- Consult on the scope of the SEA process.

STAGE C: Assessing the effects of the LIP (Output – ER)

- Predict the effects of the LIP, including alternatives;
- Evaluate the effects of the LIP (i.e. their frequency, probability, duration, magnitude, reversibility, etc.), including alternatives;
- Mitigate adverse effects;
- Propose measures to monitor the environmental effects of LIP implementation;
- Prepare the ER.

STAGE D: Consulting and decision-making (Output – SEA Statement)

- Consult on the draft LIP and the ER;
- Assessment of significant changes;
- Decision-making and provision of information.

STAGE E: Implementation of the LIP (Output – Section in the Annual Progress Report)

- Develop aims and methods for monitoring;
- Respond to adverse effects;
- Develop contingency arrangements for unforeseen circumstances, if needed;
- Apply monitoring results to a SEA for any subsequent replacement plan.

This process acts as a strategic assessment of the expected overall environmental impacts of the LIP at a strategic level. The Council has worked closely with stakeholders to ensure the LIP reflects the key environmental aspects important to the local community. The key changes to the LIP resulting from consultation are listed in Table 3 below.

LIP element	Key changes
Outcome 4: London's Streets will be Clean and Green	Borough Objective 4.6 has been added to state that, 'To ensure biodiversity matters are considered for LIP projects, in line with the Council's overall environmental strategy.' This will in turn incorporate Climate Emergency Response objectives.
Outcome 2: London streets will be safe and secure	Para 2.123 to Para 2.128 reflect MP comments and commitment to 'Designing Out Crime' and 'Secured by Design' principles.

Table 3 - LIP development resulting from consultation

2.3 Other processes

The overarching framework of priorities for the LIP are set out in the key outcomes of the MTS. Table 4 below summarises the borough’s objectives and outcomes, highlighting in **bold** those that are explicitly environmental.

Borough objectives	MTS outcome
Kingston’s streets will become more healthy and encourage active travel	1, 3
Vehicular trips will be reduced in support of Mayoral mode split targets ensuring that efficient use is made of our streets	3
The harmful effects of transport on the environment and our neighbourhoods will be reduced	4
The public transport offer will be enhanced to meet the future needs of the borough	5, 6, 7
Kingston’s communities and transport network will become safer as the Council adopts the Mayor’s Vision Zero approach	2, 6
Delivery of homes and jobs will be supported through investment in new transport infrastructure	8, 9

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Table 4 - MTS outcomes and Borough objectives

Several other documents were also considered in preparation of the LIP all of which aim to protect and enhance the environment, including:

- National Planning Policy Framework (NPPF)
- The London Plan
- Mayors Transport Strategy
- The Local Plan
- Kingston Town Centre Movement Strategy

This strategic context was a key influence in the creation of the LIP.

3. HOW OPINIONS EXPRESSED DURING CONSULTATION HAVE BEEN TAKEN INTO ACCOUNT

3.1 Introduction

This section describes the stages undertaken during development of the LIP and SEA and how the opinions expressed were taken into account.

3.2 Consultation and engagement activities

Stakeholder involvement enabled those affected by the LIP to express their opinions on the changes taking place. By consulting with the local community, environmental bodies and other interested parties, their comments have been incorporated into the final LIP. The environmental bodies consulted on the SEA scoping report were Natural England, the Environment Agency and Historic England, and their responses and the action taken to incorporate these into the LIP can be seen below.

3.2.1 Natural England

Natural England had no comments to make on the consultation.

3.2.2 The Environment Agency

The Environment Agency sent a generic checklist regarding the Scoping Report on 15 October 2018. 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.

3.2.3 Historic England

Historic England did not send a response to the consultation.

3.3 How opinions expressed were taken into account

The above suggestions were welcomed, and amendments made to the SEA ER and final LIP in light of the SEA scoping report feedback.

Natural England – no response required

Environment Agency – Table 8 of the ER does consider the likely effects on the environmental factors (as set out above)

Historic England – no response required

3.4 Public consultation

A full statutory and public consultation on the consultation draft LIP was carried out in November and December 2018. The consultation draft LIP was available on the Kingston website and all statutory consultees, along with a significant number of residents' groups and amenity associations and other relevant organisations, were made aware of the consultation. Consultees were provided with information on where they could view the document and were invited to comment in writing.

In total 6 responses were received from the London Climate Change Partnership, Metropolitan Police, Cllr Hillary Gander, Highways England, The Environment Agency and Kingston Cycling Campaign. A summary table of the responses received and officer comments/responses, can be found on the Kingston website at

<https://www.kingston.gov.uk/downloads/download/114/local-implementation-plan-lip-3>.

The SEA ER was also subject to a separate public consultation on the Kingston Let's Talk website for 4 weeks ending on 28 June 2019. 10 responses from members of the public were received. Following analysis, none were specific to the ER itself, but comments supported those submitted by statutory members which resulted in the addition of Borough Objective 4.6 in the LIP3 document itself.

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4. REASONS FOR ADOPTING CURRENT VERSION OF THE LIP

4.1 Introduction

This section sets out the reasons for adopting the LIP in its present form, and the strategic alternatives which were considered during its development.

4.2 Background

Identifying and comparing strategic alternatives is a key part of SEAs and ensures the LIPs environmental effects are addressed during preparation. It is a requirement that the likely expected progress of the environmental baseline without the LIP is considered. It is important to consider that:

- The LIP is developed within the context of the MTS, and therefore there are not likely to be significant differences in approaches adopted to deliver this that have not already been considered as alternatives in the development of the MTS; and
- It is not necessary to develop unrealistic alternatives purely for the purpose of the SEA. Government guidance on SEA generally is clear that duplication between tiers of assessment (e.g. between the MTS and the LIP) should be avoided, and cross-references to other assessments should be made as appropriate.

Alternatives should cover the range of rational choices open to the Council for delivering the LIP. It is required that the environmental effects of these alternatives are considered to identify if they are relatively better or worse for the environment.

4.3 Main strategic alternatives considered

The approach to the development of alternatives reflected the constraints identified above. As well as a 'do nothing' option considered as an alternative under each objective, the following options were also considered:

- Traditional traffic calming only;
- Do not embrace Vision Zero;
- Increase road capacity;
- Do not integrate sustainable design into highways projects;
- Do not link public transport investment of patterns of growth in the borough;
- Reduce investment in borough public transport projects;

- Do not work with service providers, TOCs and strategic transport authorities;
- Allow unplanned growth;
- Support the current Heathrow expansion plan.

These alternatives were not considered appropriate to be taken forward in isolation and built into wider programmes, however the development and assessment of strategic alternatives was instrumental in identifying recommendations which have been included in the assessment of the LIP measures.

The do-nothing option (including not drafting a LIP) was considered to be not an option due to the legislative nature of the LIP process.

4.4 Reason for choosing the LIP

Unlike other plans, the LIP is restricted in having to adhere to the MTS outcomes. The Royal Borough of Kingston upon Thames were responsible for developing and choosing the LIP with support from the SEA process. There were several factors influencing the choice of the final prepared version of the LIP and the selection of this reflected the need to balance environmental objectives with other objectives, targets and priorities, as well as budget constraints.

The Council has considered how best to address the Borough objectives through these strategic alternatives, and this can be seen in the environmental report that was prepared to which this post adoption statement relates to.

5. MONITORING SIGNIFICANT ENVIRONMENTAL EFFECTS

5.1 Introduction

This section describes measures proposed to monitor the significant environmental effects of the implementation of the LIP. Monitoring the performance of the LIP is an important part of the SEA and enables a comparison to be made between the significant effects predicted by the ER and the actual effects of the LIP. In addition, it allows potential effects to be considered on an ongoing basis and can be mitigated against before any adverse impacts arise.

5.2 Monitoring significant environmental effects

Table 5 sets out the significant environmental effects identified by the SEA through the assessment of the LIP which are covered by the monitoring as proposed in the LIP as adopted.

The LIP will be monitored as part of the Annual Progress Report and will allow for a comparable assessment towards targets. The Monitoring Review is intrinsically linked to the SEA through this evidence base. SEA indicators for monitoring important effects have also been identified as part of the ER.

Objective	Metric	Borough target	Target year	Additional commentary
Overarching mode share aim – changing the transport mix				
Londoners' trips to be on foot, by cycle or by public transport	Active, efficient and sustainable (walking, cycling and public transport) mode share (by borough resident) based on average daily trips. Base period 13/14 -15/16.	56%	2021	Observed baseline data from 13/14 to 15/16 shows that currently 52% of trips are made by active means.
		70%	2041	
Healthy Streets and healthy people				
Outcome 1: London's streets will be healthy and more Londoners will travel actively				
Londoners to do at least the	Proportion of London residents doing at least 2x10	40%	2021	Observed baseline data from 13/14 to 15/16

Objective	Metric	Borough target	Target year	Additional commentary
20 minutes of active travel they need to stay healthy each day	minutes of active travel a day (or a single block of 20 minutes or more).	70%	2041	shows that currently 30% of borough residents achieve this level
Londoners have access to a safe and pleasant cycle network	Proportion of Londoners living within 400m of the London-wide strategic cycle network.	37%	2021	No current baseline available from TfL data
		71%	2041	
Outcome 2: London's streets will be safe and secure				
Deaths and serious injuries from all road collisions to be eliminated from our streets	Deaths and serious injuries (KSIs) from road collisions, base year 2005/09 (for 2022 target)	36 0	2022 2041	Baseline is 103 KSIs. Observed fall to 50 in 2017.
	Deaths and serious injuries (KSIs) from road collisions base year 2010/14 (for 2030 target).	23 0	2030 2041	
Outcome 3: London's streets will be used more efficiently and have less traffic on them				
Reduce the volume of traffic in London.	Vehicle kilometres in given year. Base year 2015 with observed value of 888m. Reduce overall traffic levels by 10-15 per cent.	888millions	2021	2016 level of 913m, means target is to reduce back to 888m by 2021. Outer London borough targets 5 – 10 percent.
		844m (5%)	2041	
		800m (10%)	2041	

Objective	Metric	Borough target	Target year	Additional commentary
Reduce the number of freight trips in the central London morning peak.	10 per cent reduction in number of freight vehicles crossing into central London in the morning peak period (07:00am - 10:00am) by 2026.	N/A	N/A	N/A
Reduce car ownership in London.	Total cars owned and car ownership per household, borough residents. Quarter of a million fewer cars owned in London. Base period 2013/14 - 2015/16 at 69,088.	68,600	2021	Current car ownership levels of 70,562.
		68,300	2041	
Outcome 4: London's streets will be clean and green				
Reduced CO ₂ emissions.	CO ₂ emissions (in tonnes) from road transport within the borough. Base year 2013.	142,800	2021	2013 baseline 139,800 tonnes
		45,600	2041	
Reduced NO _x emissions.	NO _x emissions (in tonnes) from road transport within the borough. Base year 2013.	240	2021	2013 baseline 460 tonnes.
		30	2041	
Reduced particulate emissions.	PM ₁₀ and PM _{2.5} emissions (in tonnes) from road transport within borough. Base year 2013.	46 (PM10)	2021	2013 baseline is 53 tonnes (PM10) and 30 tonnes (PM2.5)
		23 (PM2.5)		
		33 (PM10)	2041	
		16 (PM2.5)		

Objective	Metric	Borough target	Target year	Additional commentary
A good public transport experience				
Outcome 5: The public transport network will meet the needs of a growing London				
More trips by public transport - 14-15 million trips made by public transport every day by 2041.	Trips per day by borough of residence. Reported as 3yr moving average. Base year 2013/14 - 2015/16.	(,000's) 98 143	2021 2041	2014/15 – 2016/17 baseline is 89,000 trips on a rising trend from 2011/12. Rail disruption will be a potential inhibitor.
Outcome 6: Public transport will be safe, affordable and accessible to all				
Everyone will be able to travel spontaneously and independently.	Reduce the difference between total public transport network journey time and total step-free public transport network	4 minutes	2041	Average difference in 2015 was 10 minutes.
Outcome 7: Journeys by public transport will be pleasant, fast and reliable				
Bus journeys will be quick and reliable, an attractive alternative to the car	Annualised average bus speeds, base year 2015/16 at 11.1 mph	11.4mph	2021	Refers to 15% speed improvement
		12.7mph	2041	
		11.2mph	2021	Refers to 5% improvement
		11.6mph	2041	

Table 5 - Objectives and indicators to be used in monitoring significant environmental effects of implementing the LIP

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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