



Strategic Environmental Assessment of Local Implementation Plans: SEA Objectives for Stage A

by C Treleven, S Simmons and K Townley

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**STRATEGIC ENVIRONMENTAL ASSESSMENT OF LOCAL
IMPLEMENTATION PLANS:
SEA OBJECTIVES FOR STAGE A**

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. Stage A of SEA as suggested in Guidance for SEA of Transport Plans (DfT 2004) involves several steps. One of these is the development of SEA objectives. Although the SEA Regulations do not specifically require the use of objectives they are a recognised way of identifying and stating aims for the SEA against which effects of the LIP can be assessed. This document presents a variety of objectives that are of relevance to Local Implementation Plans.

Chapter 2 highlights objectives from the Mayors Transport Strategy.

Chapter 3 of this document provides examples of SEA objectives.

The lists of objectives in this document are by no means exhaustive. They have however been selected for their relevance to the SEA of LIPs, and all have been developed during November 2004.

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: Scoping report and template.
- Strategic Environmental Assessment of Local Implementation Plans: Problems and Opportunities of Relevance to SEAs for Local Implementation Plans.

Users of this document are advised to utilise additional sources to develop local objectives, particularly relevant objectives from other Borough plans and programmes, and any workshop sessions or brainstorming that has been undertaken.

2 Sources of environmental objectives relevant to LIPs

In order to ensure that all aspects of the environment are considered within the LIP it is necessary to develop SEA objectives to test measures implemented through the plan for their environmental effects. There are some instances where the SEA and LIP objectives will overlap particularly in relation to population and human health, air quality and material assets SEA objectives and indicators.

Other plans and programmes are very useful in helping identify appropriate SEA objectives. The Mayor has produced strategies on transport, air quality, noise, biodiversity and energy that are useful sources of broad SEA objectives. The Mayors Transport Strategy outlines five main objectives for improving London's transport. These are:

- Making London a prosperous city (e.g. tackling congestion, improving public transport etc)
- Making London a city for the people (e.g. improving quality of life)
- Making London an accessible city (e.g. integration of transport, improving reliability of transport)
- Making London a fair city (e.g. providing transport links to jobs)
- Making London a greener city (e.g. improving air quality, biodiversity etc)

Within these objectives the Mayors Transport Strategy has developed key priorities. These priorities include:

- Improving road safety
- Improving bus journey times and reliability
- Relieving congestion
- Improving the working of parking and loading arrangements and recognising the need of business servicing and delivery
- Improving accessibility and social inclusion on the transport network
- Encourage walking
- Encourage cycling
- Improving transport infrastructure

These priorities and objectives are aimed at providing a balanced transport network. The priorities define the overarching LIP objectives but also assist with identifying appropriate SEA objectives.

3 SEA objectives and indicators for LIPs

To help focus on the environmental issues and direct the assessment it is helpful to set specific SEA objectives in addition to the broad overarching objectives set for the LIP. Identification of environmental problems and opportunities, and the setting of SEA objectives will often be closely related (e.g. an objective has been set to address a particular problem). As such the setting of objectives should not be an onerous additional task.

Indicators are an accepted way of testing a plan against stated objectives. Although indicators won't be used until later in the assessment it is helpful to identify some initial indicators when developing your SEA objectives as they help to focus the objectives in more detail. The strategic nature of LIPs will mean that some SEA objectives may be quite broad. This may make identifying useful indicators difficult. Where useful indicators cannot be identified or developed to test particular objectives then it is possible to use proxy indicators or professional judgement to judge direction of change anticipated as a result of plan measures.

Table 2.1 highlights possible SEA objectives for LIPs for each of the SEA topic areas specified in the Regulations. Potential indicators have also been highlighted that can be used to test the plan against the SEA objectives. The indicators highlighted in table 2.1 will need development and refinement based on information availability and appropriateness for each Borough.

The objectives relate to issues that are London-wide and are not site specific. Boroughs will find that some objectives will not be suitable for their area or specific aims and that different objectives will be more appropriate.

Table 2.1 SEA objectives and indicators

Possible objectives	Potential Indicators
Population and Human Health	
Improve crime prevention measures at transport interchanges. Reduce crime and fear of crime at transport interchanges. Improve road safety particularly for cyclists, pedestrians and motorcyclists Improve physical fitness, by encouraging walking and cycling particularly for short journeys. Improve accessibility of transport to leisure facilities to all sections of the community. Improve accessibility of transport for all sections of the community to reach key services (especially health services).	Numbers or % of incidents of crime against the person at transport interchanges. Number of killed or seriously injured on Borough roads. % of journeys made on foot/cycling. Accessibility by % of population to key services by public transport. Number of crime prevention measures/schemes implemented at transport interchanges.
Material Assets	
Reduce impact of transport infrastructure on natural resources e.g. by using recycled aggregates in construction and maintenance. Improve quality of life within the urban environment. Improve condition of pavements and transport infrastructure through regular maintenance.	% of recycled aggregates used in road maintenance projects. Frequency / number of road maintenance or improvement projects.
Landscape/Townscape	

Protect and enhance greenbelt and open spaces. Enhance streetscape. Preserve features that contribute to distinctiveness/character of the Borough.	% land use change in greenbelt area. Number of improvement projects in parks/gardens. Number of projects aimed at improving streetscape.
Noise	
Reduce negative effects of noise from transport infrastructure.	Number of noise complaints made in relation to traffic. % of road network surfaced with 'low road noise' materials. Traffic increases next to sensitive receptors such as schools and hospitals.
Biodiversity	
Preserve and enhance biodiversity. Improve accessibility by public transport to urban wildlife sites. Manage and maintain the Borough transport network in a manner that favours fauna and flora e.g. green corridors along rail lines. Avoid damage to designated wildlife sites and protected species.	Number of designated sites affected by LIP proposals (positive and negative). Severance of habitats in relation to transport projects.
Culture and Heritage	
Improve access by public transport to heritage sites. Protect and enhance setting of cultural and heritage sites. Promote awareness of historical sites and places of interest. Safeguard archaeological features.	% of heritage sites at possible risk from transport developments.
Climatic Factors	
Reduce vulnerability of transport infrastructure to effects of climate change (e.g. flooding risk). Reduce greenhouse gas emissions from transport sources. Reduce need to travel by private car.	Number or % of journeys made by sustainable modes. Number of vehicle miles travelled in the Borough.
Air Quality	
Reduce emissions from transport sources in AQMAs. Reduce emissions from transport sources.	Emissions data from roadside air quality monitoring stations. Traffic increases in AQMAs.
Soil and Water	
Reduce soil contamination from transport activities e.g. spraying, salting, surface run-off. Reduce contamination of water courses from transport	Number of water pollution incidents attributable to transport. Number of schemes/projects

activities e.g. spraying, salting, surface run-off	implemented to reduce soil and water pollution.
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