



# **Strategic Environmental Assessment of Local Implementation Plans: Significance Criteria for LIPs**

**by S Simmons, P Cole & R Gardner**

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**STRATEGIC ENVIRONMENTAL ASSESSMENT OF LOCAL  
IMPLEMENTATION PLANS: SIGNIFICANCE CRITERIA FOR LIPS**

Version: Final

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# 1 Introduction

The purpose of this report is to assist London Boroughs with the Strategic Environmental Assessment (SEA) of their Local Implementation Plans.

Reference DfT 2004 divides SEA up into five stages. These are A-E. Stage C involves detailed assessment of the effects of the alternative options for the LIP. Significance criteria are a recognised tool for use in the assessment. This document provides potential significance criteria for assessing alternatives within the SEA.

Section 2 provides explanation of what the SEA Regulations say about significance, what significance criteria are and why they are needed.

Section 3 provides significance criteria for each of the SEA topics and provides an approach to presenting the information.

This report should be read together with the Advice Note prepared by C4S/TRL for London Boroughs in September 2004 and used with the following documents:

- Strategic Environmental Assessment of Local Implementation Plans: Sources of baseline data for stage A.
- Strategic Environmental Assessment of Local Implementation Plans: Problems and opportunities of relevance to SEAs for LIPs.
- Strategic Environmental Assessment of Local Implementation Plans: SEA objectives for stage A.
- Strategic Environmental Assessment of Local Implementation Plans: Scoping report template.
- Strategic Environmental Assessment of Local Implementation Plans: Selecting and documenting alternatives.

## 2 The need for significance criteria

The SEA Regulations (Statutory Instrument 2004 No. 1633) require that the significant environmental effects of a plan or programme are identified, described and evaluated. The likely significant effects on the environment need to be stated in the Environmental Report, and measures need to be taken to avoid, reduce or mitigate any significant effects of the plan. The SEA Regulations specify that the significant effects on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage and landscape need to be reported as do the interrelationships between them.

Significance is a factor of the magnitude/size of an effect alongside the sensitivity or importance of the receptor i.e. the environment or humans. There are a number of ways of determining significance of effects (Environment Agency, 2003). These include;

- Expert judgment
- Dialogue with stakeholders
- The use of thresholds
- Reference to legislation and regulations
- Some notion of environmental capacity

The development and use of significance criteria can support these methods, providing a degree of rigour and transparency as to how judgments were arrived at.

The assessment of significance is well established within environmental assessment. Traditionally with project EIA, significance is first assessed at the scoping stage. At this stage all likely effects are given a cursory examination. Only those deemed to be significant are examined in full detail in the Environmental Statement. SEA differs from EIA in that there is more uncertainty regarding the effects of the plan or programme, in relation to the potential alternative options. Therefore, for SEA it is not always possible to examine the potential significance of the options during scoping.

### 3 Example significance criteria

The tables below show examples of significance criteria. These significance criteria have been designed for use in stage C of the SEA process, in order to help determine the significance of the effects of the alternative LIP options. However, they can also be used to help in the initial determination of the likely significant environmental effects.

Schedule 1 of the SEA Regulations set out some statements to help plan makers examine the significance of effects. These statements have been adapted to provide more guidance for each SEA topic, and are set out under the titles of Magnitude and Sensitivity. Specific significance criteria questions are then suggested for each SEA topic. These criteria draw heavily on significance criteria devised by C4S / TRL for Somerset County Council (James, 2004).

Each of the alternative LIP options carried forward to stage C of the SEA needs to be assessed in detail. The use of significance criteria can help to support judgements and document the work that has been done. This helps in consultations with the public and other interested bodies.

In practice, LIPs may have a limited number of significant effects. This means that not all the topic significance criteria below will be required, or worked through in any detail.

#### 3.1 Noise

<b>SEA Topic: Noise</b>		
<b>Magnitude consists of:</b>	Probability of the effect happening	General traffic changes are difficult to predict accurately and therefore probability of changes to noise are uncertain.
	Duration, frequency and reversibility of the effect	Noise as a result of general maintenance road works will be temporary. General traffic increases will have a relatively permanent effect on noise.  Changes in traffic type e.g. freight/buses due to diversions will be temporary and reversible, new routes will be longer term.
	Cumulative nature	MTS strategies, TfL plans and other Borough's LIPs may have a cumulative effect on noise through increased bus frequency, congestion charging resulting in traffic increases outside of zone etc.
	Nature of risks to humans or the environment	Night time noise in particular can disrupt sleep and cause stress.
	Extent of area and population size affected	Noise from traffic sources mainly effect people within 200m of a road (DMRB Vol 11). This distance is affected by type of traffic and screening by buildings etc. Other sources include audible pedestrian crossings, traffic calming etc.
<b>Sensitivity consists of:</b>	Particular physical or cultural characteristics, or sensitive receptors	Schools, hospitals, libraries, religious centres, parks, nature reserves etc. are locations where people or wildlife are more sensitive to increases in noise levels.  Topography, buildings and infrastructure design all affect noise levels e.g. reverberations under bridges, tunnels, flyovers. Type of road surface also affects noise levels.
	Existing environmental thresholds, standards, values or limits	The World Health Organisation "Guidelines for Community Noise" suggest urban noise limits. DfT guidance ( <a href="http://www.webtag.org">www.webtag.org</a> ) suggest only a >25% increase or >20% decrease in traffic flow will result in noticeable noise effects.
	Protected /designated status	Listed historic buildings/parks setting can be significantly affected by noise from modern traffic e.g. Tower of London, or the Royal Parks as can sites of nature conservation (SSSIs, LNRs, NNRs).

### Criteria for Noise

Will the LIP alternative option (in combination with other plans and programmes) result in:

- A change in traffic flows or type of traffic (e.g. buses, freight, bicycles) that would have perceptible positive or negative changes to noise levels?
- A change in type of road surface that would affect noise in one or more communities?
- Changes in traffic speed that would result in perceptible increases or decreases in noise?
- Changes to traffic management measures that would perceptibility increase or decrease noise?
- An increase or decrease in night time noise in any area?
- Perceptible changes in noise due to timing of traffic e.g. extension of peak time, weekends?
- Any increase or decrease in traffic noise adjacent to sensitive receptors e.g. schools, hospitals?
- Inequitable noise increases for particular social groups?
- An increase in vibration from traffic that may affect historic structures?

### 3.2 Air quality

<b>SEA Topic: Air Quality</b>		
<b>Magnitude consists of:</b>	Probability of the effect happening	Effects of general changes in traffic on air quality are difficult to predict and probability is uncertain.
	Duration, frequency and reversibility of the effect	Changes to road layout may have long term effects on traffic and air quality.
	Cumulative nature	Other developments / plans in combination can result in an increase/decrease in air pollution e.g. London City airport expansion, extension of congestion charging scheme.
	Nature of risks to humans or the environment	Poor air quality has serious implications for human health e.g. asthma and degradation of buildings.
	Extent of area and population size affected	Transport is a major contributor to poor air quality – and mainly effects receptors up to 200m from source. Air quality is also affected by topography.
<b>Sensitivity consists of:</b>	Particular physical or cultural characteristics, or sensitive receptors	Street canyons exacerbate poor air quality on roads with high traffic volumes by preventing dispersal of pollutants. Any changes to traffic flows and speeds in such areas may have significant effects.  People with respiratory disorders and those in poor air quality areas may be disproportionately affected by increases in emissions from traffic.
	Existing environmental thresholds, standards, values or limits	Air quality standards exist that set limits in the UK for Nitrogen dioxide, PM10s and sulphur dioxide.
	Protected /designated status	Air Quality Management Areas (AQMAs) are set where compliance with existing or future air quality standards is in doubt. Any increase in traffic emissions in these areas could result in a significant effect on air quality.

### Criteria for air quality

Will the LIP alternative option (in combination with other plans and programmes) result in:

- A change in traffic flows/composition that would result in an increase or decrease in air pollution in an AQMA?
- A change in traffic flows/composition that would lead to an increase or decrease in total emissions from vehicles?
- An increase or decrease in air quality in proximity to sensitive receptors such as hospitals and schools?

### 3.3 Biodiversity, flora and fauna

<b>SEA Topic: Biodiversity, flora and fauna</b>		
<b>Magnitude consists of:</b>	Probability of the effect happening	Effects of general traffic changes on biodiversity are difficult to predict and therefore probability is uncertain. For specific measures that impinge on particular habitats or species then the probability of an effect is more certain.
	Duration, frequency and reversibility of the effect	Maintenance works on hedges alongside transport corridors can be of short duration but if done frequently may have a significant effect on a particular species. Road kill will correlate to volumes and speeds of traffic.
	Cumulative nature	Biodiversity can be affected by a variety of cumulative effects e.g. habitat fragmentation and particular habitats and species being affected by different projects.
	Nature of risks to humans or the environment	Air quality and noise effects of traffic and transport networks can have substantial effects on biodiversity.
	Extent of area and population size affected	The extent of the effect will depend on the individual option.
<b>Sensitivity consists of:</b>	Particular physical or cultural characteristics, or sensitive receptors	Species and habitats are sensitive to change. Any increase in noise or light from traffic and transport measures may have a significant effect. Effects will depend on individual measures.
	Existing environmental thresholds, standards, values or limits	The London Biodiversity Action Plan and Mayor's Biodiversity Strategy set a variety of targets and standards.
	Protected /designated status	Sites and species have a range of designations. The more important the designation (e.g. International in the case of the Thames Marshes) the greater the significance of any negative effect on that site/species.

#### Criteria for biodiversity

Will the LIP alternative option (in combination with other plans and programmes) result in:

- Changes to a designated site?
- Help to reach targets or compromise targets of the London BAP?
- Exacerbate loss of rare or important species?

### 3.4 Cultural heritage

<b>SEA Topic: Cultural Heritage</b>		
<b>Magnitude consists of:</b>	Probability of the effect happening	Cultural heritage effects from measures such as changes to road layout or street furniture are likely to be easily predicted, but there will be more uncertainty from general traffic changes which result from other policies.
	Duration, frequency and reversibility of the effect	Traffic can have effects on roadside historic buildings, monuments, conservation areas, and historic landscapes. It is considered that any modifications to infrastructure will have a permanent long term effect on cultural heritage if archaeological or heritage sites and monuments are affected. Changes to traffic flows on existing roads will probably also be permanent and can have a long term effect on cultural heritage.
	Cumulative nature	The effects of many individual measures can work together to significantly effect historic landscapes and conservation areas. Archaeological and heritage sites and monuments may also be impacted by more than one measure.
	Nature of risks to humans or the environment	There are no serious risks to human health or the environment, although deterioration in areas of cultural significance could cause a decline in the quality of life.
	Extent of area and population size affected	The extent of the area will depend on the particular measure. Some changes may have a Borough wide effect, whilst others will be more localised. However, even small changes can be significant if they affect nationally/internationally valued areas.
<b>Sensitivity consists of:</b>	Particular physical or cultural characteristics, or sensitive receptors	Historic landscapes have a cultural value, but lack statutory protection. This may also apply to some locally important sites, and these should therefore be considered as well as those covered by statutory protection.
	Existing environmental thresholds, standards, values or limits	Not applicable
	Protected /designated status	Conservation areas, listed buildings, Scheduled Ancient Monuments, World Heritage Sites.

#### Criteria for cultural heritage

Will the LIP alternative option (in combination with other plans and programmes) result in:

- A change in traffic flows or the nature of the traffic (e.g.; an increase in HGVs) in any part of the town that could affect sites and monuments valued for their cultural heritage?
- Changes that significantly alter the historic character of the area? Such changes could result from highway signage and lighting, or from changes to pedestrian barriers or street furniture.
- Promotion of enhancement schemes that benefit cultural heritage?
- Changes to infrastructure that affect sites and monuments valued for their cultural heritage?

### 3.5 Townscape

<b>SEA Topic: Townscape</b>		
<b>Magnitude consists of:</b>	Probability of the effect happening	Whereas the effects on the townscape resulting from an infrastructure change are easily predicted, the effects of the general traffic changes that may result from other policies will be more difficult to predict.
	Duration, frequency and reversibility of the effect	Traffic increases can affect townscape by impacting upon the form of a town, and its strategic views and panoramas. Major schemes can have a permanent effect on townscape in town centres and out to the rural-urban fringe, whilst changes in traffic flows on existing roads are likely to have a long term effect on townscape.
	Cumulative nature	The effects of a number of individual measures can combine together to change townscape character and erode townscape quality. This will particularly be the case if new developments are concentrated in close proximity to town centres.
	Nature of risks to humans or the environment	Deterioration in townscape will have no serious risk to human health or the environment, although there may be some effects on the overall quality of life.
	Extent of area and population size affected	The magnitude will depend on the specific measure, and the effect of policies which lead to increased traffic will depend on the scale of the associated traffic changes. Major schemes can cause significant changes to a townscape, and can negatively affect valued buildings, monuments, and other landmarks. Even localised changes to highway signage and lighting can cause significant effects to townscape.
<b>Sensitivity consists of:</b>	Particular physical or cultural characteristics, or sensitive receptors	Each area will have specific buildings or landmarks which are of historical or cultural importance, and which need to retain their importance in the townscape. There could also be distant landmarks which need views through to them to be protected.
	Existing environmental thresholds, standards, values or limits	Not applicable
	Protected /designated status	Those views covered by the London View Protection Framework will be particularly sensitive to any modifications that result from changes to the traffic infrastructure.

#### Criteria for townscape

Will the LIP alternative option (in combination with other plans and programmes) result in:

- A change in traffic flows or the nature of the traffic (e.g.; an increase in HGVs) in any part of the town that could either benefit or adversely affect the character of the town or townscape?
- Changes to the townscape that significantly alter the character of the area? Such changes could result from highway signage and lighting, or from infrastructure changes and additions.
- Promotion of enhancement schemes that reflect the character of the townscape through good design, or include public art?

### 3.6 Climate change

<b>SEA Topic: Climate change</b>		
<b>Magnitude consists of:</b>	Probability of the effect happening	Climate change is a natural process but one that has been affected by man's activities. The speed and intensity at which it occurs is partially related to traffic levels. General traffic changes in London are difficult to accurately predict and therefore probability of effects on climate change are uncertain.
	Duration, frequency and reversibility of the effect	The duration and frequency of the effects of climate change are hard to predict, although it is likely that timescales by which change will become noticeable will span years at the very least.  There is likely to be an increased frequency of extreme weather events.  Most of the effects of climate change (e.g. flooding, water shortages) will be reversible, although again the timescale will span many years.
	Cumulative nature	Climate change is mostly driven by cumulative effects. It is important to consider these within the LIP, as well as the MTS strategies, TfL plans and other Borough's LIPs. Cumulative effects on climate change might be reduced through a combination of increased bus frequency, congestion charging, improvement and promotion of cycling/walking facilities, and encouragement of the use of green fuels by car users.
	Nature of risks to humans or the environment	Increased frequency of extreme weather events and a more subtle warming in the general climate will place increasing pressure on those elements of the environment, slow to adapt. More specific risks are faced by those living and working in the Thames Basin where there will be increased flood risk and water shortages.  In conjunction with water shortages, subsidence may also become a problem for those parts of London situated on clay deposits.
	Extent of area and population size affected	The effects of climate change can be felt globally. However, those living and working within the Thames Basin may be particularly at risk from flooding events.  The South East Region may also suffer particularly from water shortages due to its dense population, chalk/limestone rock strata's, and relatively low rainfall (compared with the rest of the UK).  The population size affected is therefore hard to accurately predict, although those affected by water shortages in the South East are likely to run into millions.
<b>Sensitivity consists of:</b>	Particular physical or cultural characteristics and sensitive receptors	Thames floodplain, large areas of low lying land at risk of flooding.  London is situated on an aquifer which would be further affected by an overall drying of the climate – exasperating water shortages in the future.  Drying of clay subsoils may cause subsidence, endangering human health and sites of cultural heritage.
	Existing environmental thresholds, standards, values or limits	The Kyoto Protocol requires the UK to reduce its greenhouse gas emissions by 12% of 1990 levels by 2010.  The UK's domestic goal is to cut carbon dioxide emissions by 20% below 1990 levels by 2010.
	Protected /designated status	Abundant areas of cultural heritage focussed along the Thames and potentially at risk from increased flood events (e.g. Houses of Parliament)

### Criteria for climate change

Will the LIP alternative option (in combination with other plans and programmes) result in:

- A change in traffic flows (e.g. congestion charging, promoting community car sharing schemes and alternative transport), that could increase/decrease emissions of green house gases?
- A change of composition of traffic (e.g. increase in buses, exemption of green fuelled cars from congestion charge, free parking for motorcycles), that could increase/decrease emissions of greenhouse gases?
- Inequitable increases in risk of flooding and water shortages for certain groups of people (e.g. are those most at risk from flooding in the Thames Gateway region, the least able to adapt to such changes)?
- Changes in traffic patterns related to timings which could increase/decrease air pollution (e.g. promoting work place green travel plans that encourage flexible working and staggered shift patterns so as to avoid congestion and help attenuate peak periods)?
- The siting of transport facilities (e.g. public transport interchanges) at sites susceptible to the effects of climate change?

### 3.7 Population and human health

<b>SEA Topic: Population and human health</b>		
<b>Magnitude consists of:</b>	Probability of the effect happening	Effects on human health as a result of measures in a LIP are difficult to predict and therefore probability is uncertain. Increased cycling and walking levels would only partly contribute to increased physical fitness.
	Duration, frequency and reversibility of the effect	Decreasing levels of emission from transport sources will assist improvements in air quality and reduce negative effects on respiratory health. This effect on health will last as long as air quality improves.
	Cumulative nature	Transport policy and measures are only one small factor that can help improve public health.  Any measure that results in change to the volume or nature of traffic can have a corresponding effect on severance.
	Nature of risks to humans or the environment	Severance of communities by increased levels of traffic, or changes to road layout can have physical and psychological effects
	Extent of area and population size affected	Improvements/decreases in air quality in the London Boroughs can result in effects on a large human population even if focused in a small geographical area.
<b>Sensitivity consists of:</b>	Particular physical or cultural characteristics, or sensitive receptors	Cyclists are a particularly sensitive receptor in terms of effects of transport measures.  Older people or disabled individuals will be more affected by severance issues.
	Existing environmental thresholds, standards, values or limits	Air quality standards and limits may apply.
	Protected /designated status	Not applicable.

### Criteria for population and human health

Will the LIP alternative option (in combination with other plans and programmes) result in:

- Increased/decreased risk of accidents on the existing transport network?
- Increased / decreased access to public services and amenities including hospitals?
- Increased / decreased security on the transport network?
- Increase / decrease opportunities for physical exercise?
- Changes to provision in public and community transport that is likely to affect a certain group of people or community?
- A change in the nature of the traffic (fewer HGVs) enabling easier access to facilities?

### 3.8 Material assets

<b>SEA Topic: Material Assets</b>		
<b>Magnitude consists of:</b>	Probability of the effect happening	The effect of resource use is definite. The damage to roads and buildings caused by subsidence (due mostly to climate change) is uncertain.
	Duration, frequency and reversibility of the effect	Material assets include the use of materials in road repair, public transport interchanges, new cycle lanes and foot paths. Impacts upon natural resources can be considered permanent and irreversible (although lessened by the use of secondary and recycled materials).  Roads and buildings are also material assets. Subsidence caused by drying of sub strata due in part to climate change (driven somewhat by emissions from transport) could happen over a period of years and would be permanent.
	Cumulative nature	The use of aggregates for road repair and in the construction of new cycle lanes and foot paths may have a significant cumulative effect when examined across the boroughs as a whole. Transport is not the only use of aggregates, therefore the effects of 'transport use aggregates' might be considered alongside other uses of aggregates.
	Nature of risks to humans or the environment	Increased use of natural resources leads to increased resource depletion. This is not sustainable in the long term. Increased use of aggregates will mean increased quarrying, impacting upon environments outside of the London area.
	Extent of area and population size affected	Areas affected by subsidence will vary, but may be on large scale (potentially borough wide).  The effects of natural resource use will affect global populations. More localised natural resource exploitation (e.g. quarries) will have more localised effects. These are likely to be out of the London area. Areas and populations affected by quarrying are likely to be small, but still significant.
<b>Sensitivity consists of:</b>	Particular physical or cultural characteristics, or sensitive receptors	Large areas of London are situated on clay sub strata which are sensitive to climate change (drying). Quarries used to mine aggregates may be spread in location, mostly in rural areas.
	Existing environmental thresholds, standards, values or limits	Not applicable.
	Protected /designated status	Not applicable.

**Criteria for material assets**

Will the LIP alternative option result in:

- An increase in resource use? (particularly aggregates)
- An increase in emissions of greenhouse gases that might accentuate climate change, and hence cause subsidence?
- A change in the amount of recycled materials used for road maintenance, public transport interchanges, and cycle way/foot path construction?
- Use of traditional materials for road maintenance, public transport interchanges, and cycle way/foot path construction?

**3.9 Soil and water**

<b>SEA Topic: Soil and Water</b>		
<b>Magnitude consists of:</b>	Probability of the effect happening	<p>Areas of open land are sporadic in London, even so traffic will have an effect on soil when it passes near parks and gardens.</p> <p>Runoff from transport infrastructure will increase after heavy rain events, and there will always be a pollution risk from such runoff. However, mitigation measures (e.g. sustainable urban drainage systems) can be employed to lessen the probability of these events becoming significant.</p> <p>It is likely that the effects of climate change in the future will increase the frequency of storm events when runoff and pollution might be an issue.</p> <p>If boat traffic on London’s waterways is increased, this will lead to a larger input of oils/fuels to these waterways.</p> <p>With limited new build possible, the plan is unlikely to impact significantly on ground water.</p>
	Duration, frequency and reversibility of the effect	<p>Flooding and drainage from tarmac areas can wash topsoils away from open land near to these areas (e.g. parks and gardens).</p> <p>Traffic also has impacts on soil through pollution (altering its structure). Pollution from roadside dust and polluted run off (particularly when de – icing). These impacts are irreversible in the medium term.</p> <p>Runoff from transport infrastructure can cause flood events and also pollution events, which are irreversible and common.</p> <p>Promotion of increased use of London’s waterways for freight transport may negatively impact on the water quality of these waterways. However, this pollution is likely to be reversible in the medium term with the right treatment.</p>
	Cumulative nature	<p>All new development will have impact on soil directly. Effects caused by changes in traffic levels on parks and gardens in other boroughs might be considered.</p> <p>Pollution of watercourses can occur through the organic content of silt (e.g. oils , rubber), de-icing substances, metals (from vehicle corrosion), and accidental spillages.</p> <p>This range of pollutants might be considered in tandem with those contributed by increased boat use of waterways.</p>

	Nature of risks to humans or the environment	<p>There are relatively few areas of open land where soil can be directly affected, and transport alone may not be the most significant effect exerted upon soil.</p> <p>Serious risks are posed to human health and the environment by both flooding and water pollution. Accidental discharges and polluted storm runoff will pose the greatest risk for the environment. Increased runoff leading to flooding will cause the greatest risk to human health (particularly if combined with flooding from watercourses which may become more common in low lying areas due to climate change). A good example can be seen in the August 2004 floods in West London.</p>
	Extent of area and population size affected	<p>Areas of soil affected will be relatively small and restricted to parks and gardens near transport corridors.</p> <p>Flooding caused by runoff from transport infrastructure is likely to be localised, although cumulative effects when taken with flooding from watercourses (due to climate change) may affect large areas of London.</p> <p>Pollution is likely to diffuse along large stretches of watercourse if input by run off. Accidental discharges will result in point sources of pollution with more localised effects.</p>
<b>Sensitivity consists of:</b>	Particular physical or cultural characteristics, or sensitive receptors	<p>Open areas where soil can be affected by traffic are relatively small scale and sporadic in London. There is likely to be very limited new build for transport infrastructure associated with the plan.</p> <p>The River Thames is the main river in the region, although London has an extensive canal network and docks area. There are also a number of reservoirs in outer boroughs (e.g. Walthamstow Reservoirs, Barn Elms Reservoir), however, transport related water quality effects on these reservoirs is likely to be minimal.</p>
	Existing environmental thresholds, standards, values or limits	Water quality objectives are in place for each stretch of river and canal in the UK.
	Protected /designated status	Ground water protections zones, and Surface Water Quality objectives.

### Criteria for soil and water

Will the LIP alternative option result in:

- The pollution of soils in parks and gardens?
- An increase/decrease in existing soil erosion due to road/cycle lane/foot path maintenance, and increased runoff from transport infrastructure
- Traffic flows that could cause a decline/improvement in the water quality of watercourses?
- Increased chance of localised flooding due to runoff from transport infrastructure?
- Increased use of waterways as freight transit corridors?
- More water pollution/runoff mitigation features being implemented (e.g. Sustainable Urban Drainage Systems)?

## 4 Approach to documenting determination of significance

Table 4.1 illustrates how the information from the assessment of significance of the LIP alternative options can be presented.

This approach does not include a scoring system within the significance framework. A scoring system is not required by the SEA Regulations. At the relatively broad scale of an SEA, the information needed to make a judgment on this is not generally available, nor would the results be meaningful.

This approach simply helps the plan-maker think about the issues that effect significance in a logical and replicable manner. It also helps the plan-maker to document the decision, and ensure greater robustness for that decision.

**Table 4.1: Approach to documenting determination of significance**

<b>SEA Topic:</b>			
<b>Response to Criteria (Questions)</b>	<b>Summary of outcome of magnitude</b>	<b>Summary of outcome of sensitivity</b>	<b>Judgement on scale of significance</b>

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