



Local Implementation Plan 3 (LIP3)
Strategic Environmental Assessment (SEA):
Adoption Statement
February 2019

Non-technical summary

1 Purpose of Strategic Environment Assessment (SEA)

- 1.1. 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 is related to and should be read alongside: the SEA Environment Report, the SEA Scoping Report and Merton's final LIP 3.
- 1.2. This statement must include the following information:
 - How environmental considerations have been integrated into the LIP;
 - How the Environmental Report 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.
- 1.3. The SEA process is a systematic way to examine the likely effects of a plan on environmental, social and economic objectives. The Transport Act 2001 requires most local transport authorities in England to produce and maintain a transport plan. LIPs set out the authority's local transport strategies, policies and implementation programme. The Local Transport Act 2008 sets out the requirements for transport plans and makes it clear that local transport authorities will be responsible to their communities for the quality and delivery of their respective transport plans.
- 1.4. The SEA process is an iterative process informing each stage of the LIP3 development. The ultimate aim of the SEA is to decide which impacts are likely to be significant and therefore, what the assessment should concentrate on. This has been achieved by the selection of SEA objectives and indicators, which will be used to measure the impact of the plan.
- 1.5. The purpose of this statement is to demonstrate how the SEA has influenced the drafting of the final adopted LIP. The Regulations require that a statement containing the requirements set out in Regulation 16.4 is prepared and published following the adoption of the LIP and publication of the SEA. Figure 1 sets out the requirements of Regulation 16.4 and where they have been addressed in this statement.

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

Figure 1: How compliance with the EU SEA Directive requirements are addressed in this statement

SEA requirement	Where addressed
16.4(a) How environmental considerations have been integrated into the plan or programme	Figure 2
16.4(b) How the environmental report has been taken into account	Chapter 3
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 4
16.4 (d) How the results of any consultation under Regulation	Chapter 4
16.4 (e) The reasons for choosing the plan or programme as adopted, in the light of other reasonable alternatives dealt with	Chapter 5
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 8

London borough of Merton LIP3

- 1.6. The Local Implementation Plan 3 (LIP3) is a statutory document prepared under Section 145 of the GLA Act and sets out how the borough proposes to deliver the Mayor's Transport Strategy (MTS) in its area, as well as contributing to other local and sub-regional goals. It has been developed in accordance with the Revised Guidance for Borough Officers on Developing the Third Local Implementation Plan (LIP). It covers the same period as the MTS (March 2018) and it also takes account of the transport elements of the draft London Plan 2018 (including the minor changes) [2019) and other relevant Mayoral policies and strategies.
- 1.7. Merton's LIP 3 (the third LIP) sets out long terms goals and transport objectives for the London Borough of Merton for the next 20 years, a three year programme of investment starting in 2019/20, includes delivery proposals for the period 2019/20 - 2021/22, the targets and outcomes the borough are seeking to achieve.
- 1.8. The LIP, identifies how Merton Council will work towards achieving the MTS goals of:
 - Transport for London (TfL) Healthy Streets and healthy people
 - A good public transport experience
 - New homes and jobs
- 1.9. The LIP also outlines how Merton Council will set its own local priorities and targets in order to assist with achieving this aim. In addition, the LIP sets out how the council will work and assist Transport for London (TfL), to deliver the outcomes, policies and proposals of the Mayor's Transport Strategy; within tight fiscal constraints both within TfL and across the Merton Council.

Technical summary

2 Strategic Environmental Assessment of the LIP

- 2.1. The EU Strategic Environmental Assessment Directive 2001/42/EC (SEA Directive), implemented in the UK by the SEA Regulations 2004, requires environmental assessment to be undertaken on all plans and programmes where they are likely to have significant environmental impacts.
- 2.2. SEA Regulations 2004 Schedule 2 (6) states that:
The likely significant effects on the environment, including short, medium and long term effects, permanent and temporary effects, positive and negative effects, and secondary, cumulative and synergistic effects, on issues such as—
- a) biodiversity;
 - b) population;

Figure 2: stages of the SEA process

SEA stages and tasks	Purpose
Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope	
Identifying other relevant plans, programmes and environmental protection objectives	To establish how the plan or programme is affected by outside factors, to suggest ideas for how any constraints can be addressed, and to help to identify
Collecting baseline information	To provide an evidence base for environmental problems, prediction of effects, and monitoring; to help in the development of SEA objectives.
Identifying environmental problems	To help focus the SEA and streamline the subsequent stages, including baseline information analysis, setting of the SEA objectives, prediction of effects and
Developing SEA objectives	To provide a means by which the environmental performance of the plan or programme and alternatives can be assessed.
Consulting on the scope of SEA	To ensure that the SEA covers the likely significant environmental effects of the plan or programme.
Stage B: Developing and refining alternatives and assessing effects	
Testing the plan or programme objectives against the SEA objectives	To identify potential synergies or inconsistencies between the objectives of the plan or programme and the SEA objectives and help in developing alternatives.
Developing strategic alternatives	To develop and refine strategic alternatives.
Predicting the effects of the plan or programme, including alternatives	To predict the significant environmental effects of the plan or programme and alternatives.

Evaluating the effects of the plan or programme, including alternatives	To evaluate the predicted effects of the plan or programme and its alternatives and assist in the refinement of the plan or programme.
Mitigating adverse effects	To ensure that adverse effects are identified and potential mitigation measures are considered.
Proposing measures to monitor the environmental effects of plan or programme implementation	To detail the means by which the environmental performance of the plan or programme can be assessed.
Stage C: Preparing the Environmental Report	
Preparing the Environmental Report	To present the predicted environmental effects of the plan or programme, including alternatives, in a form suitable for public consultation and use by decision-
Stage D: Consulting on the draft plan or programme and the Environmental Report	
Consulting the public and Consultation Bodies on the draft plan or programme and the Environmental Report	To give the public and the Consultation Bodies an opportunity to express their opinions on the findings of the Environmental Report and to use it as a reference point in commenting on the plan or programme. To gather more information through the opinions and concerns of the public.
Assessing significant changes	To ensure that the environmental implications of any significant changes to the draft plan or programme at this stage are assessed and taken into account.
Making decisions and providing information	To provide information on how the Environmental Report and consultees' opinions were taken into account in deciding the final form of the plan or programme to be adopted.
Stage E: Monitoring the significant effects of implementing the plan or programme on the environment	
Developing aims and methods for monitoring	To track the environmental effects of the plan or programme to show whether they are as predicted; to help identify adverse effects.
Responding to adverse effects	To prepare for appropriate responses where adverse effects are identified.

3 How environmental considerations and the environmental report have been taken into account

- 3.1. 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.
- 3.2. This statement follow on from the SEA which documented the SEA process and demonstrated compliance with the SEA Regulation Requirements. The main stages of the SEA process are as follows
- Scoping Report December 2018
 - Environment Report February 2019
 - SEA adoption

Figure 3: SEA for Merton's LIP

Document	Date produced	Purpose of document
Scoping Report	December 2018	<ul style="list-style-type: none">• Setting the context and objectives, establishing the baseline and deciding on the scope• Review of other plans• Collect baseline information• Identify environmental problems• Role of mitigation• Developing SEA objectives• Involvement of stakeholders
Draft LIP3	March/April 2019	Set out how the Merton Council proposes to implement the MTS and provides details on projects through to 2022.
Environmental Report	February 2019	The two main role of the report were: <ul style="list-style-type: none">• Document the majority of the SEA process• Help illustrate compliance with the SEA Regulation Requirements.
Adopted LIP	TBC	The borough's adopted LIP is a statutory document and takes into consideration the comments received during consultation.

- 3.3. The above process acts as a strategic assessment of the expected overall transport impacts of the LIP at a strategic level. Merton 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 shown in figure 4 below.

Figure 4: Key changes to the LIP3

LIP chapter	Key changes resulting from the SEA process
Chapter 2: Borough Transport Objectives	<p>Figure 6: Trips by transport mode Updated figure (May 2019). Additional analysis and information.</p>
Chapter 3: Mayor's Transport Strategy outcomes	Additional analysis on accidents data (2015-2018) road users.
	Further details on the borough wide 20MPH speed limit roll out.
	Comprehensive redesign of Figges Marsh roundabout junction. Additional project, be incorporated within Potential public transport infrastructure improvements highlighted in figure 16 of draft LIP3.
	Proposed cycle infrastructure map and delivery programme reviewed in consultation with Merton Cycling Campaign. Longer term cycle interventions up to 2041 outlined.
	<p>'Access for All bid' to the Department of Transport. At the time of writing the draft LIP, the council had supported South Western Railways in its bid for funding to provide step free access at Raynes Park and Motspur Station. Unfortunately the bid was unsuccessful.</p> <p>Additional text added to LIP3:</p> <p>3.116 The council places making its stations 'accessible to all' as a high priority, but recognises the practicalities and cost in achieving this on a historic rail network. It will therefore continue to lobby TfL, Network Rail and Rail Operating Companies to delivery more step free stations across the borough. The council will therefore being re-engaging with Network Rail/SWR to explore alternative approaches to achieving accessibility improvements.</p> <p>3.117 Where development comes forward at or close to station locations it will use its planning policies to push for improved access arrangement for people with mobility issues. Similarly, where railway assets, such as isolated over track footbridges are planned we will push for</p>

	wider access enhancements, such as wider walkways, fully accessible ramps and cycle ramps.
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4 How the views expressed during consultation have been taken into account

- 4.1. Stakeholder involvement enabled those affected by the LIP to express their views on the document. By consulting with the local community, residents/community groups, environmental advisory bodies and other interested parties, their comments have been incorporated into the final LIP, where appropriate. The environmental bodies consulted on the SEA scoping report were Natural England, the Environment Agency and Historic England. The council received comments from Natural England and Historic England. The council did not receive any comments from the above on the Environmental Report.

Public consultation

- 4.2. The council undertook the public consultation between 1st March 2019 and 12th April 2019. The council sent invites and letters to those on the Local Plan database. This database is made up of members of the public, community/residential groups, environmental groups, businesses and other interested groups. Those on the Local Plan database are those who 'opted' to remain on the database following the new GDPR procedures.
- 4.3. The consultation was predominately an online consultation which, included a short online questionnaire on its dedicated webpage. To raise awareness messages were posted on Merton Council's social media pages (Twitter and Facebook). Furthermore, hard copies of the draft LIP were placed in Merton's reference libraries.
- 4.4. The council received in total 108 responses. The majority of responses received were received via the online survey (88) and a further 20 email/letter responses. We received responses from a number of organisations and bodies, they were:
- Historic England
 - Natural England
 - The Environment Agency;
 - South London Partnership (made up of the following Councils: Merton, Croydon, Kingston, Sutton and Richmond);
 - Merton's Chamber of Commerce/Business Improvement Districts (BID)
 - Merton's Sustainable Communities and Transport Partnership (SCTP).
 - Public Health Merton
 - Merton Cycling Campaign
 - Wandle Valley Forum

5 Reasons for choosing the LIP as adopted

- 5.1. 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 Mayor's Transport Strategy (MTS). Therefore, it is unlikely that there are significant differences in approaches adopted to deliver MTS that, have not already been considered as alternatives in the development of the MTS by the Mayor of London
 - It is not necessary to develop unrealistic alternatives purely for the purpose of the SEA. Government guidance on SEA is clear that duplication between tiers of assessment (for example 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.

6 Main strategic alternatives considered

- 6.1. The approach to the development of alternatives reflected the constraints mentioned above. As well as a '*do nothing*' option considered as an alternative under each objective, the following options were also considered:
- Expansion vehicle charging infrastructure
 - Reducing motor vehicles and ownership by restraint by way of policies
- 6.2. These alternatives were not considered appropriate to be taken forward in isolation and are built into wider programmes in the LIP or other Plans, 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 council legislative obligation set by the Mayor of London.

7 Reason for choosing the LIP

- 7.1. Unlike other plans, the LIP is restricted in having to adhere to the Mayor Transport Strategy (MTS) outcomes. The MTS was subject to a SEA and other assessments such as an Equality Impact Assessment. The London Borough of Merton were responsible for developing and choosing the LIP with the support of the SEA process and other assessments such as the Equality Impact Assessment.

- 7.2. There were a number of 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.
- 7.3. Merton 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.

8 Monitoring significant environmental effects

- 8.1. The LIP will be monitored by way of a LIP annual monitoring report and will allow for a comparable assessment towards its targets. The monitoring is linked to the SEA through this evidence base. SEA indicators for monitoring important effects have also been identified as part of the ER.