

Scoping Report

for

Strategic Environmental Assessment of
Lewisham Local Implementation Plan

14th July 2010

Draft 03

Quality control

Scoping Report

for

Strategic Environmental Assessment of Lewisham Local Implementation Plan

Checked by Project Manager:	Approved by:
Name: Laura Smith	Name: Joanna Ede
Title: Associate	Title: Associate Director
Date: 14 th July 2010	Date: 14 th July 2010

The Landscape Partnership is registered with the Landscape Institute, the Royal Town Planning Institute, and is a member of the Institute of Environmental Management and Assessment

The Landscape Partnership

Registered office
Greenwood House
15a St Cuthberts Street
Bedford
MK40 3JB

Registered in England No. 2709001

Contents

- 1 Introduction
Strategic Environmental Assessment Local Implementation Plans
The purpose of the Scoping Report
The structure of the Scoping Report
- 2 Scope and programme of the Strategic Environmental Assessment
Screening
Spatial temporal scope
Technical scope
Key milestones
- 3 Baseline and context
Other plans and programmes
Existing and future baseline conditions
Summary of environmental problems and opportunities
Strategic Environmental Assessment objectives and indicators
- 4 Analysis of alternatives
The alternative options
- 5 Methodology
- 6 What happens next?

Appendices

- Appendix 1 Baseline data

1 Introduction

1.1 The Landscape Partnership has been appointed by the London Borough of Lewisham to prepare an independent Strategic Environmental Assessment (SEA) of the Lewisham Local Implementation Plan (LIP). This Scoping Report comprises Stage A of the SEA process for the Lewisham LIP. Environmental objectives from the Scoping Report will be integrated with the process of producing the LIP to ensure that environmental issues are addressed. The SEA of the Lewisham LIP relates to the Sustainability Appraisal (incorporating SEA) of the emerging Lewisham Local Development Framework, including the Sustainability Appraisal of the Spatial (Core) Strategy, which sets out the key elements of the planning framework for the London Borough of Lewisham. The SEA objectives are consistent with the Local Development Framework Sustainability Appraisal objectives, as regard should be given to the chain of conformity between SEAs and Sustainability Appraisals in Lewisham. Both the LIP and the Local Development Framework reflect *Shaping the Future: Lewisham's Sustainable Communities Strategy 2008-2020*. The assessment considers the Environmental Report for the London Borough of Lewisham LIP SEA, completed by Atkins in 2005. The Environmental Report is considered in the context of the changes in the LIP process and the Draft Revised Mayor's Transport Strategy Integrated Impact Assessment published in October 2009.

Strategic Environmental Assessment

1.2 European Directive 2001/42/EC (the SEA Directive) requires a formal environmental assessment of certain plans, policies and programmes likely to have significant effects on the environment. The Directive is transferred to English law through the Environmental Assessment of Plans and Programmes Regulations 2004 (SI 2004/1633 as amended, the SEA Regulations). 'A practical guide to the SEA Directive' (CLG, 2005) describes the application of the SEA Regulations to UK plans, policies and programmes. The guide explains the processes of scoping, assessment, reporting, consultation and monitoring.

Local Implementation Plans

1.3 Every London Borough is required by the Greater London Authority Act 1999 (as amended) to produce a LIP which identifies how they will contribute to the delivery of the Mayor of London's Transport Strategy adopted on the 10th May 2010. LIPs are made up of:

- An evidence based identification of borough transport objectives, covering the period from 2011 to 2014 and beyond;
- A costed and funded Delivery Plan of interventions, including a Programme of Investment covering the period 2011 to 2014, or longer for proposed Major Schemes; and
- A Performance Monitoring Plan, identifying a set of locally specific targets which can be used to assess whether the LIP is delivering its objectives and to determine the effectiveness of the Delivery Plan.

The purpose of the Scoping Report

1.4 This Scoping Report sets out the extent of and methodology for the SEA of the LIP currently being prepared by the London Borough of Lewisham. The report establishes a framework for assessing the plan against environmental objectives and ensuring that environmental considerations are integrated into the process of plan preparation.

1.5 The purpose of the scoping exercise is to verify and clarify the sustainability framework and to provide an opportunity for consultees to advise on other relevant information which is available. This Scoping Report is a consultation document for the statutory agencies with environmental responsibilities in England along with other relevant bodies with a sustainability remit of a local interest. The Scoping Report will be made available to the statutory consultees and other

stakeholders for a period of five weeks, allowing consultation bodies and others to comment on the content and scope of the SEA. Further detail on consultation is provided in Section 6, below.

The structure of the Scoping Report

1.6 The Scoping Report sets out the background documents which have been used to define the scope of the SEA of the Lewisham LIP. Baseline data is used to develop a framework of environmental objectives, indicators and targets against which the preparation and adoption of the LIP can be assessed. Our approach to the assessment of alternatives and the proposed methodology for the SEA of the Lewisham LIP is presented.

1.7 This report is made up of the following sections:

Section 1: Introduction

- Describes the LIP and SEA processes
- Identifies the purpose and structure of the Scoping Report

Section 2: Scope and programme of the Strategic Environmental Assessment

- Outlines the process to date and future milestones
- Sets out the scope of the SEA

Section 3: Baseline and context

- Lists other relevant plans and programmes
- Provides a summary of existing and future baseline conditions
- Summarises environmental problems and opportunities
- Illustrates the proposed SEA objectives and indicators

Section 4: Analysis of alternatives

- Notes the alternative options set out within the Lewisham Borough Wide Transport Study 2010 and the growth scenario's in the Mayor's Transport Strategy and uses these to describe the assessment of alternative options for Lewisham LIP

Section 5: Methodology

- Describes the methodology for the SEA of the LIP

Section 6: What happens next?

- Provides consultation details
- Outlines the future timescale
- Indicates the proposed structure of the Environmental Report

2 Scope and programme of the Strategic Environmental Assessment

Screening

- 2.1 The Greater London Authority recommends that Borough Council's should seek advice on how to comply with the SEA Directive. Transport for London considers that a formal revision of a Borough's Local Implementation Plan is likely to fall within the requirements of the SEA Regulations. The Landscape Partnership made a screening recommendation that an SEA of the Lewisham LIP should be completed, due to the characteristics of the plan and its role in securing the implementation of transport objectives. The Lewisham LIP has the potential to trigger significant, long term and irreversible environmental effects in the densely populated urban borough. The effects of the Lewisham LIP may be felt more widely. Lewisham prepared a screening opinion which was sent to Natural England, the Environment Agency and English Heritage for comment.

Spatial temporal scope

- 2.2 The assessment is of transport policies, strategies, programmes, schemes and measures within the London Borough of Lewisham. The primary geographical scope of the assessment is within the borough boundary. However, the assessment will also consider the effects of proposals from surrounding boroughs and the wider, global effects (see Figure 1).



(Figure 1: London Borough of Lewisham)

- 2.3 The SEA relates to the same time period as the LIP, which covers the period from 2011 to 2031. Short-term effects will be measured in accordance with the LIP Delivery Plan timescale, from 2011 to 2014. The SEA Directive also requires the assessment of long-term, cumulative and synergistic effects, these will be considered up to 2031.

Technical scope

- 2.4 The SEA Directive and the SEA Regulations identify the following SEA topic areas:

- Biodiversity
- Population
- Human health

- Flora and fauna
- Soil
- Water
- Air
- Climatic factors
- Material assets
- Cultural heritage, including archaeological and architectural heritage
- Landscape
- The interrelationship between the above factors

Key milestones

2.5 The SEA consultation process has been programmed as follows:

- Scoping consultation with Natural England, the Environment Agency, English Heritage and the neighbouring London Boroughs of Bromley, Greenwich and Southwark – 27th August
- Consultation on the draft Lewisham LIP and the Environmental Report – programmed for December 2010

3 Baseline, context and SEA objectives

Other plans and programmes

- 3.1 The SEA Directive states that the plans relationship with other relevant plans and programmes, the environmental protection objectives relevant to the plan and the way that these have been taken into account must be considered in the SEA process. Relevant international, national, regional and local plans and programmes that might influence the LIP have been considered and are outlined in Table 1. Objectives of relevance to the SEA were used to formulate the SEA objectives and the process is presented in Table 2.
- 3.2 Of particular relevance is Lewisham's Low Carbon Zone, which is a three year programme in Lewisham Central funded through the GLA and the Council that aims to achieve significant reductions in carbon emissions through improving the energy efficiency of homes and by working in partnership with residents, the public sector and businesses in the area. It is also well served by a range of public transport including busses, rail and the DLRA. The LIP is a potential opportunity to use the low carbon zone to demonstrate zero carbon approaches to transport.

(Table 1: Strategies, plans and programmes relevant to the SEA of the LIP)

International plans and programmes
The birds directive 2009/147/EC
The habitats directive – the directive on conservation of natural habitats and of wild flora and fauna (92/43/EEC)
Bern Convention on the Conservation of European Wildlife and Natural Habitats 1979
The convention on biological diversity, Rio de Janeiro (1992)
Clean Air for Europe 2001
White paper 'European transport policy' for 2010
Physical agents (noise) directive (2003/10/EC)
Water framework directive (2000/60/EC)
Air quality framework directives (96/62/EC, 99/30/EC, 2000/69/EC and 2002/3/EC)
EU Directive 2008/50/EC on ambient air quality and cleaner air for Europe
Freshwater fisheries directive (78/659/EEC) and freshwater fish directive (2006/44/EC)
Urban wastewater treatment directive (91/271/EEC)
Waste framework directive (2008/98/EC)
European council directive 91/689/EEC (the hazardous waste directive)
6th environmental action plan, September 2002
European Union sustainable development strategy 2006
European Climate Change Report – European Commission 2001
Second European Climate Change Programme (2005)
European Road Safety Action Programme 2003-2010, European Commission 2003
Freight transport logistics in Europe – the key to sustainable mobility – EU (2006)
National plans and programmes
Climate Change the UK programme 2006
Securing the future: The UK sustainable development strategy (2005)
Biodiversity – The UK Action Plan 1994
Air Quality Strategy, DEFRA, 2007
Climate change: the uk programme 2006
PPS1 delivering sustainable development
PPS: planning and climate change - supplement to planning policy statement 1
PPS5: planning for the historic environment
PPS9: biodiversity and geological conservation
PPS10: planning for sustainable waste management
PPG13: Transport
PPG17: planning for open space, sport and recreation
PPS22: renewable energy, 2004
PPS23: planning and pollution control

PPG24: planning and noise
Control of noise at work regulations 2005
PPS25: development and flood risk
Road traffic reduction (national targets) act, 1998
Accessible natural greenspace standards, English nature
Playing to win: a new era for sport, 2008
Air quality and climate change: A UK perspective – Air quality expert group 2007
Building sustainable transport into new developments, Department for Transport 2008
Low carbon transport: A greener future, 2009
Olympic delivery authority transport plan 2007
Regional plans and programmes
The London Plan (consolidated with alterations since 2004)
The Draft London Plan, 2010
The Draft Mayor's transport strategy, 2010
Green light to clean power: The Mayor's energy strategy, 2004
The Mayor's biodiversity strategy: Connecting with London's nature, 2002
Sounder city: the Mayor's ambient noise strategy, 2004
Clearing the air: The Mayor's draft air quality strategy, 2010
The Mayor's draft waste strategy, 2010
The Mayor's economic development strategy, 2010
London biodiversity action plan, 2001
South east London transport strategy, 1998
The London rivers action plan: a tool to help restore rivers for people and nature January, 2009
Action today to protect tomorrow – Mayor's climate change action plan 2007
The draft London climate change adaptation strategy
Water matters – The Mayor's draft water strategy 2007
Way to go! Planning for better transport 2008
Local plans and programmes
Lewisham unitary development plan saved policies 2007
Lewisham's emerging Local Development Framework
Shaping the Future: Lewisham's Sustainable Communities Strategy 2008-2020
Vision for Lewisham in the 21st century, 2001
Draft municipal waste strategy 2004/05 – 2009/10
Forest Hill development strategy 2003
Lewisham air quality action plan, 2008
Lewisham local biodiversity action plan, 2003
Contaminated land strategy, 2001
Lewisham economic development business plan, 2004
Shaping our future Lewisham's sustainable community strategy 2008 – 2020
Lewisham neighbourhood renewal strategy 2002 – 2005
Lewisham public service agreement, 2001
Lewisham corporate strategy 2008 – 2011
Lewisham housing strategy 2009-2014: homes for the future: raising aspirations, creating choice and meeting need'
Regeneration strategy 2008-2020
Lewisham open space strategy 2005 – 2010
Lewisham carbon reduction and climate change policy 2008
Lewisham primary care trust – health in Lewisham
River Quaggy flood alleviation strategy 1995-1997
River Ravensbourne catchment plan
Lewisham residents survey report 2007
Lewisham community safety strategy 2005 – 2008

(Table 2: Objectives relevant to the LIP and SEA topics)

Key Objectives relevant to Plan	Derived from	SEA Topic
Healthier life and environment	6 th Environmental Action Plan, Air Quality Framework Directive 96/62/EC, Physical Agents (noise) Directive (2003/10/EC), PPS10: Planning for Sustainable Waste Management, The London Plan (consolidated with alterations since 2004), The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework	Population, human health, air, biodiversity, fauna, flora, water, soil, climatic factors
Safeguarding & enhancing the natural environment (deals with cumulative effects)	6 th Environmental Action Plan, Air Quality Framework Directive 96/62/EC, PPS10: Planning for Sustainable Waste Management, PPS9: Biodiversity and Geological Conservation, Securing the future: The UK Sustainable Development Strategy, The London Plan (consolidated with alterations since 2004), the draft London Plan, the draft Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework, London Biodiversity Action Plan, Lewisham Local Biodiversity Action Plan.	Biodiversity, fauna, flora, water, soil, air
Protection of the flora and fauna which are important on an international, national and local scale (deals with cumulative effects)	6 th Environmental Action Plan; The birds directive 2009/147/EC, The Habitats Directive – the directive on the conservation of natural habitats and of wild flora and fauna (92/43/EEC), PPS10: Planning for Sustainable Waste Management, PPS9: Biodiversity and geological conservation, Securing the future: The UK Sustainable Development Strategy, The London Plan (consolidated with alterations since 2004), the draft London Plan, the draft Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework, London Biodiversity Action Plan, Lewisham Local Biodiversity Action Plan.	Biodiversity, fauna and flora
To improve air quality (deals with cumulative effects)	6 th Environmental Action Programme, Air Quality Framework Directive 96/62/EC, PPS10: Planning for Sustainable Waste Management, Securing the future: The UK Sustainable Development Strategy, UK Air Quality Strategy, Clearing the air: The Mayor's draft air quality strategy, Securing the future: The UK Sustainable Development Strategy.	Population, human health, air
To protect the water environment (deals with cumulative effects)	Water Framework Directive (2000/60/EC), PPS25: Development and flood risk, Securing the future: The UK Sustainable Development Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Biodiversity, fauna and flora, water, soil
Prudent use of natural resources	Water Framework Directive (2000/60/EC), PPS10: Planning for Sustainable Waste Management, Securing the future: The UK Sustainable Development Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Water, soil
To contribute to the reduction in greenhouse gas emissions (deals with cumulative effects)	6 th Environmental Action Programme, PPG13: Transport, Green light to clean power: The Mayor's energy strategy, Climate Change the UK programme.	Climatic factors
Protection of soils against erosion and pollution (deals with cumulative effects)	6 th Environmental Action Programme, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework, The London rivers action plan: a tool to help restore rivers for people and nature.	Water, soil
Reducing flood risk (deals with cumulative effects)	Water Framework Directive (2000/60/EC), PPS25: Development and Flood Risk, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework, River Ravensbourne Catchment Plan, River Quaggy flood alleviation strategy, The Mayor's draft water	Water, soil, climatic factors

Key Objectives relevant to Plan	Derived from	SEA Topic
	strategy.	
To respect the waste hierarchy (reduce-reuse-recycle)	PPS10: Planning for Sustainable Waste Management, Waste Framework Directive (2008/98/EC), the Mayor's draft waste strategy.	Water, soil
Management, recovery and appropriate disposal of all types of waste	PPS10: Planning for Sustainable Waste Management, Waste Framework Directive (2008/98/EC), the Mayor's draft waste strategy.	Population, human health, landscape, biodiversity
To promote economic growth and employment	Securing the future: the UK sustainable development strategy, PPS1: Delivering Sustainable Development, PPS10: Planning for Sustainable Waste Management, The London Plan (consolidated with alterations since 2004), The draft London Plan, The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Population, human health, material assets
Energy and natural resource conservation	PPS22: Renewable energy, Securing the future: the UK sustainable development strategy, The draft London Plan, The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Climatic factors, material assets
To provide decent homes for all	The draft London Plan, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Population, human health, material assets
To encourage the use of sustainable modes of transport (walking, cycling, public transport)	PPG13: Transport, Securing the future: the UK sustainable development strategy, The draft London Plan, The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Biodiversity, population, human health, cultural heritage, air, water, soil, material assets, landscape
To reduce the environmental and health impacts of transport (deals with cumulative effects)	PPG13: Transport, Securing the future: the UK sustainable development strategy, The draft London Plan, The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Population, human health
Reduce noise and vibration and the adverse impacts of noise (deals with cumulative effects)	Physical agents (noise) directive (2003/10/EC), PPG24: Planning and noise, Control of noise at work regulations, sounder city: the Mayor's ambient noise strategy.	Population, human health
Reduce traffic and congestion (deals with cumulative effects)	PPG13: Transport, Securing the future: the UK sustainable development strategy, The draft London Plan, The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Population, human health, air, climatic factors
Promote social inclusion and community cohesion	Securing the future: the UK sustainable development strategy, The draft London Plan, The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Population, human health
Regeneration and revitalisation of urban and rural areas	PPG13: Transport, Securing the future: the UK sustainable development strategy, The draft London Plan, The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Cultural heritage, landscape
Improving accessibility to services (deals with cumulative effects)	PPG13: Transport, Securing the future: the UK sustainable development strategy, The draft London Plan, The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Population, human health
To promote sustainable patterns of development (integration of land-use	PPG13: Transport, Securing the future: the UK sustainable development strategy, The draft London Plan, The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's	Biodiversity, population, human health, cultural

Key Objectives relevant to Plan	Derived from	SEA Topic
planning and transport)	emerging Local Development Framework.	heritage, air, water, soil, material assets, landscape
To promote a greener business world and use of greener technologies	The Mayor's Economic Development Strategy, Lewisham Economic Development Business Plan, Securing the future: the UK sustainable development strategy, The draft London Plan, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Material assets
Improving recreation and enjoyment of the countryside and biodiversity for all	PPG17: Planning for open space, sport and recreation, Securing the future: the UK sustainable development strategy, The draft London Plan, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Population, human health, biodiversity, landscape
Create balanced and sustainable communities	Securing the future: the UK sustainable development strategy, The draft London Plan, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Population, human health, material assets
To conserve and enhance the known and unknown historic environment	PPS5: Planning for the historic environment, Securing the future: the UK sustainable development strategy, The draft London Plan, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Cultural heritage, landscape
Road traffic management	PPG13: Transport, Securing the future: the UK sustainable development strategy, The draft London Plan, The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Population, human health
Raise environmental awareness	Shaping the Future: Lewisham's Sustainable Communities Strategy, Securing the future: the UK sustainable development strategy, The draft London Plan, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Biodiversity, flora and fauna, cultural heritage, landscape
To have regard to the proximity principle and the impacts of waste transport	PPS10: Planning for Sustainable Waste Management, Waste Framework Directive (2008/98/EC), the Mayor's draft waste strategy.	Material assets
Providing quality education, social support and learning for all	Shaping the Future: Lewisham's Sustainable Communities Strategy, Securing the future: the UK sustainable development strategy, The draft London Plan, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Population, human health
To improve safety and reduce crime	Shaping the Future: Lewisham's Sustainable Communities Strategy, Securing the future: the UK sustainable development strategy, The draft London Plan, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Population, human health
Increase the overall capacity of transport systems	PPG13: Transport, Securing the future: the UK sustainable development strategy, The draft London Plan, The Mayor's Transport Strategy, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Material assets
To attract inward investment through infrastructure	The Mayor's Economic Development Strategy, Lewisham Economic Development Business Plan, Securing the future: the UK sustainable development strategy, The draft London Plan, Lewisham UDP saved policies, Lewisham's emerging Local Development Framework.	Material assets

Existing and future baseline conditions, environmental problems and opportunities*Biodiversity, Flora and Fauna*

- 3.3 The baseline data collated for this topic area are shown in Table A in Appendix A. There are just over 500 hectares of land designated as a 'Site of Nature Conservation Importance' (SNCI) (64 sites). Of these, 4 sites are of major ecological importance in the Borough including Beckenham Place Park, Blackheath, the Forest Hill to New Cross Gate Railway cutting and the Thames/Deptford Creek.
- 3.4 The Lewisham Biodiversity Action Plan identifies priority habitats and species within the Borough. These include Black Redstart, Stag Beetle, House Sparrow, Song Thrush and bats, which are all also key London Biodiversity Action Plan species.
- 3.5 There is ongoing pressure on the borough's open spaces and designated areas of biodiversity interest, from all forms of development. It is necessary to reflect the importance of safeguarding these areas and to minimise disturbance of sensitive areas. The priority habitats and species identified are all in need of protection and enhancement. The LIP should take the opportunity to maintain and enhance population levels where possible. The railway lines in Lewisham are identified as a priority habitat in the LBAP due to their importance for wildlife. These habitats should be enhanced in conjunction with any railway infrastructure improvements. In addition, much of the river Ravensbourne is culverted, channeled or covered, not offering the best habitat for flora and fauna. There is little opportunity for the LIP to contribute to improvements for the river, opportunities may arise to naturalise the river course.

Air

- 3.6 The baseline data collated for this topic area are shown in Table B in Appendix A. The Government's National Air Quality Strategy sets out air quality objectives for eight pollutants, all of which have adverse effects on health. In terms of the LIP, the relevant pollutants for transport related monitoring of air quality are Nitrogen Dioxide (NO₂) and Particulates Matter (PM₁₀). In May 2001, the London Borough of Lewisham declared 5 Air Quality Management Areas (AQMA) for nitrogen dioxide and particle emissions. Ongoing monitoring reports indicate that these should be maintained as Lewisham does not meet the air quality strategy objectives for Nitrogen Dioxide or Particulate Matter.
- 3.7 One of the most significant contributors of air pollution in Lewisham is the traffic from main routes that cross the Borough namely the A2, A12, A205. London's transport system is also responsible for around 20% of the CO₂ emissions in the city.
- 3.8 Streets carrying the greatest vehicular traffic flow tend to be the responsibility of Transport for London. The Transport for London Road Network (TLRN) carries over a third of all London traffic. Routes in Lewisham forming part of the TLRN are the A2, A20, A21 and A205. The Council monitors traffic levels (including those on parts of the TLRN). The London Mayor has set a target of no traffic growth in inner London. The South East London Sub Regional Transport Plan is due to be published in the autumn. The Sub Regional Transport Plan will provide more specific policy for the achievement of the Mayor's target in South East London. Any increase in traffic would accentuate the current traffic congestion problems, particularly during peak times, and the associated adverse environmental and health impacts. The LIP should enhance alternatives to the private car and accessibility in Lewisham to reduce car usage and subsequent congestion and air pollution, as well as increasing walking and cycling trip rates as a means of reducing pollutant air emissions. There may also be opportunities to install further air quality monitoring equipment in association with infrastructure improvements.

Climatic Factors

- 3.9 The baseline data collated for this topic area are shown in Table C in Appendix A. In 2006 an estimated total of 1,224,000 tonnes of CO₂ were emitted in the Borough. This contributed 2.46% of London's total CO₂ emissions. The Department of Energy and Climate Change reports per capita carbon emissions in the local authority area (national indicator 186). Data has been published for

the last three years. The per capita carbon emissions have decreased over the past three years, from 4.47 tonnes per person from 2007/08, to 4.25 tonnes per person from 2009/10. Indicator 186 is one of the Borough's thirty-five Local Area Agreement indicators, with a target for an 8.5% reduction in 2010/11 against the 2007/08 baseline (4.09 tonnes per person). The Department of Energy and Climate Change also report overall figures for the borough, splitting the emissions by housing, transport and industry. The percentage mix has remained the same since 2007, with 27% of emissions from industry, 49% of emissions from dwellings and 24% of emissions from transport. There are potential opportunities for the introduction of low fuel emission vehicles and alternative fuel driven vehicles, such as hydrogen and fuel cell technology. Walking and cycling may be promoted as low carbon forms of transport.

Water and Soil

- 3.10 The baseline data collated for this topic area is shown in Table D in Appendix A. The water quality in the Borough is relatively good with the chemical quality of the River Ravensbourne being classified as 'A' very good and the biological classified as 'C' fairly good. Nitrate levels are classified as '3' moderate. However, Phosphate levels are '5' very high. The LIP should ensure that infrastructure improvements do not have a negative impact on the water quality of the Borough.

Cultural Heritage and Landscape

- 3.11 The baseline data collated for this topic area are shown in Table E in Appendix A. There are 26 Conservation Areas in Lewisham and 21 Areas of Archaeological Priority. There are also 540 listed buildings and 299 locally listed buildings. According to the English Heritage Heritage at Risk Register in 2009, there are 7 listed buildings and 2 Conservation Areas at risk in Lewisham. There is a need to ensure that further damage is not done to those buildings and areas already at risk and that adverse damage to the remainder are kept to a minimum. Measures to reduce crime and increase sense of security introduced as part of the LIP could have secondary visual impacts on streetscapes e.g. CCTV, speed camera.
- 3.12 20% of Lewishams' land area is open space (in public and private ownership) including 58 public parks and gardens managed by the Council. There are also 300 ha of Metropolitan Open Land. During 2009/10, eleven parks in Lewisham attained a Green Flag award, with two additional open spaces attaining Green Pennants. This exceeds the CLG target of 60% of Local Authorities obtaining one Green Flag Award. Population and Human Health
- 3.13 The baseline data collated for this topic area are shown in Table F in Appendix A. This SEA topic covers a wide range of issues which all have an impact on population and/or human health including noise, crime, number of accidents, modal split and traffic volumes as well as life expectancy, mortality rates, unemployment and deprivation. There are noise 'hotspots' throughout the Borough, particularly along the main roads in the main centres (Deptford, Lewisham, New Cross, Catford). The LIP provides the opportunity for greater focus on improving alternative modes, particularly non-motorised modes, to reduce the reliance on the private car reducing traffic noise in the 'hotspots'. There is also the potential that the LIP could contribute to more sustainable patterns of development through the creation of local jobs and reduce the need for commuting. Crime was identified as the number one area of personal concern to residents of the Borough in the 2007 Lewisham Residents Survey, with car crime being high in comparison to both National and London wide figures. There may be an opportunity to increase sense of security, and possibly safety, through improving the design quality of the public realm. In relation to traffic casualties, Transport for London has identified that the numbers of people killed or seriously injured decreased in the borough by 45% from 1994-1998 on average to 2008. The reduction target was 50% by 2010.
- 3.14 In common with most of England, the three main causes of premature death in Lewisham are Circulatory Disease (32.1%), Cancers (12.6%) and diseases of the respiratory system (13%). However, mortality rates are higher in Lewisham than in the rest of the UK. There are opportunities to improve health through increasing access for all sections of the community, to promote cycling/walking, and to improve cycling/walking facilities within the Borough. Improvements to transport infrastructure can also act as a catalyst to improving the quality of life

in the Borough and improve accessibility. Opportunity to increase accessibility through enhanced transport links to all areas of the Borough and sectors of the community. Transport can be used as a catalyst to improve the quality of life to Lewisham's residents.

Material Assets

- 3.15 For the purpose of the SEA of the LIP, the topic area "material assets" has been interpreted in terms of transport infrastructure and waste management. The baseline data collated for this topic area are shown in Table G in Appendix A. The majority of the waste in Lewisham is transported and dealt with through SELCHP. Current recycling rates are also low and have slightly decreased in recent years. There is potential to increase accessibility to recycling banks through the LIP and to ensure the continuation of doorstep/kerbside collection services

Strategic Environmental Assessment objectives and indicators

- 3.16 Whilst not specifically required by the SEA Directive, 'A practical guide to the SEA Directive' (CLG, 2005) recognises SEA objectives as a way of considering the environmental effects of a plan or programme and comparing the effects of alternatives. Defining the SEA objectives at the scoping stage of the SEA, prior to the development of the LIP interventions, gives an early indication of the environmental issues which require particular attention. The assessment of LIP objectives against the SEA objectives ensures that these are consistent with related plans and programmes at the international, national, regional and local levels. The SEA objectives set out in Table 3 were initially derived through the original SEA of the initial Lewisham LIP in 2005. The SEA objectives have been updated to reflect the Draft Revised Mayor's Transport Strategy Integrated Impact Assessment and Lewisham's Local Development Framework Sustainability Appraisal (incorporating SEA). The SEA objectives also reflect the assessment of plans, policies and programmes and the review of baseline data. Existing indicators have been used where possible and the indicators are likely to evolve through the monitoring process.

(Table 3: SEA Framework)

SEA Objectives	Indicators	Targets	SEA Topic
To improve the health of the borough's residents	Total number killed or seriously injured in road traffic accidents Total casualties	To be determined in the LIP % reduction in those killed or seriously injured 2010/11 to 2013/14 % total number of casualties in the calendar year compared to the previous year	Population, human health
To limit emissions to air to levels that will not damage natural systems or affect human health	Levels of main pollutants	<p><i>Nitrogen Oxide</i> - 40 µg/m³ annual mean (2005). 200 µg/m³ not to be exceeded more than 18 times per year (2005).</p> <p><i>Sulphur Dioxide</i> - 350 µg m⁻³, not to be exceeded more than 24 times a year – 1 hour mean, 125 µg m⁻³, not to be exceeded more than 3 times a year – 24 hour mean, 266 µg m⁻³, not to be exceeded more than 35 times a year – 15 minute mean</p> <p><i>Particles</i> (gravimetric) - 50 µg m⁻³, not to be exceeded more than 35 times a year - 24 hour mean, 40 µg m⁻³ - Annual mean</p> <p><i>Lead</i> - 0.25 µg m⁻³- Annual mean</p> <p><i>Carbon monoxide</i> - 10.0 mg m⁻³ - Maximum daily running 8-hour mean</p> <p><i>1,3-Butadiene</i> - 2.25 µg/m³ - Running annual mean</p> <p><i>Benzene</i> - 5.00 µg m⁻³ - Annual mean (2010)</p>	Human health
To promote more sustainable forms of transport	Modal share Proportion of travel by main mode Proportion of travel by means other than the car (three year average)	To be determined in the LIP A maintenance or increase in the share of non car modes by 2013/14 An increase in cycling levels based on screenline counts by 2013/14	Population, human health, air

SEA Objectives	Indicators	Targets	SEA Topic
To increase the number of journeys made on foot	% of walking trips	A maintenance or increase in the share of pedestrians by 2013/14	
To increase the number of cyclists	Number of cyclists recorded crossing screen lines	An increase in cycling levels based on screenline counts by 2013/14	
To increase bus patronage	Excess waiting time for all high frequency services running within Lewisham (High frequency is defined as five or more services per hour)	To be determined in the LIP A maintenance or increase in the average reliability of all bus services by 2013/14	
To limit the growth in or reduce current levels of road traffic in the borough	Traffic volumes	Improved road management to smooth the flow of traffic	
To reduce noise pollution	Road Traffic Noise in Lewisham	Minimise the adverse impacts of noise on people living and working in, and visiting London using the best available practices and technology	Population, human health
To promote safe communities, reduce crime and fear of crime	Crime on busses and at stations	No target identified	Population, human health
	Vehicle crimes per 1000 population	No target identified	
To improve road safety	Total number killed or seriously injured in road traffic accidents Total casualties	To be determined in the Local Implementation Plan % reduction in those killed or seriously injured 2010/11 to 2013/14 % total number of casualties in the calendar year compared to the previous year	Population, human health
To improve opportunities for access for all to essential facilities	Number and % of accessible bus stops	Lewisham Target: 100% bus stops to be accessible	Population, human health
	Public Transport Accessibility Levels (PTAL)	An increase in overall PTALS by 2013/14	

SEA Objectives	Indicators	Targets	SEA Topic
To promote enjoyment of the borough's open spaces and local biodiversity	Ha of accessible green space per 1000 population	Parks and Gardens - 1.41 ha per 1,000 population Natural and Semi-natural Greenspace - 2.44 ha per 1,000 population (including Green Corridors) Amenity Greenspace - 0.12 ha per 1000 population Allotments - 0.9 ha per 1000 population Outdoor sports facilities - 0.48ha per 1000 population	Population, biodiversity, flora and fauna
To reduce greenhouse gas emissions	Tonnes of CO ² emanating from ground based transport per year Per capita CO ² emissions in Lewisham % of Lewisham's overall carbon footprint from transport	To be determined in the Local Implementation Plan To reduce emissions of CO ₂ in London by 60% from 1990 levels by 2025 An 8.5% reduction in per capita CO ₂ emissions in Lewisham for 2010/11 against the 2007/08 baseline (4.09 tonnes per person)	Climatic factors
To encourage energy conservation and the use of renewable energy	Proportion of travel by means other than the car (three year average) % of walking trips Number of cyclists recorded crossing screen lines	To be determined in the LIP A maintenance or increase in the share of non car modes by 2013/14 An increase in cycling levels based on screenline counts by 2013/14 A maintenance or increase in the share of walking by 2013/14	Climatic factors

SEA Objectives	Indicators	Targets	SEA Topic
To conserve and enhance the borough's biodiversity	Change in areas and populations of biodiversity importance, including: Change in priority habitats and species (by type); and Change in areas designed for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance Number of street trees Ecological footprint from transport	Maintain or enhance the current population of biodiversity importance to 2013/14	Biodiversity, flora and fauna
To avoid damage and fragmentation of designated habitats and species	Change in areas and populations of biodiversity importance, including: Change in priority habitats and species (by type); and Change in areas designed for their intrinsic environmental value including sites of international, national, regional, sub-regional or local significance	Maintain or enhance the current population of biodiversity importance to 2013/14	Biodiversity, flora and fauna
To protect and enhance local distinctiveness and townscape character	Number of measures aimed at improving streetscape	To increase the number of interventions aimed at improving streetscapes in Lewisham's town centres in each of the following categories by 2013/14: Tidy up Declutter Relocate/merge functions Rethink traffic management options Recreate the street	Cultural heritage
To safeguard important built, historic and archaeological features within the borough	Percentage of conservation areas in the Borough with an up to date character appraisal	100% of conservation areas in the borough with up to date character appraisals	Cultural heritage
	Percentage of conservation areas in the Borough with management proposals	100% of conservation areas in the borough with management proposals	

SEA Objectives	Indicators	Targets	SEA Topic
To reduce generation of waste and maximise reuse and recycling	Reuse of road materials in construction and maintenance	No target identified	Material assets
To maintain and improve the quality of water resources	River water quality	No reduction in the grade of water quality of the river Ravensbourne and its tributaries by 2013/14	Water
To reduce contamination and safeguard soil quality and quantity	Soil loss to development	100% of interventions on brownfield sites to 2013/14	Soil

4 Analysis of alternatives

The alternative options

4.1 The programme set out by the Lewisham LIP is required to deliver the goals, challenges and outcomes of the Mayor’s Transport Strategy (see Table 4). Therefore, these goals, challenges and outcomes set a framework for the alternatives which may be explored for the Lewisham LIP.

(Table 4: Mayor’s Transport Strategy goals, challenges and outcomes)

Goals	Challenges	Outcomes
Support economic development and population growth	Supporting sustainable population and employment growth Improving transport connectivity Delivering an efficient and effective transport system for people and goods	Balancing capacity and demand for travel through increasing public transport capacity and/or reducing the need to travel Improving people’s access to jobs Improving access to commercial markets for freight movements and business travel, supporting the needs of business to grow Smoothing traffic flow (managing delay, improving journey time reliability and resilience) Improving public transport reliability Reducing operating costs Bringing and maintaining all assets to a state of good repair Enhancing the use of the Thames for people and goods
Enhance the quality of life for all Londoners	Improving journey experience Enhancing the built and natural environment Improving air quality Improving noise impacts Improving health impacts	Improving public transport customer satisfaction Improving road user satisfaction (drivers, pedestrians, cyclists) Reducing public transport crowding Enhancing streetscapes, improving the perception of the urban realm and developing ‘better streets’ initiatives Protecting and enhancing the natural environment Reducing air pollutant emissions from ground-based transport, contributing to EU air quality targets Improving perceptions and reducing impacts of noise Facilitating an increase in walking and cycling
Improve the safety and security of all Londoners	Reducing crime, fear of crime and antisocial behaviour Improving road safety Improving public transport safety	Reducing crime rates (and improving perceptions of personal safety and security) Reducing the numbers of road traffic casualties Reducing casualties on public transport networks
Improve transport opportunities for all Londoners	Improving accessibility Supporting	Improving the physical accessibility of the transport system Improving access to services Supporting wider regeneration

	regeneration and tackling deprivation	
Reduce transport's contribution to climate change, and improve its resilience	Reducing CO2 emissions Adapting for climate change	Reducing CO2 emissions from ground based transport, contributing to a London wide 60 per cent reduction by 2025 Maintaining the reliability of transport networks
Support delivery of the London 2012 Olympic and Paralympic Games and its legacy	Developing and implementing a viable and sustainable legacy for the 2012 Games	Supporting regeneration and convergence of social and economic outcomes between the five Olympic boroughs and the rest of London Physical transport legacy Behavioural transport legacy

- 4.2 The Greater London Authority has produced 'Guidance on developing the second LIPs' (GLA, 2010). The guidance specifies indicators which the London Borough of Lewisham must address. Funding for major schemes is allocated by Transport for London; these can be reflected in the LIP. The Lewisham LIP is an emerging document and the London Borough of Lewisham is in the process of identifying local transport objectives. The next stage in the process will be the development of the delivery plan, which will include the identification of potential interventions and alternatives. The delivery plan will comprise a series of interventions which will be pursued in parallel. The LIP may include one or more significant investments in Lewisham's transport infrastructure and a range of smaller investments over different modes of transport.
- 4.3 The Mayor's Transport Strategy Integrated Impact Assessment assessed three options against integrated objectives. Option 1 was the do minimum option, which followed the approach of the current London Plan. Option 2 was also based on the current London Plan, extending the time period to 2026. Option 3 had greater emphasis on decentralised development, together with the drafting of the revised Mayor's Transport Strategy policies, with a timeframe up to 2026.
- 4.4 Lewisham's Borough Wide Transport Strategy 2010 forms an element of the emerging Lewisham Local Development Framework evidence base. The study considered two broad spatial strategy options for the period 2010 to 2025, both of which focused on housing and mixed-use development in key areas of the borough.
- 4.5 Option 1 had the potential to deliver up to 17,525 new homes focussed on:
- Catford town centre
 - Lewisham town centre
 - Key development sites in Deptford and New Cross, including Convoys Wharf
 - Six mixed use employment sites in the north of the borough
- 4.6 Option 2 excluded the mixed-use employment sites and had the potential to deliver up to an additional 14,550 new homes. Lewisham's Borough Wide Transport Strategy also assessed permitted major development sites in the borough with highways improvements agreed through Section 106. Stand-alone committed highways and public transport schemes were also considered.
- 4.7 The SEA of the Lewisham LIP will follow the same principles as The Mayor's Transport Strategy Integrated Impact Assessment and Lewisham's Borough Wide Transport Strategy 2010 in the assessment of alternative options. The proposed interventions will be assessed against the baseline scenario and a reduced scheme. The three options will be considered against the SEA objectives as the delivery plan is developed. The reduced scheme will vary from the proposed interventions by location and geographical scope. The reduced scheme is likely to be a different type of intervention. For example, development standards are a more strategic intervention than localised physical changes to the transport network.

5 Methodology

- 5.1 The approach to the SEA of the Lewisham LIP will follow the process set out in 'A practical guide to the SEA Directive' (CLG, 2005) and within 'Transport Analysis Guidance Unit 2.11: SEA for Transport Plans and Programmes' (DfT, 2004). The guidance documents present a five-staged approach to completing an SEA. The approach and the relationship with the development of the Lewisham LIP are shown in Table 5.

(Table 5: Five-staged approach to SEA)

Stages	Tasks	LIP preparation
Stage A: Setting the context and objectives, establishing the baseline and deciding the scope	A1: Identifying other relevant plans, programmes and environmental protection objectives A2: Collecting baseline information A3: Identifying environmental problems A4: Developing SEA objectives A5: Consulting on the scope of the SEA	LIP Development Stage A: Borough Transport Objectives Identify and review other plans, programmes and objectives Identify, collate and collect baseline information Identify Lewisham's problems, issues, challenges and opportunities Develop Lewisham LIP objectives
Stage B: Developing and refining alternatives and assessing effects	B1: Testing the plan or programme objectives against the SEA objectives B2: Developing strategic alternatives B3: Predicting the effects of the draft plan or programme, including alternatives B4: Evaluating the effects of the draft plan or programme, including alternatives B5: Considering ways of mitigating adverse effects B6: Proposing measures to monitor the environmental effects of the plan or programme implementation	LIP Development Stage B: Delivery Plan Identify potential interventions and alternatives Identify funding sources Identify which Mayor's Transport Strategy goals and local priorities each intervention supports Set out a programme of funded interventions LIP Development Stage C: Performance monitoring report Agree locally specific targets for LIP and Mayor's Transport Strategy indicators Demonstrate a link between LIP objectives, programmes and targets Identify key actions to achieve targets and risks Outline proposals to address underperformance
Stage C: Preparing the Environmental Report	C1: Preparing the Environmental Report	Drafting the LIP document
Stage D: Consulting on the draft plan or programme and the Environmental Report	D1: Consulting on the draft plan or programme and Environmental Report D2: Assessing significant changes D3: Decision making and	Consultation on the draft LIP

	providing information	
Stage E: Monitoring implementation of the plan or programme	E1: Developing aims and objectives for monitoring E2: Responding to adverse effects	Implementation of the LIP

5.2 The SEA Regulations set out a requirement to produce the following reports:

- Scoping Report (summarising Stage A work)
- Environmental Report (documenting stages A to C)
- Summary Statement (presenting the key findings of the SEA and the impact of the SEA on the LIP)

5.3 This Scoping Report addresses Stage A and an Environmental Report will be prepared to address stages B and C of the SEA process. The Summary Statement will be prepared during Stage E.

6 What happens next?

Current consultation

6.1 We would like to hear your views on the Scoping Report, with particular reference to the following questions. Although we would be pleased to receive comments on any aspect of the scoping report as required.

- Are there any additional environmental problems, opportunities or issues in the London Borough of Lewisham that need to be considered in the development of the LIP?
- Are there other relevant plans, policies or objectives that will affect or influence the LIP?
- Do you agree that the baseline data presented is appropriate to the LIP?
- Do you have, or know of, any additional relevant baseline data which should be added to that already listed?
- Is the data presented in this Scoping Report accurate?
- Are the indicators suggested appropriate?
- Are the objectives suitable for the Lewisham context?
- What other alternatives, if any, should be considered?

6.2 Please return any comments on the above questions or any other relevant issues by 27th August 2010. When responding, please note clearly the paragraph number to which your comments refer. Contact details are available at the end of this report.

Proposed structure of the Environmental Report

6.3 Table 6 details the proposed structure of the Environmental Report.

(Table 6: Proposed structure of the Environmental Report)

Section	Content
Introduction	Requirement for SEA The content of the Environmental Report The SEA process and stages completed Spatial scope Temporal scope Technical scope SEA and LIP key milestones Scoping Report consultation
The Lewisham LIP	LIP objectives Outline of the LIP
Environmental issues and opportunities	The study area The transport network Review of other plans and programmes The environmental baseline Biodiversity Population Human health Flora and fauna Soil Water Air Climatic factors Material assets

	Cultural heritage, including archaeological and architectural heritage Landscape The interrelationship between the above factors Data limitations and uncertainties Environmental problems and opportunities Predicted future trends SEA framework of objectives, targets and indicators Compatibility assessment between LIP objectives and SEA objectives
Alternative options	The requirement for the assessment of alternatives The strategic alternatives Assessment of strategic alternatives Preferred alternatives
Assessment of significant effects	Introduction LIP policies, programmes, measures and schemes to be assessed Assessment methodology Assessment of effects Prediction of effects Evaluation of effects Assessment of significance Assessment of LIP proposals Compatibility assessment of LIP policies and programmes with SEA objectives Assessment of LIP measures and schemes
Mitigation	Measures for mitigation of adverse effects
Monitoring	Proposals for monitoring
Next steps	Consultation Adoption of the LIP SEA Summary Statement

Contact details

6.4 Please send any feedback, comments or queries by 27th August 2010 to:

Ian Plowright
 Transport Policy and Development
 Wearside Service Centre
 Wearside Road
 London
 SE13 7UL

ian.plowright@lewisham.gov.uk

Tel: 020 8 314 2090

Appendix A

Table A: Baseline Data, Indicators, Trends for Biodiversity, Flora and Fauna

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/Constraints	Source
No. & area of designated sites	<ul style="list-style-type: none"> • 20% of Lewishams' land area is open space (in public and private ownership) including 58 public parks and gardens managed by the Council; • 300 ha of Metropolitan Open Land and just over 500 ha is designated as a 'Site of Nature Conservation Importance' (SNCI); • No Sites of Special Scientific Interest (SSSI) in the Borough • 4 sites of major ecological importance – Beckenham Place Park, Blackheath, Forest Hill to New Cross Gate Railway cutting and the Thames/Deptford Creek; • 64 sites of Nature Conservation Importance • During 2009/10, eleven parks in Lewisham attained a Green Flag award, with two additional open spaces attaining Green Pennants • 6 designated Local Nature Reserves 	<p>In London:</p> <ul style="list-style-type: none"> • 36 SSSIs (including those with European Designations) • Over 1400 sites of nature conservation importance • 140 local nature reserves. <p>DCLG target of 60% of Local Authorities obtaining one Green Flag Award.</p>	<p>Potential pressure from inappropriate development such as housing on Borough's open spaces.</p> <p>Lack of resources to assist in the upkeep and maintenance of designated sites and to help monitor biodiversity.</p>	<p>Lewisham Leisure and Open Space Study, Lewisham UDP, LBAP, London Biodiversity Action Plan, Nature on the Map, London WildWeb, www.naturalengland.org.uk www.magic.gov.uk</p>
Population of species and areas of priority habitat	<ul style="list-style-type: none"> • Lewisham holds about 1% of the national breeding population of the protected Black Redstart, mainly around the Deptford Creek Area; • South London is a national hotspot for Stag Beetle although they are found throughout the borough apart from Deptford and New Cross. • The House Sparrow was present in the town centre and Silkmill Path in Lewisham 5 years ago (1997) but in 2002, no longer present. • Black Redstart, Stag Beetle, House Sparrow, Song Thrush and all bats are key London Biodiversity Action Plan species; 	<p>To meet 100% of the objectives set out in the Lewisham LBAP</p> <p>No regular or reliable data is collected on changes in species.</p>	<p>Lewisham is significant importance for Black Redstart nationally</p> <p>The Stag Beetle has undergone significant decline in the past 40 years. The Stag Beetle is absent from Deptford and New Cross.</p> <p>Song Thrush has undergone significant decline in Lewisham over the past 25 years</p> <p>The house sparrow has undergone dramatic decline in UK and London in recent years.</p>	<p>LBAP, London Biodiversity Strategy, English Nature, www.lbp.org.uk</p>

Table B: Baseline Data, Indicators, Trends for Air

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/Constraints	Source						
Levels of main air pollutants	NO₂ continuous monitoring in Lewisham (2003 – 2008)	<p>Two pollutants cause most concern within London: particulate matter (PM₁₀) and nitrogen dioxide (NO₂)</p> <p>National Targets: <i>Nitrogen Oxide</i> - 40 µg/m³ annual mean (2005). 200 µg/m³ not to be exceeded more than 18 times per year (2005). <i>Sulphur Dioxide</i> - 350 µg m⁻³, not to be exceeded more than 24 times a year – 1 hour mean, 125 µg m⁻³, not to be exceeded more than 3 times a year – 24 hour mean, 266 µg m⁻³, not to be exceeded more than 35 times a year – 15 minute mean <i>Particles</i> (gravimetric) - 50 µg m⁻³, not to be exceeded more than 35 times a year - 24 hour mean, 40 µg m⁻³ - Annual mean <i>Lead</i> - 0.25 µg m⁻³- Annual mean <i>Carbon monoxide</i> - 10.0</p>	<p>Lewisham does not meet the air quality strategy objectives for Nitrogen Dioxide - Annual mean exceeding 40µg/m³.</p> <p>Provisionally Lewisham may not meet the air quality strategy objectives for Sulphur Dioxide – 15 minute mean exceeding 266µg/m³.</p>	<p>Fourth Round Updating and Screening Assessment for London Borough of Lewisham, 2009 www.londonair.org.uk</p> <p>GLA Clearing the air - The Mayor's draft air quality strategy</p> <p>UK Air Quality Strategy www.environment-agency.gov.uk</p>						
	LAQN site				2003	2004	2005	2006	2007	2008
	Lewisham 1 (<i>Urban background - AQMA3</i>)									
	Annual mean				55	49	51	54	53	51
	No of hours >200 µg m-3				1	1	3	0	8	2
	Lewisham 2 (Roadside- AQMA3)									
	Annual mean				64	68	55	68	60	63
	No of hours >200 µg m-3				5	4	4	27	11	5
	Crystal Palace (Roadside – just outside of Borough)									
	Annual mean				49	48	51	46	50	49
	No of hours >200 µg m-3				2	0	0	0	0	0
	CO concentrations (mg m⁻³) for Lewisham (2003 – 2008)									
					2003	2004	2005	2006	2007	2008
	Max 8 Hour				3.5	2.5	2.1	2.5	1.9	1.6
Annual mean	0.6	0.6	0.5	0.5	0.5	0.4				
Max 1 Hour	5.1	3.3	2.9	3.2	3.1	3				

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/Constraints	Source																																																																																																		
	<p>SO₂ Maximum 15 minute $\mu\text{g m}^{-3}$ in Lewisham (2003 - 2008)</p> <table border="1" data-bbox="394 316 1081 584"> <thead> <tr> <th>Site</th> <th>2003</th> <th>2004</th> <th>2005</th> <th>2006</th> <th>2007</th> <th>2008</th> </tr> </thead> <tbody> <tr> <td>Lewisham 1 (AQMA 3)</td> <td>285.7</td> <td>194.9</td> <td>109.5</td> <td>149.5</td> <td>154.9</td> <td>150.7</td> </tr> <tr> <td>Lewisham 2 (AQMA 3)</td> <td>267.8</td> <td>169.7</td> <td>129.2</td> <td>170.3</td> <td>140.9</td> <td>128.3</td> </tr> <tr> <td>Crystal Palace (just outside of Borough)</td> <td>266.2</td> <td>130.6</td> <td>108</td> <td>280.7</td> <td>140.9</td> <td>1585.5</td> </tr> </tbody> </table> <p>PM10 monitoring in Lewisham and nearby (2003 - 2008)</p> <table border="1" data-bbox="394 643 1081 1214"> <thead> <tr> <th>Site</th> <th>2003</th> <th>2004</th> <th>2005</th> <th>2006</th> <th>2007</th> <th>2008</th> </tr> </thead> <tbody> <tr> <td colspan="7">Lewisham 2 (AQMA 3)</td> </tr> <tr> <td>Annual mean</td> <td>37</td> <td>31</td> <td>30</td> <td>30</td> <td>30</td> <td>26</td> </tr> <tr> <td>No of days > 50 $\mu\text{g m}^{-3}$</td> <td>47</td> <td>19</td> <td>24</td> <td>21</td> <td>26</td> <td>18</td> </tr> <tr> <td colspan="7">Crystal Palace (just outside of Borough)</td> </tr> <tr> <td>Annual mean</td> <td>27</td> <td>26</td> <td>28</td> <td>28</td> <td>29</td> <td>25</td> </tr> <tr> <td>No of days > 50 $\mu\text{g m}^{-3}$</td> <td>17</td> <td>4</td> <td>7</td> <td>14</td> <td>17</td> <td>6</td> </tr> <tr> <td colspan="7">Greenwich 7 (just outside of Borough)</td> </tr> <tr> <td>Annual mean</td> <td>35</td> <td>31</td> <td>30</td> <td>32</td> <td>30</td> <td>29</td> </tr> <tr> <td>No of days > 50 $\mu\text{g m}^{-3}$</td> <td>55</td> <td>25</td> <td>22</td> <td>30</td> <td>24</td> <td>6</td> </tr> </tbody> </table> <p>For carbon monoxide, benzene, 1,3-butadiene, lead and sulphur dioxide there is not a significant risk of the objectives being exceeded in the Council's area.</p>	Site	2003	2004	2005	2006	2007	2008	Lewisham 1 (AQMA 3)	285.7	194.9	109.5	149.5	154.9	150.7	Lewisham 2 (AQMA 3)	267.8	169.7	129.2	170.3	140.9	128.3	Crystal Palace (just outside of Borough)	266.2	130.6	108	280.7	140.9	1585.5	Site	2003	2004	2005	2006	2007	2008	Lewisham 2 (AQMA 3)							Annual mean	37	31	30	30	30	26	No of days > 50 $\mu\text{g m}^{-3}$	47	19	24	21	26	18	Crystal Palace (just outside of Borough)							Annual mean	27	26	28	28	29	25	No of days > 50 $\mu\text{g m}^{-3}$	17	4	7	14	17	6	Greenwich 7 (just outside of Borough)							Annual mean	35	31	30	32	30	29	No of days > 50 $\mu\text{g m}^{-3}$	55	25	22	30	24	6	<p>mg m^{-3} - Maximum daily running 8-hour mean <i>1,3-Butadiene</i> - 2.25 $\mu\text{g}/\text{m}^3$ - Running annual mean <i>Benzene</i> - 5.00 $\mu\text{g m}^{-3}$ - Annual mean (2010)</p>		
Site	2003	2004	2005	2006	2007	2008																																																																																																
Lewisham 1 (AQMA 3)	285.7	194.9	109.5	149.5	154.9	150.7																																																																																																
Lewisham 2 (AQMA 3)	267.8	169.7	129.2	170.3	140.9	128.3																																																																																																
Crystal Palace (just outside of Borough)	266.2	130.6	108	280.7	140.9	1585.5																																																																																																
Site	2003	2004	2005	2006	2007	2008																																																																																																
Lewisham 2 (AQMA 3)																																																																																																						
Annual mean	37	31	30	30	30	26																																																																																																
No of days > 50 $\mu\text{g m}^{-3}$	47	19	24	21	26	18																																																																																																
Crystal Palace (just outside of Borough)																																																																																																						
Annual mean	27	26	28	28	29	25																																																																																																
No of days > 50 $\mu\text{g m}^{-3}$	17	4	7	14	17	6																																																																																																
Greenwich 7 (just outside of Borough)																																																																																																						
Annual mean	35	31	30	32	30	29																																																																																																
No of days > 50 $\mu\text{g m}^{-3}$	55	25	22	30	24	6																																																																																																

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/Constraints	Source
	<p>For Nitrogen Dioxide the annual mean objective was easily exceeded at the three sites for all years monitored. The hourly objective was however not exceeded at any of the sites, apart from the Lewisham 2 site in 2006.</p> <p>The results indicate that the objective is being met for Carbon Monoxide and therefore a Detailed Assessment of CO based on monitoring is not required.</p> <p>For Sulphur Dioxide, results indicate that the 15-minute standard of 266 µg m⁻³ was exceeded at all three sites during 2003 only. In addition, the standard was exceeded at the Crystal Palace site in 2006 and 2008 (although the latter includes provisional data). In 2003 at the Lewisham 1 site there were 2 periods that exceeded, whilst at the other sites there was one 15-minute period only that exceeded per year. There was also one period exceeding in 2006 and four in 2008 at Crystal Palace.</p> <p>The results for the site indicate that the 2004 daily mean objective of more than 50 µg m⁻³ was exceeded in 2003 at the Lewisham 2 and Greenwich 7 roadside sites. The annual mean objective however was not exceeded, although the highest annual mean concentration also arose during 2003. In 2007 there were also episodes with high concentrations in both March and December leading to higher daily concentrations during the year. The monitoring results for the most recent year, 2008, did not exceed the objectives.</p>			
No. of Air Quality Management Areas (AQMA)	5 AQMAs (declared May 2001). Monitoring reports indicate that these should be maintained.	No comparators or targets applicable	Air Quality Strategy objectives are expected to be breached within a few years across inner London, including along the main roads linking	Fourth Round Updating and Screening Assessment for London Borough of Lewisham, 2009

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/Constraints	Source
			New Cross, Deptford and Lewisham due to the anticipated growth in road traffic.	www.londonair.org.uk GLA Clearing the air - The Mayor's draft air quality strategy UK Air Quality Strategy www.environment-agency.gov.uk
Population living in AQMA	Total population living in AQMAs as declared in May 2001: 121,700 (across 9 wards).	No comparators or targets applicable	Nearly half of the residents of the Borough live within AQMA	Fourth Round Updating and Screening Assessment for London Borough of Lewisham, 2009, Census 2001
No. of days when air pollution is measured at the Council's monitoring stations as moderate or high banding index	Between Jan – Dec 2009, there were 7 days when a particular measured pollutant reached nationally defined medium or high banding index in the Borough: Catford NO2 – 0 SO2 – 0 Ozone – 0 New Cross NO2 – 0 SO2 – 0 PM10 - 7	Jan – Dec 2008 Catford NO2 – 0 SO2 – 0 Ozone – 15 New Cross NO2 – 0 SO2 – 0 PM10 - 9	No problems identified	Fourth Round Updating and Screening Assessment for London Borough of Lewisham, 2009 www.londonair.org.uk GLA Clearing the air - The Mayor's draft air quality strategy UK Air Quality Strategy

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/Constraints	Source																																			
Modal Split	<p>Travel to work in Lewisham (%): (In accordance with TfL definition)</p> <table border="1" data-bbox="396 352 1077 588"> <thead> <tr> <th>Mode</th> <th>1971</th> <th>1981</th> <th>1991</th> <th>2001</th> </tr> </thead> <tbody> <tr> <td>National Rail</td> <td>32</td> <td>28</td> <td>33</td> <td>31</td> </tr> <tr> <td>Bus</td> <td>24</td> <td>19</td> <td>14</td> <td>15</td> </tr> <tr> <td>Walk/Other</td> <td>19</td> <td>16</td> <td>14</td> <td>17.5</td> </tr> <tr> <td>Cycle</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> </tr> <tr> <td>Car</td> <td>23</td> <td>32</td> <td>35</td> <td>33</td> </tr> <tr> <td>Motorcycle</td> <td>1</td> <td>3</td> <td>2</td> <td>1.5</td> </tr> </tbody> </table>	Mode	1971	1981	1991	2001	National Rail	32	28	33	31	Bus	24	19	14	15	Walk/Other	19	16	14	17.5	Cycle	2	2	2	2	Car	23	32	35	33	Motorcycle	1	3	2	1.5	<p>Travel to work in London (2008): Underground/Other rail – 17% National Rail – 21% Bus – 14% Motorcycle – 2% Car or van – 35% Bicycle – 3% On foot – 8%</p> <p>In England (2008): Underground/Other rail – 3% National Rail – 5% Bus – 7% Motorcycle – 1% Car or van – 69% Bicycle – 3% On foot – 11%</p>	<p>High percentage levels of travel to work by car in Lewisham and London as a whole, although lower than national average.</p> <p>Lewisham has lower % levels of travel to work by bicycle compared with the London average</p>	<p>Transport for London, www.dft.gov.uk, Census 2001, ONS Labour Force Survey</p>
Mode	1971	1981	1991	2001																																			
National Rail	32	28	33	31																																			
Bus	24	19	14	15																																			
Walk/Other	19	16	14	17.5																																			
Cycle	2	2	2	2																																			
Car	23	32	35	33																																			
Motorcycle	1	3	2	1.5																																			
Bus patronage	42 Bus Routes within the Borough.	The financial year 2008/09 saw continued growth in the use of buses in London – with more than 2 billion journeys in the year. In terms of kilometres travelled, bus patronage in 2008/09 was 93 per cent higher than in 1991/92, and almost 3 per cent higher than in 2007/08.	No problems identified	Final Draft LIP, Transport for London, Travel in London - Report 2, 2010 www.dft.gov.uk																																			

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/Constraints	Source
		Increased bus patronage is a priority of the London Bus Initiative		
Bus Lanes	Bus Lane km-hours per week: 162.2. Total length of bus lanes in Lewisham: 4.65km	London has approximately 1000 bus lanes covering 250 kilometres	No problems identified	Final Draft LIP, The London Mayor's Transport Strategy
Traffic Volumes	The estimated traffic flow for all motor vehicles (by million vehicle km) in Lewisham for 2008 was 886. The percentage change since 1993 is 4%. Lewisham is ranked 18 th in London for traffic flows out of 33 London Boroughs (including City of London).	The London Mayor has set a target of no net growth of traffic in inner London.	Any further increase in traffic would result in adverse environmental effects.	Transport for London
% of Households with a car	In 2001, 47% of households had no access to a car/van (107,412 households) Cars per 100 households = 73.7	In 2001, 3,015,997 of households had no access to car in London (39.5% average) Cars per 100 households = 86.7	No problems identified.	Census

Table C: Baseline Data, Indicators, Targets and Trends for Climatic Factors

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/Constraints	Source																
<p>CO2 Emissions</p>	<p>Total CO2 emission for Lewisham in 2006 was estimated at 1,224,000 tonnes. This contributed 2.46% of London's total CO² emissions.</p> <p>Tonnes of CO2 emissions per person in Lewisham 2007/08 – 4.47 tonnes per person 2008/09 – 4.40 tonnes per person 2009/10 – 4.25 tonnes per person</p> <p>Lewisham carbon emissions by sector (average London figures are in brackets) Industry 27% (45%) Domestic 49% (36%) Transport 24% (19%)</p>	<p>Transport uses more than 20% of energy consumed in London. In London road transport is thought to account for over 65% of overall CO2 emissions, rail and underground 25% and aviation 10%.</p> <p>London to reduce all CO2 emissions by 4% per annum</p>	<p>Lewisham is criss-crossed by the Transport for London Network (A2, A20, A21 and A205). Across the Capital, this Network carries a third of London's traffic.</p>	<p>Lewisham LDF – Annual Monitoring Report 2008-9, Lewisham Air Quality Action Plan (2008)</p> <p>Department for Energy and Climate Change per capita emissions in Lewisham (national indicator 186)</p>																
<p>Energy consumption and CO2 emissions for transport sector</p>	<p>CO2 emissions from transport form 30% of the total CO2 emissions in Lewisham, compared to 24% in London and 27% in the UK</p> <table border="1" data-bbox="392 938 1088 1106"> <thead> <tr> <th data-bbox="392 938 555 1023">Sector:</th> <th data-bbox="555 938 689 1023">Fuel Type:</th> <th data-bbox="689 938 887 1023">Energy Consumption (kWh/yr):</th> <th data-bbox="887 938 1088 1023">CO2 Emissions (tonne/yr):</th> </tr> </thead> <tbody> <tr> <td data-bbox="392 1023 555 1054">Transport</td> <td data-bbox="555 1023 689 1054">Rail</td> <td data-bbox="689 1023 887 1054">53,590,673.34</td> <td data-bbox="887 1023 1088 1054">23,752.42</td> </tr> <tr> <td data-bbox="392 1054 555 1086">Transport</td> <td data-bbox="555 1054 689 1086">Roads</td> <td data-bbox="689 1054 887 1086">671,659,307.59</td> <td data-bbox="887 1054 1088 1086">164,998.57</td> </tr> <tr> <td data-bbox="392 1086 555 1106">Transport</td> <td data-bbox="555 1086 689 1106">Shipping</td> <td data-bbox="689 1086 887 1106">280,440.87</td> <td data-bbox="887 1086 1088 1106">65.55</td> </tr> </tbody> </table>	Sector:	Fuel Type:	Energy Consumption (kWh/yr):	CO2 Emissions (tonne/yr):	Transport	Rail	53,590,673.34	23,752.42	Transport	Roads	671,659,307.59	164,998.57	Transport	Shipping	280,440.87	65.55	<p>London wide target to reduce CO2 emissions from the transport sector by 45-55% by 2025</p>	<p>As above</p>	<p>GLA, The Mayor's Transport Strategy</p>
Sector:	Fuel Type:	Energy Consumption (kWh/yr):	CO2 Emissions (tonne/yr):																	
Transport	Rail	53,590,673.34	23,752.42																	
Transport	Roads	671,659,307.59	164,998.57																	
Transport	Shipping	280,440.87	65.55																	

Table D: Baseline Data, Indicators, Trends for Water and Soil

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/Constraints	Source
<p>Chemical Water Quality</p>	<p>The main rivers in Lewisham are the River Ravensbourne and the River Quaggy. The Little Quaggy is a tributary of the River Quaggy.</p> <p>The Ravensbourne River is the one of the most engineered river in Greater London, much of its course is culverted, channelled or covered. The River Quaggy, also heavily engineered, flows into the Ravensbourne in the centre of Lewisham, just in front of Lewisham Station.</p> <p>Ravensbourne River</p> <ul style="list-style-type: none"> • Chemical Water Quality: Grade A since 2000 • Biological Water Quality: Grade C since 2006, Grade D previously • Nitrates: Grade 3 since 2000 • Phosphates: Grade 5 since 2000 <p>The River Quaggy is no longer monitored for water quality, but previously obtained Grade B for Chemical Water Quality</p> <p>There is a Flood Alleviation Strategy for the River Quaggy.</p>	<p>In London, it is estimated that 44% of rivers were of good or very good chemical quality in 2008. 21% of rivers were of good or very good biological quality in 2008. 52% of rivers had excessively high or very high levels of nitrate in 2008, with no stretches of river in London very low or low. Phosphate levels are very high or excessively high in just under 90% of London's rivers</p> <p>In England:</p> <ul style="list-style-type: none"> • 72 per cent of river lengths were of good or excellent biological quality in 2008, compared with 55 per cent in 1990. • 79 per cent of river lengths were of good or excellent chemical quality in 2008, compared with 55 per cent in 1990. • In 2008, 51 per cent of English rivers had high concentrations of phosphate compared with 69 per cent in 1990. • High concentrations of nitrate were found in 32 per cent of English rivers in 2008 compared with 36 per cent in 1995. <p>General Quality Assessment (GQA) classification of river quality chemical and biological:</p>	<p>Many urban rivers, such as the River Quaggy and the River Ravensbourne are threatened by pollution, demand for land and misguided flood alleviation schemes.</p> <p>The Ravensbourne River is engineered and culverted, channelled or covered for the majority of its length.</p> <p>The flood alleviation strategy has confirmed that culverting and challenging has contributed to the river Quaggy's flooding problem.</p>	<p>www.defra.gov.uk, www.environmentagency.gov.uk, www.qwag.org.uk</p>

		<ul style="list-style-type: none">• A – Very good• B – Good• C – Fairly good• D – Fair• E – Poor• F – Bad <p>Nitrates and Phosphates:</p> <ul style="list-style-type: none">• 1 – Very low• 2 – low• 3 – Moderate• 4 – High• 5 – Very high• 6 – Excessively high		
--	--	--	--	--

Table E: Baseline Data, Indicators, Targets and Trends for Cultural Heritage and Landscape

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/Constraints	Source
Green Spaces lost to development (ha)	No applications were granted or refused on designated open space and Sites of Nature Conservation Importance in 2008-09. However, there were two schemes completed in 2008-09 that combined took up 0.420 ha of open space	No comparators or targets available	Potential housing pressure for development on open spaces in the future	DC, LB Lewisham, Lewisham LDF – Annual Monitoring Report 2008-9
No. of Conservation Areas	In 2010, 26 Conservation Areas. Increased by 1 in 2010 Percentage of Conservation Areas with an up-to-date character appraisal - 2007/08: 42.31% Lewisham has 2 Conservation Areas listed as being at risk by English Heritage	17% of London’s conservation areas are at risk of losing their special character Percentage of Conservation Areas with an up-to-date character appraisal: 2005/06: 28% 2006/07: 36% Best Quartile 2006/07 England: 43.63% London: 65%	Conservation Areas without up-to-date character appraisals more at risk from inappropriate development	LB Lewisham, English Heritage - Heritage at Risk 2009 (London)
Archaeological Sites	In 2004, 21 Areas of Archaeological Priority in the Borough	No comparators or targets available	No problems identified at present	UDP
No. of Listed Buildings and proportion at risk	Lewisham has around 540 listed buildings, most of which are Grade II. 35 listed buildings in the borough are Grade II* and only two are Grade I. These are Boone’s Chapel in Lee High Road and St Paul’s church in Deptford. Lewisham has 7 listed buildings listed as being at risk by English Heritage	In London, 543 Listed Buildings are at risk – 4.4% of Grade I and Grade II* listed entries at risk Nationally 3.1% of Grade I and Grade II* listed entries at risk in England	A small number of listed buildings in Lewisham are currently listed as being at risk.	UDP, LB Lewisham, English Heritage - Heritage at Risk 2009 (London)

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/Constraints	Source
% of development on PDL	99%	60% of new dwellings on PDL by 2008 (PPS3: Housing, 2010) To exceed 90% of dwellings provided on previously developed land (Lewisham Annual Monitoring Report)	Potential housing pressure for development on open spaces in the future	DC, LB Lewisham, Lewisham LDF – Annual Monitoring Report 2008-9
Open Spaces	<ul style="list-style-type: none"> • 20% of Lewishams' land area is open space (in public and private ownership) including 58 public parks and gardens managed by the Council; • 300 ha of Metropolitan Open Land • During 2009/10, eleven parks in Lewisham attained a Green Flag award, with two additional open spaces attaining Green Pennants 	DCLG target of 60% of Local Authorities obtaining one Green Flag Award.	Potential housing pressure for development on open spaces in the future	Lewisham Leisure and Open Space Study, Lewisham UDP, London WildWeb

Table F: Baseline Data, Indicators, Targets and Trends for Population and Human Health

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/ Constraints	Source
Noise Levels	See noise map for Lewisham. Noise hotspots are in the main towns: Deptford, Lewisham, New Cross, Catford and along the main roads.	46% of Londoners polled in 2003 considered noise a problem, and 24% included noise as one of their top priorities for improving the quality of the environment in London.	Predicted growth in traffic could accentuate the noise hotspots. In a GLA household Survey 13% of households rated noise from road traffic was of most concern	www.londonnoisemap.com; DEFRA noise mapping, 'Sounder City: The Mayor's Ambient Noise Strategy', March 2004, The Mayor of London
Statistics on Responses to Noise Complaints	In 2001/2002 8,147 noise complaints were dealt with in Lewisham, an increase of 14% from 2000/2001. 3,668 of these were new complaints, the majority of the complaints were resolved although 250 abatement notices served, 19 cases of legal action.	In London, 13% of households rated noise from road traffic was of most concern	Noise complaint stats demonstrate the noise as a source of nuisance is considered an important issue although there is a lack of data to assess the no. of noise complaints specific to road traffic noise at a borough level	Lewisham Corporate Plan, Environmental Enforcement Team, GLA London Household Survey 2002
Areas of Open space/ outdoor recreation (ha of open space per 1,000 urban population)	20% of Lewishams' land area is open space (in public and private ownership) including Leisure and Open Space Study reports 2.74ha of open space per 1000 head of population	PPG17 recommends that local authorities undertake open space assessments to ascertain open space requirements and set local targets. Locally derived targets in Lewisham: Parks and Gardens - 1.41 ha per 1,000 population Natural and Semi-	Lewisham has a comparatively high 2.74 ha of open space per 1000 population, when compared to the traditional 2.4 ha per 1000 population (Fields in Trust Benchmark)	Lewisham UDP, PPG17, Fields in Trust, Lewisham Leisure and Open Space Study

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/ Constraints	Source
		natural Greenspace - 2.44 ha per 1,000 population (including Green Corridors) Amenity Greenspace - 0.12 ha per 1000 population Allotments - 0.9 ha per 1000 population Outdoor sports facilities - 0.48ha per 1000 population		
Vehicle crimes per 1000	15.2 per 1000 pop in 2007/08	2005/06: 17 2006/07: 16 Best Quartile 2006/07 England: 7.00 London: 13.95	No problems identified at present	www.lewisham.gov.uk audit commission, Lewisham LDF – Annual Monitoring Report 2008-9
Fear of Crime	53% of people in Lewisham have highlighted crime as the key area of personal concern.	2005/06: 48% 2006/07: 47% 54% of residents in London have highlighted crime as the key area of personal concern. National figures for 2008: 16% had high levels of worry about burglary; 24% had high levels of worry about car crime;	Crime remains the number one area of personal concern in Lewisham and London as a whole.	British Crime Survey: 2008/9, Lewisham Residents Survey 2007/8

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/ Constraints	Source
		17% had high levels of worry about violent crime.		
No. of personal Injury traffic accidents	A total of 808 personal injury accidents were recorded by the Metropolitan Police in Lewisham during 2007. This figure represents 3.1% of the total recorded throughout the Greater London area in 2007	23,116 road traffic collisions involving personal injury were reported to the Metropolitan and City Police during 2008 within Greater London. This is a 0.4% decrease compared with 2007	Potential growth in traffic could result in an increase in road accidents.	London Road Safety Unit Fact Sheet - Casualties in Greater London during 2008, TFL - Collisions and casualties on London's roads 2007
People killed or seriously injured	Casualties in Lewisham 2009 (Jan-Dec) provisional by borough and percentage change over 2008 Total 972 (10%) Pedestrians 194 (30%) Pedal cyclists 115 (11%) Powered two-wheelers 181 (29%) Car occupants 387 (-5%) Total vehicle occupants 778 (6%)	Target: 50% reduction in number of people killed or seriously injured by 2010	With the exception of car occupants, casualties are increasing in Lewisham.	London Road Safety Unit Fact Sheet - Casualties in Greater London during 2009, TFL - Collisions and casualties on London's roads 2009
Bus Reliability	Excess Waiting Time (EWT) in 2002/02 was 1.8 minutes in Lewisham and 1.4 minutes in 2003/4. Total No. of bus stops: 410 Total No. of bus stops with clearways: 344 (83.9%)	TfL to reduce bus EWT to 1.3 minutes per passenger journey by 2009/10.		Final Draft LIP, Transport for London
Public Transport Accessibility (PTAL)	High PTAL scores for Catford, Lewisham and Deptford (lower for Deptford).	As expected, Central and Inner London have higher levels of access to the public transport network. The influence of major radial public transport routes into Central London is also evident	Areas of Lewisham have relatively low public transport accessibility.	Travel in London - Report 2, 2010, Transport for London

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/ Constraints	Source																																		
Accessible Bus Stops	<p>(Accessibility of bus stops to users)</p> <p>Bus stops with kerbs suitable for low floor buses: 157 (38.3%) Bus stops with shelters: 220 (53.6%) Bus stops with safe footways: 257 (62.7%).</p>	<p>London Target: At least 50% bus stops should have improved accessibility. Lewisham Target: 100% bus stops to be accessible.</p>	<p>Currently below target.</p>	<p>Final Draft LIP, TfL.</p>																																		
Cycling and Walking	<p>Lewisham Western Screenline Counts (pedal cycles)</p> <table border="1" data-bbox="371 544 1086 815"> <thead> <tr> <th><i>Year</i></th> <th><i>AM Peak (08.00-09.00)</i></th> <th><i>PM Peak (17.00-18.00)</i></th> <th><i>12- Hour Flows</i></th> </tr> </thead> <tbody> <tr> <td>2001</td> <td>1.7</td> <td>1.4</td> <td>0.9</td> </tr> <tr> <td>2002</td> <td>2.0</td> <td>1.4</td> <td>1.0</td> </tr> <tr> <td>2003</td> <td>2.0</td> <td>1.7</td> <td>1.2</td> </tr> <tr> <td>2004</td> <td>3.0</td> <td>1.6</td> <td>1.4</td> </tr> <tr> <td>Average % (2002- 2004)</td> <td>2.4 (+0.7)</td> <td>1.5 (+0.1)</td> <td>1.2 (+0.3)</td> </tr> </tbody> </table> <ul style="list-style-type: none"> • Lewisham census data indicates that cycle use has remained fairly steady for Home to Work Trips between 1971 and 2001 at 2%. • LATS data suggests there were 5.5 million walking trips per average day in London in 2001 and TfL estimate there was no significant change by 2003. Walk trips for this purpose are defined as those made solely by walking. • Walk Trips in Lewisham (2001): 163,617 per average day. • LATS data suggests a decrease in walking for Home to Work Trips between 1991 and 2001 of 1% (from 10% to 9%) and a decrease for Home to Education Trips of 4% over the same period (from 48% to 44%). • Lewisham census data suggests that, after a decrease of 5% between 1971-1991, walking for Home to Work Trips increased by 3.5% between 1991-2001. <p>% of Home to Work Trips between 1971 and 2001</p> <table border="1" data-bbox="371 1310 1086 1364"> <thead> <tr> <th><i>Year</i></th> <th><i>1971</i></th> <th><i>1981</i></th> <th><i>1991</i></th> <th><i>2001</i></th> </tr> </thead> <tbody> <tr> <td><i>%</i></td> <td><i>19</i></td> <td><i>16</i></td> <td><i>14</i></td> <td><i>17.5</i></td> </tr> </tbody> </table>	<i>Year</i>	<i>AM Peak (08.00-09.00)</i>	<i>PM Peak (17.00-18.00)</i>	<i>12- Hour Flows</i>	2001	1.7	1.4	0.9	2002	2.0	1.4	1.0	2003	2.0	1.7	1.2	2004	3.0	1.6	1.4	Average % (2002- 2004)	2.4 (+0.7)	1.5 (+0.1)	1.2 (+0.3)	<i>Year</i>	<i>1971</i>	<i>1981</i>	<i>1991</i>	<i>2001</i>	<i>%</i>	<i>19</i>	<i>16</i>	<i>14</i>	<i>17.5</i>	<p>In Britain, walk only trips account for 22% of 'main mode trips'. Target: An increase of at least 10% in journeys made on foot per person in London between 2001 and 2015 Target: An increase of at least 80% in cycling in London between 2001 and 2011</p>	<p>Evidence suggests that walking trips in London are in decline and have declined significantly over the past decade.</p> <p>Limited data available on cycling and walking patterns for the east London sub region.</p>	<p>Final Draft LIP, The Walking Plan for London, National Travel Survey 2008, LB Lewisham</p>
<i>Year</i>	<i>AM Peak (08.00-09.00)</i>	<i>PM Peak (17.00-18.00)</i>	<i>12- Hour Flows</i>																																			
2001	1.7	1.4	0.9																																			
2002	2.0	1.4	1.0																																			
2003	2.0	1.7	1.2																																			
2004	3.0	1.6	1.4																																			
Average % (2002- 2004)	2.4 (+0.7)	1.5 (+0.1)	1.2 (+0.3)																																			
<i>Year</i>	<i>1971</i>	<i>1981</i>	<i>1991</i>	<i>2001</i>																																		
<i>%</i>	<i>19</i>	<i>16</i>	<i>14</i>	<i>17.5</i>																																		

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/ Constraints	Source
Traffic Volumes	The estimated traffic flow for all motor vehicles (by million vehicle km) in Lewisham for 2008 was 886. The percentage change since 1993 is 4%. Lewisham is ranked 18 th in London for traffic flows out of 33 London Boroughs (including City of London).	The London Mayor has set a target of no net growth of traffic in inner London.	Any further increase in traffic would result in adverse environmental effects.	Transport for London
% of urban residential population within 400m of public open space	There are currently small deficiencies in open space in Forest Hill, Crofton Park and Evelyn Wards	All residents to be within 400m of a Local Park/Garden and amenity greenspace	No problems identified	Lewisham Leisure and Open Space Study
Proportion of people with self assessed good health	69.2% in Lewisham (2001)	71% in London (2001)	Slightly lower than is reported in the whole of London	Census 2001, www.londonhealth.gov.uk
Mortality rates	In Lewisham the most common causes of death are (2006-7): Circulatory Disease – 32.1% Cancers – 12.6% Diseases of the respiratory system – 13%	In the UK in 1996 the early deaths of 8,100 vulnerable people and 10,500 hospital admissions in the UK were from respiratory disease aggravated by particle air pollution.	Mortality rates are consistently higher in Lewisham from lung cancer and respiratory diseases, compared with England and Wales; Deaths from cancer in Lewisham are 10% higher than nationally. Mortality rate is 25% higher than the national rate. Women are 50% more likely to die from respiratory diseases than the London	Lewisham Primary Care Trust, Census 2001, www.statistics.gov.uk

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/ Constraints	Source
			average.	
School travel	<p>Travel to school by mode – 2009/10 draft dataset from the DfT, awaiting approval by the London Boroughs</p> <p>All pupils attending schools under the London Borough of Lewisham’s control:</p> <p>Pupils aged 5-10 Car 22.8% Car share 0.9% Public transport 8.6% Walking 66.6% Cycling 0.9% Other modes 0.3%</p> <p>Pupils aged 11-16 Car 6.2% Car share 0.8% Public transport 56.0% Walking 31.4% Cycling 0.4% Other modes 5.2%</p> <p>Pupils aged 5-16 Car 16.7% Car share 0.8% Public transport 26.0% Walking 53.7% Cycling 0.7% Other modes 2.1%</p>	Boroughs are to work with schools and groups of schools to review travel to all schools by March 2008, with significant progress having been made by March 2006.		TfL

Table G: Baseline Data, Indicators, Targets and Trends for Material Assets

Existing Indicator	Quantified Data	Comparators and Targets (if applicable)	Problems/ Constraints	Source																																				
Transport of waste	2008/09 <ul style="list-style-type: none"> • 3.72% total tonnage of household waste was landfilled; • 19.95% recycled; • 75.73% sent to South East London Combined Heat and Power (SELCHP); • 0.5% composted. 	Household waste collection <table border="1" data-bbox="801 320 1417 592"> <thead> <tr> <th></th> <th>2003</th> <th>2004</th> <th>2005</th> <th>2006</th> <th>2007</th> </tr> </thead> <tbody> <tr> <td></td> <td>-4</td> <td>-5</td> <td>-6</td> <td>-7</td> <td>-8</td> </tr> <tr> <td>Landfill</td> <td>11.79 %</td> <td>10.46 %</td> <td>10.04 %</td> <td>9.47 %</td> <td>4.84 %</td> </tr> <tr> <td>Recycled</td> <td>8.2%</td> <td>9.78 %</td> <td>11.96 %</td> <td>14.02 %</td> <td>21.41 %</td> </tr> <tr> <td>SELCHP</td> <td>79.81 %</td> <td>79.53 %</td> <td>77.75 %</td> <td>76.26 %</td> <td>73.16 %</td> </tr> <tr> <td>Composted</td> <td>0.2%</td> <td>0.22 %</td> <td>0.24 %</td> <td>0.30 %</td> <td>0.58 %</td> </tr> </tbody> </table>		2003	2004	2005	2006	2007		-4	-5	-6	-7	-8	Landfill	11.79 %	10.46 %	10.04 %	9.47 %	4.84 %	Recycled	8.2%	9.78 %	11.96 %	14.02 %	21.41 %	SELCHP	79.81 %	79.53 %	77.75 %	76.26 %	73.16 %	Composted	0.2%	0.22 %	0.24 %	0.30 %	0.58 %	The majority of domestic waste is sent to SELCHP (75.73% in 2008/09) with 19.95% recycling occurring.	Lewisham LDF – Annual Monitoring Report 2008-9, Lewisham Waste Management
	2003	2004	2005	2006	2007																																			
	-4	-5	-6	-7	-8																																			
Landfill	11.79 %	10.46 %	10.04 %	9.47 %	4.84 %																																			
Recycled	8.2%	9.78 %	11.96 %	14.02 %	21.41 %																																			
SELCHP	79.81 %	79.53 %	77.75 %	76.26 %	73.16 %																																			
Composted	0.2%	0.22 %	0.24 %	0.30 %	0.58 %																																			
Waste recycling	Current domestic waste recycling rate in Lewisham is 19.95% (2008/09), decreasing from 21.41% in 2007/2008 but increasing from 14.02% in 2006/2007.	National recycling/composting target in 2008/2009 at least 23% of household waste. Lewisham Target: Achieving the following statutory targets of recycling: <ul style="list-style-type: none"> • 23% of domestic waste by 2008/09-2009/10; • 24% of domestic waste by 10/11; • 25% of domestic by 11/12 	Current recycling rate demonstrates that Lewisham’s domestic waste recycling rate is low, below the national target of 23%	Lewisham LDF – Annual Monitoring Report 2008-9, Lewisham Waste Management, Lewisham Core Strategy Sustainability Appraisal monitoring framework																																				