

# Relevant Policies, Plans and Programmes

International PPPs			
Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for Regional Transport Plan	Implications for SEA
<b>Kyoto Protocol to the UN Framework Convention on Climate Change (1992)</b>			
<p>The Kyoto Protocol to the UN Framework Convention on Climate Change was adopted in New York in 1992.</p> <p>It set out to achieve stabilisation of greenhouse gas concentrations in the atmosphere at safe levels. The Kyoto protocol, adopted in 1997, reinforced the convention by addressing the problem of anthropogenic climate change by requiring developed countries to set legally binding emission reduction targets for greenhouse gases.</p>	<p>Industrial nations agreed to reduce their collective emissions of greenhouse gases by 5.2% from 1990 levels by the period 2008 to 2012. The UK target is to reduce emissions to 12.5% below 1990 levels by 2012. Countries can achieve their Kyoto targets by:</p> <ul style="list-style-type: none"> <li>▪ Reducing greenhouse gas emissions in their own country;</li> <li>▪ Implementing projects to reduce emissions in other countries; and</li> <li>▪ Trading in carbon. Countries that have achieved their Kyoto targets will be able to sell their excess carbon allowances to countries finding it more difficult or too expensive to meet their targets.</li> </ul>	<p>The Plan needs to include policies that encompass the broad goals of the Kyoto Protocol, e.g. recognising that local action needs to be taken with regards to climate change issues.</p>	<p>The SEA should ensure the objectives contribute to achieving the stabilisation of greenhouse gas concentrations and the UK target to reduce emissions to 12.5% below 1990 levels by 2012.</p>
<b>The World Summit on Sustainable Development (WSSD), Johannesburg, September 2002</b>			
<p>Achieving sustainable consumption and production patterns.</p> <p>Accelerate the shift towards sustainable consumption and production - 10-year framework of programmes of action.</p> <p>Renewable energy and energy efficiency.</p> <p>Reverse trend in loss of natural resources,</p> <p>Urgently and substantially increase the global share of renewable energy.</p> <ul style="list-style-type: none"> <li>▪ Greater resource efficiency;</li> <li>▪ Support business innovation and take-up of best practice in technology and management;</li> <li>▪ Waste reduction and producer responsibility;</li> <li>▪ Sustainable consumer consumption and procurement.</li> </ul>	<p>No targets or indicators identified</p>	<p>The Plan needs to include policies that encourage resource efficiency reduce energy consumption and contribute to the protection and enhancement of biodiversity.</p>	<p>SEA Framework should include objectives that contribute to an increase in the global share of renewable energy, energy efficiency and reducing impact on biodiversity.</p>

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<p>Create a level playing field for renewable energy and energy efficiency.</p> <ul style="list-style-type: none"> <li>▪ New technology development;</li> <li>▪ Push on energy efficiency;</li> <li>▪ Low-carbon programmes.</li> </ul> <p>Reduced impacts on biodiversity</p>			
<b>European Spatial Development Perspective</b>			
<p>The European Spatial Development Perspective is based on the EU aim of achieving a balanced and sustainable development, in particular by strengthening economic and social cohesion. In accordance with the definition laid down in the United Nations Brundtland Report, sustainable development covers not only environmentally sound economic development, which preserves present resources for use by future generations, but also includes a balanced spatial development. This means, in particular, reconciling the social and economic claims for spatial development with the area's ecological and cultural functions and, hence, contributing to a sustainable, and at larger scale, balanced territorial development.</p> <p>The EU will therefore gradually develop, in line with safeguarding regional diversity, from an Economic Union into an Environmental Union and into a Social Union.</p> <p>This is reflected in the three following fundamental goals of European policy:</p> <ul style="list-style-type: none"> <li>▪ economic and social cohesion;</li> <li>▪ conservation of natural resources and cultural heritage; and</li> <li>▪ more balanced competitiveness of the European territory.</li> </ul>	<p>Targets and measures for the most part deferred to member states.</p>	<p>The Plan needs to comply with the provisions of this Development Perspective and recognise the tensions between social, economic and environmental issues</p>	<p>The provisions of National Strategy should already encompass the provisions of this Development Perspective, however the SEA must consider the need for economic and social cohesion and the conservation of natural resources and cultural heritage.</p>
<b>EU Sixth Environmental Action Plan</b>			
<p>The Programme aims at:</p> <ul style="list-style-type: none"> <li>• Emphasising climate change as an outstanding challenge of the next 10 years and beyond and contributing to the long term</li> </ul>	<ul style="list-style-type: none"> <li>▪ Ratification and entering into force of the Kyoto Protocol to the United Nations framework Convention on climate change by 2002 and</li> </ul>	<p>The Plan needs to include policies that encompass the broad goals of the EU Plan e.g. recognising that local action needs to</p>	<p>The SEA should include objectives that contribute to the 8% reduction in</p>

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<p>objective of stabilising greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system. Thus a long term objective of a maximum global temperature increase of 2 °Celsius over pre-industrial levels and a CO2 concentration below 550 ppm shall guide the Programme. In the longer term this is likely to require a global reduction in emissions of greenhouse gases by 70 % as compared to 1990 as identified by the Intergovernmental Panel on Climate Change (IPCC);</p> <ul style="list-style-type: none"> <li>• Protecting, conserving, restoring and developing the functioning of natural systems, natural habitats, wild flora and fauna with the aim of halting desertification and the loss of biodiversity, including diversity of genetic resources, both in the European Union and on a global scale;</li> <li>• Contributing to a high level of quality of life and social well being for citizens by providing an environment where the level of pollution does not give rise to harmful effects on human health and the environment and by encouraging a sustainable urban development;</li> <li>• Better resource efficiency and resource and waste management to bring about more sustainable production and consumption patterns, thereby decoupling the use of resources and the generation of waste from the rate of economic growth and aiming to ensure that the consumption of renewable and non-renewable resources does not exceed the carrying capacity of the environment.</li> </ul> <p>The 6th EAP called for the development of 7 Thematic Strategies to be reviewed in 2010, covering the following fields; air, waste prevention and recycling, marine environment, soil, pesticides, natural resources, and urban environment. The Thematic Strategies build on the existing EU legal/regulatory framework and include new knowledge on threats to human health and the environment. They focus on an integrated approach (the effects of decisions in one</p>	<p>fulfilment of its commitment of an 8 % reduction in emissions by 2008-12 compared to 1990 levels for the European Community as a whole, in accordance with the commitment of each Member State set out in the Council Conclusions of 16 and 17 June 1998</p> <ul style="list-style-type: none"> <li>▪ Realisation by 2005 of demonstrable progress in achieving the commitments under the Kyoto Protocol</li> <li>▪ Placing the Community in a credible position to advocate an international agreement on more stringent reduction targets for the second commitment period provided for by the Kyoto Protocol. This agreement should aim at cutting emissions significantly, taking full account, inter alias, of the findings of the IPCC 3rd Assessment Report, and take into account the necessity to move towards a global equitable distribution of greenhouse gas emissions.</li> <li>▪ Objectives and indicators included in the 7 thematic strategies.</li> </ul>	<p>be taken with regards to climate change issues, protecting and enhancing biodiversity, encouraging waste reduction and recycling and protecting soils.</p>	<p>emissions and a high level of quality of life and social well being for citizens.</p> <p>The SEA should be aware of the objectives and targets of the 7 thematic strategies.</p>

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policy area which has consequences on the others) and on implementation issues. The Thematic Strategies constitute the framework for action at EU level in each of the concerned priorities and are leading to proposals for directives, for example on soils.			
<b>Aarhus Convention</b>			
<p>To contribute to the protection of present and future generations to live in an environment adequate to his or her health and well-being. This will be achieved through each Party subject to the convention guaranteeing the rights of access to information, public participation in decision-making, and access to justice in environmental matters in accordance with the provisions of this Convention.</p> <p>To establish and maintain a clear, transparent and consistent framework to implement the provisions of this Convention. This will be achieved through each Party taking the necessary legislative, regulatory and other measures, including measures to achieve compatibility between the provisions implementing the information, public participation and access-to-justice provisions in this Convention, as well as proper enforcement measures.</p>	Responsibility for implementation has been deferred to the member states.	The development of the Plan needs to be a transparent process, and the Statement of Community Involvement needs to identify how stakeholder involvement will be achieved.	SEA should show a strong sense of safe guarding the lives of future generations and ensure that enough time is provided for consultation on the SEA documents in line with the Aarhus convention of establishing and maintaining a transparent clear framework.
<b>EU Air Quality Framework Directives (96/62/EC) and (1993/30/EC), (2002/3/EC)</b>			
<p>Maintain ambient air quality where it is good and improve it in other cases.</p> <p>Maintain ambient-air quality where it is good and improve it in other cases with respect to sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead.</p>	Thresholds for pollutants in 2002 Directive.	The Plan should consider the maintenance of good air quality and the measures that can be taken to improve it. For example, reducing the number of vehicle movements.	The SEA framework should include objectives that encourage the improvement of air quality.
<b>EU Water Framework Directive (2000/60/EC)</b>			
<p>The purpose of this Directive is to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater which:</p> <p>To protect any further deterioration and enhance the status of aquatic ecosystems and, with regard to their water needs, terrestrial ecosystems and wetlands directly depending on the aquatic ecosystems;</p> <p>To promote sustainable water use based on a long-term protection of</p>	<ul style="list-style-type: none"> <li>▪ Achievement of good ecological status and good surface water chemical status by 2015;</li> <li>▪ Achievement of good ecological potential and good surface water chemical status for heavily modified water bodies and artificial water bodies;</li> <li>▪ Prevention of deterioration from one status class to</li> </ul>	The Plan should consider how the water environment can be protected and enhanced, and include policies that promote the sustainable use of water resources.	SEA should include objectives that consider effects upon water quality and resource.

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<p>available water resources;</p> <p>To aim at enhanced protection and improvement of the aquatic environment, inter alias, through specific measures for the progressive reduction of discharges, emissions and losses of priority substances and the cessation or phasing-out of discharges, emissions and losses of the priority hazardous substances;</p> <p>To ensure the progressive reduction of pollution of groundwater and prevents its further pollution; and</p> <p>To contribute to mitigating the effects of floods and droughts</p>	<p>another;</p> <ul style="list-style-type: none"> <li>▪ Achievement of water-related objectives and standards for protected areas.</li> <li>▪ Achievement of good groundwater quantitative and chemical status by 2015;</li> <li>▪ Prevention of deterioration from one status class to another</li> <li>▪ Reversal of any significant and sustained upward trends in pollutant concentrations and prevent or limit input of pollutants to groundwater</li> <li>▪ Achievement of water related objectives and standards for protected areas.</li> </ul>		
<b>Drinking Water Directive (98/83/EC)</b>			
Sets standards for a range of drinking water quality parameters.	Standards constitute legal limits.	The Plan needs to recognise the effects of development on drinking water quality, and provide development and operational controls to ensure quality is maintained.	SEA Framework should include objectives, indicators and targets that address water quality.
<b>Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)</b>			
<p>The Convention on the Conservation of European Wildlife and Natural Habitats (the Bern Convention) was adopted in Bern, Switzerland in 1979, and came into force in 1982.</p> <p>The principle objectives are:</p> <ul style="list-style-type: none"> <li>▪ To conserve wild flora and fauna and their natural habitats, especially those species and habitats whose conservation requires the co-operation of several States</li> <li>▪ To promote such co-operation. Particular emphasis is given to endangered and vulnerable species, including endangered and vulnerable migratory species.</li> </ul> <p>In order to achieve this the Convention imposes legal obligations on contracting parties, protecting over 500 wild plant species and more</p>	<p>Targets for Contracting Parties are:</p> <ul style="list-style-type: none"> <li>▪ Promoting national policies for the conservation of wild flora, wild fauna and natural habitats, with particular attention to endangered and vulnerable species, especially endemic ones, and endangered habitats, in accordance with the provisions of this Convention</li> <li>▪ Undertaking in its planning and development policies, and in its measures against pollution, to have regard to the conservation of wild flora and fauna</li> <li>▪ Promoting education and disseminating general information on the need to conserve species of wild</li> </ul>	The Plan must take into account the habitats and species that have been identified under the Convention, and should include provision for the preservation, protection and improvement of the quality of the environment as appropriate.	The SEA must incorporate the conservation provisions of the Convention particularly the protection of wild flora, fauna and natural habitats.

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than 1000 wild animal species.	flora and fauna and their habitats.		
<b>Wild Birds Directive (79/409/EEC)</b>			
Relates to the conservation of all species of naturally occurring birds in the wild state in the European territory of the Member States to which the Treaty applies, including the designation of certain habitats as Special Protection Areas. It covers the protection, management and control of these species and lays down rules for their exploitation, and also the prevention of pollution / deterioration of habitats or any disturbances affecting the birds.	<p>The preservation, maintenance and re-establishment of biotopes and habitats shall include primarily the following measures:</p> <ul style="list-style-type: none"> <li>▪ Creation of protected areas</li> <li>▪ Upkeep and management in accordance with the ecological needs of habitats inside and outside the protected zones</li> <li>▪ Re-establishment of destroyed biotopes</li> <li>▪ Creation of biotopes</li> </ul>	The Plan must include policies that seek to protect and enhance biodiversity, particularly designated sites.	The SEA needs to include objectives, indicators and targets that cover biodiversity.
<b>Bonn Convention on the Conservation of Migratory Species (1979)</b>			

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<p>The Convention on the Conservation of Migratory Species of Wild Animals (also known as the Bonn Convention or CMS) was adopted in Bonn, Germany in 1979, and is an <b>intergovernmental treaty</b> under United Nations Environment Programme.</p> <p>To ensure contracting parties work together to conserve terrestrial, marine and avian migratory species and their habitats (on a global scale) by providing strict protection for endangered migratory species.</p> <p>Overarching objectives set for the Parties are:</p> <ul style="list-style-type: none"> <li>▪ Should promote, co-operate in and support research relating to migratory species;</li> <li>▪ Shall endeavour to provide immediate protection for migratory species.</li> <li>▪ Shall endeavour to conclude Agreements covering the conservation and management of migratory species included in Appendix II.</li> </ul>	<p>Setting targets are the responsibility of member states.</p>	<p>The Plan must take into account the habitats and species that have been identified under this directive, and should include provision for their protection, preservation and improvement.</p>	<p>The SEA must incorporate the conservation provisions of the Convention such as affirming the importance of contracting parties work together to conserve migratory species.</p>
<b>EU Directive on the Conservation of Natural habitats and of Wild Fauna and Flora (92/43/EEC)</b>			
<p>Directive seeks to conserve natural habitats. Conservation of natural habitats requires member states to identify special areas of conservation and to maintain where necessary landscape features of importance to wildlife and flora.</p>	<p>It is required that each Member State propose a list of sites indicating which natural habitat types and which species the sites host. The information would include a map of the site, its name, location and its extent. The Commission will then establish, in agreement with each Member State, a draft list of sites of Community importance drawn from the Member States' lists identifying those which host one or more priority natural habitat types or priority species.</p>	<p>The Plan must take into account the habitats and species that have been identified under this directive, and should include provision for the preservation, protection and improvement of the quality of the environment as appropriate.</p>	<p>The SEA must incorporate the conservation provisions of the EU Directive, including the improvement of the quality of the environment.</p>
<b>Ramsar Convention on Wetlands of International Importance, especially as waterfowl habitat (1971)</b>			
<p>The Convention on Wetlands of International Importance was signed in Ramsar, Iran in 1971. It is an intergovernmental treaty which provides the framework for national action and international co-operation for the conservation and wise use of wetlands and their resources, as a means to achieving sustainable development</p>	<p>There are no specified targets.</p>	<p>The Plan needs to include policies that ensure the protection and wise use of wetlands.</p>	<p>The SEA framework must incorporate the overarching principles of this directive, namely assist mid-Wales to develop sensitivity towards the wetland areas.</p>

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<p>throughout the world.</p> <p>The original emphasis was on the conservation and wise use of wetlands primarily to provide habitat for waterbirds, however over the years the Convention has broadened its scope to incorporate all aspects of wetland conservation and wise use, recognising wetlands as ecosystems that are extremely important for biodiversity conservation and for the well-being of human communities.</p> <p>'The Convention's mission is the conservation and wise use of all wetlands through local, regional and national actions and international cooperation, as a contribution towards achieving sustainable development throughout the world' (Ramsar COP8, 2002).</p> <p>The general objectives of the Ramsar Strategic Plan 2003-2008 are:</p> <p><i>The wise use of wetlands:</i> To stimulate and assist all Contracting Parties to develop, adopt and use the necessary and appropriate instruments and measures to ensure the wise use of all wetlands within their territories.</p> <p><i>Wetlands of International Importance:</i> To stimulate and support all Contracting Parties in the appropriate implementation of the Strategic Framework and guidelines for the future development of the List of Wetlands of International Importance, including the appropriate monitoring and management of listed sites as a contribution to sustainable development.</p> <p><i>International cooperation:</i> To promote international cooperation through the active application of the Guidelines for international cooperation under the Ramsar Convention and in particular to mobilize additional financial and technical assistance for wetland conservation and wise use.</p> <p><i>Implementation capacity:</i> To ensure that the Convention has the required implementation mechanisms, resources and capacity to</p>			

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<p>achieve its mission.</p> <p><i>Membership:</i> To progress towards the accession of all countries to the Convention.</p>			
<b>European Commission White Paper on the European Transport Policy (EC, 2001)</b>			
<p>To bring about substantial improvements in the quality and efficiency of transport in Europe.</p> <p>It proposes a strategy designed to gradually break the link between constant transport growth and economic growth in order to reduce the pressure on the environment and prevent congestion while maintaining the EU's economic competitiveness.</p> <p>Approximately 60 measures are set out to develop a transport policy for Europe's citizens. Amongst others 'towards sustainable mobility':</p> <p>Transport in Europe must, as a matter of priority, be compatible with environmental protection. To this end, the Commission proposed a wide range of measures to develop fair infrastructure charging which takes into account external costs and encourages the use of the least polluting modes of transport.</p> <p>The principal measures suggested in the White Paper include:</p> <ul style="list-style-type: none"> <li>▪ Revitalising the railways</li> <li>▪ Improving quality in the road transport sector</li> <li>▪ Striking a balance between growth in air transport and the environment</li> <li>▪ Transport and the environment</li> <li>▪ Turning inter modality into reality</li> <li>▪ Improving road safety</li> <li>▪ Adopting a policy on effective charging for transport</li> <li>▪ Recognising the rights and obligations of users</li> <li>▪ Developing high-quality urban transport</li> </ul>	<p>Setting targets is the responsibility of member states.</p>	<p>The Plan should aim to contribute to these objectives by setting appropriate guidelines to improve road safety, protect the environment and curb greenhouse gas emissions from aviation.</p>	<p>The SEA must include objectives designed to remove the link between constant transport growth and economic growth in order to reduce the pressure on the environment and minimise congestion.</p>

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<ul style="list-style-type: none"> <li>Developing medium and long-term environmental objectives for a sustainable transport system</li> </ul>			
<b>EU Biodiversity Strategy (1998)</b>			
This strategy aims to anticipate, prevent and attack the causes of significant reduction or loss of biodiversity at the source.	Targets for biodiversity are set by member states.	The Plan should promote this aim by e.g. promoting biodiversity and avoiding / reducing habitat fragmentation.	The SEA must include a strong element of protection for biodiversity.
<b>The Convention on Biological Diversity in Rio de Janeiro (1992)</b>			
<p>Each Contracting Party should</p> <p>Develop national strategies for the conservation and sustainable use of biological diversity</p> <p>Integrate the conservation and sustainable use of biological diversity into relevant sectoral and cross-sectoral plans, programmes and policies</p>	Designed to conserve biological diversity, ensure the sustainable use of this diversity and share the benefits generated by the use of genetic resources.	The Plan should aim to facilitate the protection and enhancement of biodiversity.	The SEA must include a strong element of protection for biodiversity.
<b>UN Millennium Declaration and Millennium Development Goals (2002)</b>			
'We must tackle, issues of climate change, preserving biodiversity, managing our forests and water resources, and reducing the impacts of natural and man-made disasters.'	All 191 UN member states set out eight millennium development goals which should be met by 2015.	The Plan should contribute towards achieving those objectives.	The SEA should be consistent with the declaration to address climate change, preserve biodiversity, manage our forests and preserve water resources.
<b>EU Environmental Noise Directive (2002/49/EC)</b>			
<p>To define a common approach across the European Union with the intention of avoiding, preventing or reducing on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise.</p> <p>This will involve:</p> <ul style="list-style-type: none"> <li>Informing the public about environmental noise and its effects</li> <li>Preparing of strategic noise maps for: large urban, major roads,</li> </ul>	The setting of targets is the responsibility of member states.	To avoid, reduce and mitigate transport related noise.	The SEA must include an objective for the consideration of noise levels in the development of the transport system.

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<p>major railways and major airports</p> <ul style="list-style-type: none"> <li>Preparing action plans based on the results of the noise mapping exercise. Such plans will aim to manage and reduce environmental noise where necessary, and preserve environmental noise quality where it is good.</li> </ul>			
<b>EU Directive for the promotion of bio-fuels for transport (2003/30/EC)</b>			
The directive aims to promote the use of bio fuels or other renewable fuels for transport purposes.	Member states should aim to provide 2% of all petrol in the form of bio fuels by 2005 increasing to 5.75% by 2010.	The Plan should consider a growing role of biofuels in the development of transport policy.	Consider the role of bio fuels in Wales and its potential to reduce greenhouse gas emissions.
<b>Environmental Liability Directive (2004/35/EC)</b>			
<p>The Environmental Liability Directive (ELD) was adopted in Europe in 2004. The Directive should be transposed and implemented by 30 April 2007. The Environmental Liability Directive is aimed at the prevention and remedying of environmental damage based on the "polluter pays" principle - specifically, damage to habitats and species protected by EC law, damage to water resources, and land contamination which presents a threat to human health. The proposal does not cover "traditional damage" (that is, economic loss, personal injury and property damage), but will apply only to damage from incidents occurring after it comes into force and removes liability where more than 30 years have passed since the emission or event finished.</p>	<p>There are no specific targets to date but relevant environmental damage will need to be defined. The Directive is proposed to work as follows:</p> <p>It is based on the polluter pays principle, i.e. polluters should bear the cost of remediating the damage they cause to the environment, or of measures to prevent imminent threat of damage.</p> <p>The ELD is not triggered by any environmental damage; tests for relevant environmental damage are defined in terms of: damage to protected species and natural habitats listed in the Birds and Habitats Directives where this has significant adverse effects on reaching or maintaining favourable conservation status; water damage, which is any damage which significantly adversely affects the status or ecological potential of a water body as defined under the Water Framework Directive and land damage is land contamination that creates a significant risk of human health being adversely affected as a result of introduction in, on or under land of substances preparations organisms or micro-organisms.</p> <p>Polluters would meet their liability by remediating the</p>	The Plan should consider how to mitigation potential sources of pollution in respect of damage to land, water and biodiversity from transportation activities and related activities.	The SEA should be consistent with the aims of this Directive and must include objectives for the minimisation of pollution due to the transport system.

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	<p>damaged environment directly, or by taking measures to prevent imminent damage, or by reimbursing competent authorities who, in default, remediate the damage or take action to prevent damage.</p> <p>Competent authorities would be responsible for enforcing the regime in the public interest, including determining remediation standards, or taking action to remediate or prevent damage and recover the costs from the operator.</p> <p>Strict liability applies in respect of damage to land, water and biodiversity from activities regulated by specified EU legislation; fault-based liability applies in respect of biodiversity damage from any other activity.</p> <p>There are a number of exceptions including activities covered by other liability agreements (such as for marine oil or radioactive substances). Diffuse pollution is generally excluded because of the difficulties in proving an individual's responsibility for damage.</p> <ul style="list-style-type: none"> <li>▪ Where an operator is not liable, the Member State would have subsidiary responsibility for remediating that damage.</li> <li>▪ Individuals and others who may be directly affected by actual or possible damage, and qualified entities (non-Governmental Organisations) may request action by a competent authority, and seek judicial review of the authority's action or inaction.</li> </ul>		
<b>End of Life Vehicle Directive (ELV) (08/12/04)</b>			
<p>The Directive, aimed to control the potential detrimental effect of End-of-Life Vehicles waste stream on the environment, was transposed into UK legislation, becoming law in England and Wales from November 2003.</p>	<p>All ELVs can only be processed by Authorised Treatment Facilities (ATFs) working to the standards set out in the Directive. ATFs must be approved by the Environment Agency and DVLA. Prior to the vehicle entering the traditional automated ELV recycling</p>	<p>The Plan should be aware of the ELVs directive in the development of transport policy.</p>	<p>Consider the use and maintenance of vehicles in Wales and the RTPs potential to reduce their use and prolong life.</p>

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<p>The main objectives of the Directive are to:</p> <ul style="list-style-type: none"> <li>▪ reduce the amount of automotive waste sent for landfill</li> <li>▪ reduce the amount of hazardous materials in new car manufacture</li> <li>▪ eliminate pollution risks from the car disposal process, such as soil and water contamination by vehicle fluids</li> <li>▪ improve the environmental performance involved in the life cycle of vehicles</li> </ul>	<p>process (the shredder) the ATF must:</p> <ul style="list-style-type: none"> <li>▪ Remove tyres</li> <li>▪ Remove fluids</li> <li>▪ Remove the battery</li> <li>▪ Remove or deploy air bags</li> <li>▪ Remove air conditioning gas</li> <li>▪ Remove glass</li> <li>▪ Remove large plastic parts unless the plastic can be recovered further downstream in the metal recycling process.</li> <li>▪ Remove Catalytic Converters remove Any other hazardous substances and disposed of properly - for example, mercury switches.</li> </ul> <p>Future recycling targets are also set by the Directive. Currently, the ELV recycling sector recycles from 75 - 80% of an ELV, mainly in the form of spare parts and metals. From 2006, an average 85% of an ELV must be recycled or recovered with at least 80% being recycled (recovery = energy from waste). From 2015, 95% must be recycled or recovered with at least 85% being recycled.</p>		
<b>EU Floods Directive (2007/60/EC)</b>			
<p>Requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas and to take adequate and coordinated measures to reduce this flood risk.</p>	<p>Member States are required to carry out a preliminary assessment by 2011 to identify the river basins and associated coastal areas at risk of flooding. Then for each zone draw up flood risk maps by 2013 and establish flood risk management plans focused on prevention, protection and preparedness by 2015.</p>	<p>The plan will need to take account of the flood risk management plans as they become available through the life of the plan</p>	<p>The SEA framework should include objectives that contribute towards reducing flood risk</p>

<b>National (UK) PPPs</b>			
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<b>Driving up Carbon Dioxide Emissions from Road Transport (Transport 2000 &amp; July, 2006)</b>			
<ul style="list-style-type: none"> <li>To examine the Government's projections of the effects of its transport policies in terms of emissions of carbon dioxide (CO2).</li> <li>To examine how much extra capacity/extra traffic, and therefore extra CO2 emissions, the current programme of motorway widening represents.</li> <li>To examine what extent the widening programme cater for traffic growth that wouldn't otherwise happen.</li> </ul>	<p>To help reduce emissions, the following recommendations were made:</p> <ul style="list-style-type: none"> <li>To rigorously enforce the 70mph speed limit or reduce it to 60mph.</li> <li>To encourage and support the use of 'Smarter Choices' policies, especially at local level.</li> <li>To develop ways in which the transport policies and proposals may be put forward at a local level.</li> <li>To develop a better integration of transport and land use planning, and focus on access to facilities rather than mobility.</li> <li>Sectoral targets should be set by the Government for the reduction of carbon dioxide emissions relating to different parts of the economy and spatial targets should be set on a regional basis.</li> </ul>	<p>The Plan is consistent with the objectives and targets of this report, in relation to minimising the carbon contributions, through use of public transport and non car journeys locally.</p>	<p>The SEA framework must include a objective that specifically relates to the need to reduce mid Wales emissions.</p>
<b>UK Sustainable Development Strategy (2005)</b>			
<p>As a result of the 2004 consultation to develop new UK sustainable development strategy the following issues have been highlighted as the main priority areas for immediate action.</p> <ul style="list-style-type: none"> <li>Sustainable consumption and production - working towards achieving more with less.</li> <li>Natural resource protection and environmental enhancement - protecting the natural resources on which we depend.</li> <li>From local to global: building sustainable communities creating places where people want to live and work, now and in the future.</li> <li>Climate change and energy - confronting the greatest threat.</li> </ul> <p>In addition to these four priorities changing behaviour also forms a</p>	<p>The following targets will achieve the sustainable development purpose, and have been agreed by the UK Government, Scottish Executive, Welsh Assembly Government, and the Northern Ireland Administration:</p> <ul style="list-style-type: none"> <li>Living within environmental limits</li> <li>Ensuring a strong, healthy, and just society</li> <li>Achieving a sustainable economy</li> <li>Promoting good governance</li> <li>Using sound science responsibly</li> </ul> <p>There are also 68 high level UK Government Strategy Indicators which will be used to measure the success</p>	<p>The Plan needs to take on board the key objectives of the strategy. It should be ensured that the Plan contributes to the development of more sustainable communities by creating a transport network that attracts people out of their cars and onto more sustainable forms of transport.</p>	<p>The SEA framework needs to include objectives, indicators and targets that complement those of this strategy.</p>

<b>National (UK) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
large part of the Governments thinking on sustainable development.	with which the above targets are being met.		
<b>Energy White Paper: Our Energy Future – Creating a Low Carbon Economy</b>			
<ul style="list-style-type: none"> <li>▪ To put ourselves on a path to cut the UK’s carbon dioxide emissions - the main contributor to global warming -by some 60% by about 2050, with real progress by 2020</li> <li>▪ To maintain the reliability of energy supplies;</li> <li>▪ To promote competitive markets in the UK and beyond, helping to raise the rate of sustainable economic growth and to improve our productivity; and</li> <li>▪ To ensure that every home is adequately and affordably heated.</li> </ul>	Reduction in carbon dioxide emissions of some 60% from current levels by about 2050 with real progress by 2020.	The Plan should ensure that options are in place to encourage the reduction in carbon dioxide emissions whilst ensuring an efficient well-linked transport network.	SEA Framework should include objectives, indicators and targets for the reduction in greenhouse gas emissions.
<b>Climate Change: The UK Programme (2006)</b>			
<p>This programme contains further commitments to help achieve the national goal of reducing carbon dioxide by 20 per cent below 1990 levels by 2010 and, in the long-term, reduce emissions by 60 per cent by 2050.</p> <p>To secure agreement to the long-term goal of global action on climate change.</p>	<ul style="list-style-type: none"> <li>▪ To reduce emissions of greenhouse gases by 12.5 per cent below 1990 levels by 2008-12.</li> <li>▪ To be almost 20 per cent below 1990 levels in 2010 even without the new measures in this programme.</li> <li>▪ To reduce carbon dioxide emissions by 20 per cent below 1990 levels by 2010.</li> <li>▪ UK can make the real progress by 2020 towards the long-term goal to reduce carbon dioxide emissions by some 60 per cent by about 2050 that we committed to in the 2003 Energy White Paper.</li> <li>▪ Report annually to Parliament on emissions, our future plans and progress on domestic climate change.</li> <li>▪ Consult now on a National Allocation Plan for the second phase of the EU Emissions Trading Scheme to achieve carbon savings of between 3 and 8 MtC</li> <li>▪ Spend £80m in the next three years to support</li> </ul>	The Plan must include a consideration for climate change in the development of its objectives.	The SEA must have objectives consistent with the programme’s guidelines for adapting to climate change.

**National (UK) PPPs**

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for Regional Transport Plan	Implications for SEA
	<p>microgeneration technologies, with the aim of encouraging manufacture at higher scale leading to lower costs.</p> <ul style="list-style-type: none"> <li>▪ Provide £35m over four years for the development of carbon abatement technologies, and consult on the barriers to wide-scale commercial development of carbon capture and storage (CCS) in the UK.</li> <li>▪ Continue to support electricity from renewables under the Renewables Obligation and address barriers to take-up.</li> <li>▪ Continue to promote carbon offsetting and lead by example to offset emissions arising from central Government air travel.</li> <li>▪ Continue to take forward significant improvements already made and update the Building Regulations in April 2006 to raise energy standards of new build and refurbished buildings.</li> <li>▪ Introduce further measures and initiatives to encourage and enable individuals to understand their role and responsibility in tackling climate change.</li> </ul>		
<b>Air Quality Strategy (2000) Working together for Clean Air</b>			
<p>To provide the best practical protection of human health by setting health based objectives for eight different air pollutants.</p> <p>To contribute to the protection of the natural environment by setting objectives for two pollutants for the protection of vegetation and ecosystems.</p> <p>To provide a framework for everyone to identify what they can do to improve air quality.</p>	<p>The following targets have been identified for the eight different air pollutants:</p> <ul style="list-style-type: none"> <li>▪ For benzene it is 16.25µg/m3 (5ppb) measured as a running annual mean to be achieved by 2003.</li> <li>▪ For 1,3-butadiene it is 2.25µg/m3 (1ppb) measured as a running annual mean to be achieved by the end of 2003.</li> <li>▪ For carbon monoxide it is 11.6mg/m3 (10ppm) measured as a running 8 hour mean to be</li> </ul>	<p>The Plan must include policies refer to specific air quality objectives set out in this air quality strategy.</p>	<p>The SEA needs to include objectives that show a commitment to achieving targets for the 8 mentioned air pollutants</p>

<b>National (UK) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
	<p>achieved by the end of 2003.</p> <ul style="list-style-type: none"> <li>▪ 0.5µg/m3 as an annual mean of lead emission to be achieved by the end of 2004.</li> <li>▪ For nitrogen dioxide the target is 200µg/m3 (105ppb) as a 1-hour mean, not to be exceeded more than 18 times per year; and 40µg/m3 (21ppb) as an annual mean.</li> <li>▪ The provisional objective for ozone is 100µg/m3 (50ppb) measured as the daily maximum of running 8 hour means, not to be exceeded more than 10 times per year, to be achieved by the end of 2005.</li> </ul>		
<b>UK Biodiversity Action Plan, Defra (1994)</b>			
<p>The UK BAP is the UK Government's response to the Convention on Biological Diversity (CBD) signed in 1992, describes the UK's biological resources, and commits a detailed plan for the protection of these resources. It contains 391 Species Action Plans, 45 Habitat Action Plans and 162 Local Biodiversity Action Plans with targeted actions.</p> <p>To maintain, promote and enhance biodiversity.</p>	<p>No specific targets identified – these are the responsibility of the Local Biodiversity Action Plans.</p>	<p>It is possible the Plan could conflict with the areas of environmental sensitivity, considering potential by pass schemes, or efforts to improve accessibility to new service centres.</p>	<p>The SEA should stress the importance of maintaining and promoting biodiversity.</p>
<b>Countryside and Rights of Way Act (CRoW) (ODPM, 2000)</b>			
<p>CRoW extends the public's ability to enjoy the countryside whilst also providing safeguards for landowners and occupiers. It creates a new Statutory right of access to open country and registered common land, modernise the rights of way system, give greater protection to Sites Of Special Scientific Interest (SSSIs), provide better management arrangements for Areas of Outstanding Natural Beauty (AONBs), and strengthen wildlife enforcement legislation.</p> <p>Part I of the Act creates a new right of access to open country and registered common land</p> <p>Part II of the Act modernises the law on public rights of way</p>	<p>Now relevant targets or indicators have been identified.</p>	<p>The Plan could conflict with Countryside Rights of Ways when addressing the development of the transport network.</p>	<p>The SEA framework must take into account the new rights of way laws, the potential new conservation for Areas of Outstanding Natural Beauty and the stronger wildlife protection laws.</p>

<b>National (UK) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<p>Part III of the Act gives greater protection to sites of special scientific interest (SSSIs), and strengthens wildlife protection</p> <p>Part IV of the Act provides new powers to set up Conservation Boards for the better management of areas of outstanding natural beauty (AONBs), and requires certain bodies to have regard for AONBs when doing anything which would affect the land in those areas</p>			
<b>The Future of Transport (2004) – UK White Paper</b>			
<p>Sets out a long term strategy for a modern, efficient and sustainable transport system over the next 15 years.</p> <p>To ensure that transport makes its full contribution to reducing carbon dioxide emissions cost effectively.</p>	No relevant targets identified.	The Plan could conflict with the objective to minimise carbon dioxide and other greenhouse gas emissions and promote more environmentally friendly travel choices and ensure the full cost of their environmental impact is mitigated.	The SEA framework should include a reference to transport making its full effective contribution to carbon dioxide emissions.
<b>UK Climate Change Programme (2006)</b>			
<p>Transport: The Government is committed to sustained investment in public transport, providing the public with more environmentally friendly travel choices and to encouraging its use through, for example, workplace travel plans and promoting alternatives to the school run. It is vigorously seeking the inclusion of intra-EU aviation in the EU TENS and it is considering the feasibility of road-pricing, as well as the scope for including surface transport into a phase of the EU ETS.</p> <p>The devolved administrations are committed to making an equitable contribution to efforts aimed at meeting the UK's Kyoto target, moving towards the UK's national goal and putting the UK on a path towards a 60 per cent reduction in carbon dioxide emissions by 2050.</p>	No targets have been identified at this stage.	The Plan supports this review in actively seeking more environmentally friendly travel choices and should aim to promote more environmentally friendly travel choices.	The SEA framework should include an objective that commits Wales to environmentally friendly travel choices.
<b>Wildlife and Countryside Act 1981</b>			
<p>This was the first and is still a key piece of legislation for the protection of Wildlife in the UK. It addresses wildlife, nature conservation, countryside, National Parks and other wildlife issues. Most parts of the Act have been amended since it was first adopted.</p>	There are no specific indicators or targets in this document.	It is possible the Plan could conflict with the location and interests of designated areas for example when considering potential by pass schemes or efforts to improve	The SEA should stress the importance of maintaining and promoting habitats and biodiversity.

<b>National (UK) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
		accessibility to new service centres.	
<b>Natural Environment and Rural Communities Act 2006</b>			
<p>The Natural Environment and Rural Communities (NERC) Act received Royal Assent on 30 March 2006. The Natural Environment and Rural Communities Act is designed to help achieve a rich and diverse natural environment and thriving rural communities through modernised and simplified arrangements for delivering Government policy. The Act implements key elements of the Government's Rural Strategy published in July 2004, and establishes flexible new structures with a strong customer focus. Most notably this act:</p> <ul style="list-style-type: none"> <li>▪ Formally established the Commission for Rural Communities to act as an independent advocate, adviser and watchdog for rural people, designed to ensure that the Government's policies make a real and tangible difference to people in rural areas, especially in tackling social and economic exclusion and disadvantage.</li> <li>▪ Committed to curtail the inappropriate use of byways by motor vehicles by provisions to clarify the use of mechanically propelled vehicles on public rights of way and giving National Park Authorities the power to make traffic regulation orders</li> <li>▪ Gave powers to allow both the Secretary of State, and designated bodies, to delegate Environment, Food and Rural Affairs (EFRA) functions to one another by mutual consent, to provide simple and more effective access to customers. These powers are limited so that regulatory and enforcement functions cannot be delegated to private bodies.</li> <li>▪ Changed the competence, remit and constitution of the Joint Nature Conservation Committee (JNCC) to extend the remit of this GB body to the UK and to improve its governance arrangements.</li> <li>▪ Reconstituted the Inland Waterways Amenity Advisory Council as an independent body supported by Defra and the Scottish Executive, with a statutory remit to advise on the inland waterways generally.</li> </ul>	<p>There are no specific indicators or targets in this document.</p>	<p>The Plan is likely to support this act by seeking more environmentally friendly travel choices whilst aiming to ensure accessibility to services for all.</p>	<p>The SEA framework should include objectives to provide access to all services and facilities, promote sustainable transport and protect the environment.</p>

<b>National (UK) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<ul style="list-style-type: none"> <li>▪ Improved the governance arrangements for the National Parks.</li> <li>▪ Gave provisions to address a small number of gaps and uncertainties which have been identified for Sites of Special Scientific Interest (SSSIs).</li> <li>▪ Gave provisions to make eight amendments to Part 1 of the Wildlife and Countryside Act 1981 to improve wildlife protection, following a consultation exercise.</li> <li>▪ Allowed minor amendments and extension of Countryside Rights of Way Act (CROW)</li> <li>▪ Gave provision to amend the flood defence byelaw-making powers of the Environment Agency, Local Authority and Internal Drainage Board to allow them to take nature conservation into account when determining consent for flood defence works.</li> </ul>			
<b>Beyond Johannesburg: Delivering Our Sustainable Consumption And Production Commitments (updated July 2006)</b>			
<p>Further to the World Summit on Sustainable Development in Johannesburg in 2002, the Sustainable Consumption and Delivery Plan was produced. It sets out the UK's WSSD commitments for sustainable consumption and production for which Defra has responsibility for leading UK policy. The plans set out the intermediate steps needed to meet the longer term aims and outlines progress so far.</p> <p>The overall aim is to decouple economic growth from environmental degradation and unsustainable resource use. This will be achieved through the achievement of several objectives including:</p> <p>Improving resource and energy efficiency and reducing waste across business sectors</p> <p>Consumption is decoupled from environmental impacts through measures to enable and stimulate more efficient consumption patterns by individual and corporate consumers.</p> <p>Delivery of organisations, including business and public bodies, that</p>	<p>Long term positive trends in relevant headline sustainable development indicators published in 'Securing the Future'.</p>	<p>The Plan needs to include policies that encourage resource efficiency reduce energy consumption and contribute to the protection and enhancement of biodiversity.</p>	<p>SEA Framework should include objectives that contribute to efficient resource use and the protection and enhancement of biodiversity.</p>

<b>National (UK) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<p>are sustainable, responsible and transparent.</p> <p>Contribute to the delivery of the WSSD commitment on SCP across the EU and internationally by encouraging the development of a 10year framework of programmes, comprised of international, national and regional initiatives, aimed at accelerating the shift towards to sustainable consumption and production.</p>			
<b>Conservation (Natural Habitats &amp;c.) Regulations 1994</b>			
<p>The Conservation (Natural Habitats &amp;c.) Regulations 1994, or Habitats Regulations, transpose the requirements of the Habitats Directive into law in England, Wales and Scotland.</p> <p>Requirements of the Act include:</p> <ul style="list-style-type: none"> <li>▪ The assessment of the implications of plans and projects on European nature conservation sites.</li> <li>▪ Review of consents, authorisations and permissions concerning European sites.</li> </ul> <p>The latter is carried out by the Environment Agency, as the competent authority under the Directive and Regulations. The target date for completing the review is March 2010.</p>		<p>If proposals within the Plan are likely to significantly affect a European nature conservation site, then an appropriate assessment as specified in the Regulations may be required.</p>	<p>The SEA should include objectives for the protection and enhancement of the environment/biodiversity.</p>
<b>The Conservation (Natural Habitats, &amp; c.) (Amendment) Regulations 2007</b>			
<p>The Conservation (Natural Habitats, &amp;c.) (Amendment) Regulations 2007 (SI 2007/1843) make the appropriate amendments to the Habitats Regulations. The Offshore Marine Conservation (Natural Habitats, &amp;c.) Regulations 2007 (SI 2007/1842) transpose the Habitats Directive beyond the UK's territorial waters (beyond 12 nautical miles).</p> <p>The amendments:</p> <ul style="list-style-type: none"> <li>• simplify the species protection regime to better reflect the Habitats Directive;</li> <li>• provide a clear legal basis for surveillance and monitoring of European protected species (EPS);</li> <li>• toughen the regime on trading EPS that are not native to the UK;</li> </ul>		<p>The Strategy needs to have an appreciation for these amendments</p>	<p>The SEA needs to take into account these amendments</p>

**National (UK) PPPs**

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for Regional Transport Plan	Implications for SEA
<ul style="list-style-type: none"><li>ensure that the requirement to carry out appropriate assessments on water abstraction consents and land use plans is explicit.</li></ul>			

<b>National (Wales) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<b>Wales Transport Strategy (Draft, 2006)</b>			
<p>Key objectives of this draft strategy have been split into social, economic and environmental.</p> <p>Social objectives:</p> <ul style="list-style-type: none"> <li>▪ To tackle the transport barriers which prevent people from being able to increase their skills base, and by doing so to reduce economic inactivity and social exclusion.</li> <li>▪ To ensure people have the opportunity to experience and enjoy Wales' attractions and appreciate its distinctiveness.</li> <li>▪ To tackle the transport barriers that prevent people getting to a reasonable range of shopping and leisure facilities at the times they need to do so.</li> </ul> <p>Economic objectives:</p> <ul style="list-style-type: none"> <li>▪ To ensure that the transport network is properly maintained to achieve an efficient and reliable network.</li> <li>▪ To deliver a modern efficient freight transport system in ways that will support and balance economic, social and environmental objectives.</li> </ul> <p>Environmental objectives:</p> <ul style="list-style-type: none"> <li>▪ To protect and if possible enhance biodiversity when developing transport schemes.</li> <li>▪ To ensure that transport measures are appropriate and sensitive to the environment in which they are introduced.</li> </ul>	<p>Key targets have not yet been identified in this strategy.</p>	<p>The Plan is consistent with the objectives of the National transport strategy and makes specific reference to using transport as a key driver to enable social and economic change and the protection and if possible enhancement of the environmental objectives.</p>	<p>The SEA framework must include an objective to protect and if possible enhance the natural environment.</p>
<b>Guidance on Regional Transport Plans (2007)</b>			
<p>To provide guidance on the Welsh Assembly Government's intentions in developing and establishing the scope of the plans.</p>	<p>To ensure the Regional Transport plans provide details of the transport policies, schemes and other interventions</p>	<p>The Plan's objectives are consistent this the guidance document, ensuring RTPs are a</p>	<p>The SEA must show an appreciation for the</p>

<b>National (Wales) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<p>To provide guidance on the Welsh Assembly Government's detailed requirement concerning the content, format, dates and periodicity of submission and related details of the RTPs to be submitted.</p> <p>To provide particular guidance on the monitoring and performance assessment regime the Welsh Assembly Government seeks to see adopted for regional transport planning in Wales.</p> <p>To provide details of the transport policies, schemes and other interventions to develop in their respective regions, irrespective of immediate authority boundaries.</p>	<p>that the Consortia wish to develop in their respective regions, irrespective of immediate authority boundaries.</p> <p>To ensure RTPs are also a means for making progress with national scale transport initiatives, which by their nature tend to affect several Local Authority areas.</p> <p>The Regional Transport Plan must be a dynamic framework for transport planning and not just a reference map.</p>	<p>means for making progress with national scale transport initiatives and develop cross boundary local authority communication.</p>	<p>guidance on developing regional transport plans.</p>
<b>Wales Freight Strategy (Consultation Draft 2007)</b>			
<p>Recognises the importance of freight transport to economic growth in Wales. It also identifies the shortfalls in existing freight transport network in Wales – generally being limited to roads.</p> <p>The Wales Freight Strategy also refers to the need for the provision of rest areas and an obvious need for lorry parking bays.</p> <p>It was also recommended to investigate enhancements to the rail network not directly associated with freight. For example, routes such as Aberystwyth to Chirk and the potential use of the Heart of Wales line (Llanelli to Shrewsbury) as a diversionary freight route to provide resilience and security of supply of services.</p>	<p>Key targets have not yet been identified in this strategy</p>	<p>The Plan's consideration of developing transport hubs and road to rail transfers for a freight movement is consistent with the objectives of this strategy.</p>	<p>The SEA must include recommendations for environment protection specifically in relation to the development of the Freight transport network.</p>
<b>Wales Road Safety Strategy (2003)</b>			
<p>The strategy's overall objective is to reduce real and perceived dangers for all road and footway users in Wales in order to promote safe and sustainable access. Specific objectives relevant to the Strategy are:</p> <p>In relation to establishing safety standards:</p> <ul style="list-style-type: none"> <li>▪ To explore options for changing the way that the road safety strategy will be implemented.</li> <li>▪ To explore how local communities can become more involved in road safety.</li> </ul>	<p>From a baseline of the average number of casualties between 1994 and 1998, the targets to be achieved by the year 2010 are:</p> <ul style="list-style-type: none"> <li>▪ 40% reduction in the total number of Killed or Seriously Injured (KSI) casualties;</li> <li>▪ 50% reduction in the total number of child KSI casualties</li> <li>▪ 10% reduction in the rate of slight casualties per 100 million vehicle kilometres travelled.</li> </ul>	<p>The Plan could conflict with some of the objectives and targets set by this strategy, as the objective to integrate the public transport network further increase the movement between transport modes.</p>	<p>The SEA should include a recommendation to ensure environmental enhancement alongside implementing road safety standards.</p>

## National (Wales) PPPs

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for Regional Transport Plan	Implications for SEA
<p>In relation to investigating collisions and casualties:</p> <ul style="list-style-type: none"> <li>▪ To make better use of available casualty statistics to assess current road safety problems in Wales.</li> <li>▪ To improve the reporting of all types of collision – in order to get a better picture of risk and to understand why collisions occur.</li> <li>▪ To relate collision and casualty statistics to road use, giving a measure of risk exposure.</li> </ul> <p>In relation to road safety for children:</p> <ul style="list-style-type: none"> <li>▪ To reduce all child casualties – especially for pedestrians and cyclists.</li> <li>▪ To treat children as partners in the improvement of road safety – not merely as objects to be discussed.</li> <li>▪ To encourage much greater walking and cycling activity by children as part of their personal and social development.</li> </ul> <p>In relation to speed management:</p> <ul style="list-style-type: none"> <li>▪ To make speeding a socially unacceptable activity – on a par with drink driving.</li> <li>▪ To promote walking, cycling and horse riding through making the local environment safer and less intimidating.</li> <li>▪ To achieve greater consistency in the planning, implementation and enforcement of speed limits.</li> </ul> <p>In relation to safety for pedestrians and cyclists:</p> <ul style="list-style-type: none"> <li>▪ An increase in the number of people walking and cycling in line with Welsh Assembly Government targets.</li> <li>▪ Ensuring that pedestrians and cyclists are given priority in any new traffic, transport and safety schemes.</li> <li>▪ Changing the culture on Welsh roads – with motor vehicle drivers getting used to seeing pedestrians and cyclists using the roads and adjusting behaviour accordingly.</li> </ul>	<p>Taking into account the baseline period figures, the numerical casualty reduction targets for Wales for 2010 are therefore:</p> <ul style="list-style-type: none"> <li>▪ 1205 KSI casualties – a reduction of 803;</li> <li>▪ 145 child KSI casualties – a reduction of 144.</li> <li>▪ 48 slight casualties per 100 million vehicle kilometres.</li> </ul>		

<b>National (Wales) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<p>In relation to safety for horse riders:</p> <ul style="list-style-type: none"> <li>To increase the safety of horse riders on Welsh roads.</li> </ul> <p>In relation to safety for motorcyclists:</p> <ul style="list-style-type: none"> <li>To significantly reduce casualties involving motorcyclists – especially deaths and serious injuries.</li> <li>To improve the standard of riding in Wales across all age groups.</li> <li>To address the problem of motorcycle casualties on rural roads.</li> </ul> <p>To improve the condition of the road surface – especially on routes heavily used by motorcyclists.</p>			
<b>Transport Wales Trunk Road Estate Biodiversity Action Plan (Welsh Assembly Government, 2004)</b>			
<p>The objectives of the TREBAP, within the constraints of resources and road safety, are to:</p> <ul style="list-style-type: none"> <li>set practical and realistic actions and targets for the period 2004 – 2014;</li> <li>link with other relevant Biodiversity Action Plan targets for habitats and species;</li> <li>increase awareness of the Transport Directorate's staff and contractors, its environmental partners, and the general public, of the biodiversity interest of the trunk road and motorway network;</li> <li>encourage the use, and dissemination, of best practice for biodiversity in the management and development of the trunk road and motorway network; and</li> <li>reflect the requirements of the Assembly's Sustainable Development Scheme and Action Plan where relevant.</li> </ul>	<p>The TREBAP sets out a number of targets relating to the ecological surveying of stretches of trunk road, review of policy for both habitats and species.</p>	<p>Policies set out in the RTP need to contribute to the achievement of the objectives set out in the TREBAP</p>	<p>The SEA will need to ensure that the policies set out in the RTP are contributory to objectives set out in the TREBAP and that no conflicts arise.</p>
<b>People, Places, Future, The Wales Spatial Plan, 2004 and the 2008 Update Consultation</b>			

<b>National (Wales) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<p>The Wales Spatial Plan provides the framework for future collaborative action between the Welsh Assembly Government and its partners to achieve sustainable economic growth across the whole of Wales. The plan emphasises the need for coordinated action at national, regional and local levels.</p> <p>The Spatial plan sets out a range of objectives under five headings:</p> <ul style="list-style-type: none"> <li>▪ Building sustainable communities</li> <li>▪ Promoting a sustainable economy</li> <li>▪ Valuing our environment</li> <li>▪ Achieving sustainable accessibility</li> <li>▪ Respecting distinctiveness</li> </ul>	<p>The Spatial plan does not set out specific indicators and targets. However, it recognises that the six strategic planning areas it identifies, will need individual distinctive responses to the delivery of the Spatial Plan Vision.</p>	<p>The Plan contributes to the objectives of the spatial, in particular building sustainable communities and achieving sustainable accessibility.</p>	<p>The SEA framework needs to include objectives that relate to the five headings in the Spatial Plan together with their relevant objectives.</p>
<b>Wales: A Better Country, The Strategic Agenda of the Welsh Assembly Government (2003)</b>			
<p>Strategy document setting out vision for a sustainable future in Wales up to 2007. Plays an important part in delivering other WAG Strategies.</p> <p>Produced following the strategic plan for Wales (Betterwales.com) and in particular highlights four key areas to be used to develop policy:</p> <ul style="list-style-type: none"> <li>▪ Helping people into jobs</li> <li>▪ Improving health:</li> <li>▪ Developing strong and safe communities</li> <li>▪ Creating better jobs and skills</li> </ul>	<p>The Strategic Agenda does not set out particular indicators and targets.</p>	<p>The Plan will support this strategy's aim to help people into jobs and improve access to healthcare.</p>	<p>SEA Framework objectives need to reflect the sustainable vision for this strategy.</p>
<b>A Better Wales: The Natural Environment of Wales in 2010, Countryside Council for Wales (2001)</b>			
<p>Sets our ten-year Vision for Wales by CCW in relation to the natural environment.</p> <p>The related objectives are:</p> <ul style="list-style-type: none"> <li>▪ Developing a more distinctive landscape character which includes greater biodiversity;</li> </ul>	<p>Under these themes, the document details various "targets" or achievements for 2010.</p>	<p>It is essential that the Plan adheres to these goals to ensure that complimentary efforts are encouraged.</p>	<p>The SEA Framework needs to include objective that recognise the goals set in this document.</p>

<b>National (Wales) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<ul style="list-style-type: none"> <li>▪ Ensuring a land and sea that supports more wildlife and their habitats;</li> <li>▪ Economic development should respect the natural environment including historical and cultural aspects;</li> <li>▪ Greater access to countryside and coast for all.</li> </ul>			
<b>Planning Policy Wales, 2002</b>			
<p>The Planning Policy Wales document provides the strategic policy framework for the effective preparation of local planning authorities' development plans. It sets out the WAG's planning objectives. These objectives are set out under the following headings:</p> <ul style="list-style-type: none"> <li>▪ Conserving and Improving Natural Heritage and the Coast</li> <li>▪ Conserving the Historic Environment</li> <li>▪ Supporting the Economy</li> <li>▪ Transport</li> <li>▪ Housing</li> <li>▪ Planning for Retailing and Town Centres</li> <li>▪ Tourism, Sport and Recreation</li> <li>▪ Infrastructure and Services</li> <li>▪ Minimising and Managing Environmental Risks and Pollution</li> </ul>	There are no specific indicators or targets in this document.	Objectives for transport are consistent with the Plan including an integration between different types of transport, between transport measures and land use planning, between transport measures and policies to protect and improve the environment and between transport measures and policies for education, health, social inclusion and wealth creation.	The SEA Framework will need to include objectives that consider the need for sustainable methods of transport and the prevention of transport infrastructure development affecting the natural environment.
<b>Starting to Live Differently: The Sustainable Development Scheme, October 2004</b>			
The Scheme is the National Assembly's overarching strategic framework and sets out the vision of a sustainable future for all of Wales where action for social, economic and environmental improvement work together to create positive change. The Scheme works in conjunction with other key documents of the Welsh Assembly Government to deliver change.	There are no specific indicators and targets set out in this document.	The Plan is consistent with the objectives of this scheme.	The SEA should promote the interconnectivity between social, economic and environmental improvement work.
<b>A Winning Wales, National Economic Development Strategy of the Welsh Assembly Government (2002)</b>			
A ten year national economic development strategy set within SD	<ul style="list-style-type: none"> <li>▪ 135,000 increase in employment (employed plus</li> </ul>	The Plan will contribute to employment	The SEA Framework needs

<b>National (Wales) PPPs</b>			
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<p>framework.</p> <p>Aimed at transforming economy of Wales and builds on WAGs Plan for Wales 2001. recognised that strength of the economy and quality of the environment are inseparable.</p> <p>The main goal set out in the Economic Development Strategy is as follows:</p> <p><i>Success would mean Welsh GDP per person rising from 80 per cent to 90 per cent of the UK average over the next decade - with the ultimate aim of achieving parity</i></p>	<p>self-employed) with particular emphasis on communities and groups with low participation rates</p> <ul style="list-style-type: none"> <li>▪ As part of the total increase, employment in financial and business services to increase by 20,000</li> <li>▪ Increase business R&amp;D expenditure to more than 1% of Welsh GDP</li> <li>▪ Raise the stock of Welsh businesses to achieve the UK average level of VAT registered businesses per 10,000 people</li> <li>▪ The proportion of adults of working age without qualifications to reduce to 1 in 10</li> <li>▪ The proportion of adults of working age with a Level 4 qualification to increase to over 3 in 10</li> <li>▪ Increase the proportion of Welsh businesses using e-commerce to the UK average.</li> <li>▪ At least match the UK export growth rate over the period</li> <li>▪ Tourism expenditure in Wales to increase by an average of at least 6% per year over the period</li> <li>▪ Household disposable income to increase to 95% of the UK average.</li> </ul>	<p>targets, however the disposable income targets could conflict with encouraging people out of their cars and onto more sustainable forms of transport.</p>	<p>to stress the importance of the natural environment which contributes to the distinctiveness of the Welsh economy.</p>
<b>Walking and Cycling Strategy for Wales (December 2003)</b>			
<p>The Walking and Cycling Strategy emphasises Transport Framework for Wales three strategic objectives, sustainable development, tackling social disadvantage and promoting equal opportunities.</p> <p>Intended to bring about changes in travel patterns and behaviour, as well as making links to physical activity as a fundamental part of a healthy lifestyle. Includes setting of goals for increasing trips by these modes.</p>	<p>The Walking and Cycling Strategy specifies targets relating to the increase in number of trips made by cycling or walking.</p>	<p>The Plan is consistent with the objectives of this strategy, promoting walking and cycling for sustainable development and tackling social disadvantage.</p>	<p>The SEA Framework will need to include recommendations for encouraging walking and cycling.</p>
<b>Environment Strategy for Wales (2006)</b>			

<b>National (Wales) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<p>The Environment Strategy for Wales was produced in May 2006. The purpose of the Strategy is to provide the framework within which to achieve the development of an environment that is clean, healthy, biologically diverse and valued by the people of Wales.</p> <p>The Strategy outlines the Welsh Government's commitment under a number of headings as follows:</p> <ul style="list-style-type: none"> <li>▪ Climate change</li> <li>▪ Biodiversity, landscape and seascape</li> <li>▪ The local environment</li> <li>▪ Environmental Hazards</li> <li>▪ Sustainable resource use</li> </ul>	<p>The Strategy specifies a number of outcomes and indicators under each of the headings;</p> <ul style="list-style-type: none"> <li>▪ Climate change</li> <li>▪ Biodiversity, landscape and seascape</li> <li>▪ The local environment</li> <li>▪ Environmental Hazards</li> <li>▪ Sustainable resource use</li> </ul> <p>An Action Plan has also been published alongside the Strategy, which contains details of specific, additional actions that will be taken to deliver the outcomes of the Strategy.</p>	<p>The Plan must relate to Wales' commitment to addressing climate change and the sustainable use of resources.</p>	<p>The SEA framework objectives need to incorporate the need to address climate change and its relationship with transport, and the long term sustainable use of resources.</p>
<b>Wales: A Vibrant Economy. The Welsh Assembly Government's Strategic Framework for Economic Development, Draft (2005)</b>			
<p>The Vision is of a vibrant Welsh economy delivering strong and sustainable economic growth by providing opportunities for all. Essential elements of a vibrant economy include:</p> <ul style="list-style-type: none"> <li>▪ Increasing employment – reducing unemployment and economic inactivity</li> <li>▪ Raising earnings</li> <li>▪ Quality of life</li> <li>▪ Creating an attractive business environment</li> <li>▪ Supporting key drivers to business growth</li> <li>▪ Addressing local priorities.</li> </ul>	<p>There no targets set out in the document although there are a number of indicators provided to measure performance of objectives under the six elements of a vibrant economy.</p>	<p>The Plan should contribute to the objectives of this framework, for example increasing employment and addressing local priorities.</p>	<p>The SEA Framework must ensure the protection of the natural environment is considered the growth of the economy.</p>
<b>Achieving our Potential 2006-2013: Tourism Strategy for Wales</b>			
<p>The vision is:</p> <p>A customer responsive, innovative, sustainable and profitable industry that makes an increasing contribution to the economic, social, cultural and environmental well-being of Wales'.</p>	<p>The Tourism Strategy does not set out specific targets, only outlines strategic aims and priorities.</p>	<p>The Plan will enhance the aims of this strategy, particularly its vision to be customer responsive and sustainable industry.</p>	<p>The SEA Framework needs to incorporate the need to secure a sustainable long term future through responsible destination and</p>

<b>National (Wales) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<p>Four strategic aims are set out as follows:</p> <ul style="list-style-type: none"> <li>▪ Realising the importance of understanding and responding to customer needs.</li> <li>▪ Accepting that there is a value to be gained from doing things differently to our competitors through innovative ways of working.</li> <li>▪ Acknowledging the need to secure a sustainable, long-term future through responsible destination and business management.</li> <li>▪ Seeking to maximise business profitability to drive growth in the tourism economy.</li> </ul>			business management.
<b>Learning to Work Differently, Sustainable Development, WDA.</b>			
<p>The main aim of the WDA is to optimise conditions for the long-term growth of the Welsh economy. The policy document addresses key issues under the following headings:</p> <ul style="list-style-type: none"> <li>▪ A Sustainable Economy</li> <li>▪ Building Sustainable Communities</li> <li>▪ Managing the Environment and Resources</li> <li>▪ Sending the Right Signals</li> <li>▪ International Co-operation and Development</li> </ul> <p>The objective headings are:</p> <ul style="list-style-type: none"> <li>▪ Doing More with Less: Improving Resource Efficiency</li> <li>▪ Economic Stability and Competitiveness:</li> <li>▪ Developing Skills and Rewarding People</li> <li>▪ Sustainable Production and Consumption</li> <li>▪ Promoting Economic Vitality and Employment</li> <li>▪ Sending the Right Signals</li> </ul>	No relevant targets were identified.	The Plan will contribute to building sustainable communities and a sustainable economy and doing more with less – improving resource efficiency.	The SEA framework needs to stress the importance of sustainability and the management of the environment and resources.

<b>National (Wales) PPPs</b>			
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<p>Other Relevant Objectives</p> <ul style="list-style-type: none"> <li>▪ Reusing previously developed land, in order to protect the countryside and enhance urban regeneration.</li> <li>▪ Protect and enhance landscapes and biodiversity.</li> <li>▪ Grasp growth opportunities in key sustainable development sectors.</li> </ul>			
<b>Community First Guidance (National Assembly for Wales, 2001)</b>			
<p>A flagship Welsh Assembly Government programme which aims at cutting poverty and helping to improve lives of people who live in the poorest areas.</p> <p>To improve the surrounding environment of deprived areas.</p>	No targets specified.	The Plan can enhance this guidance, helping to improve the lives of people who live in the poorest areas.	The SEA should include an objective that ensures the enhancement of the natural environment of deprived areas.
<b>Well Being in Wales Consultation Document (2002) &amp; Health Challenge Wales (2004)</b>			
<p>On of the purposes of Well being in Wales is to take into account health in other policies and programmes (an European Union Policy). It highlights the relevance of health to well being, sets out a actions to reduce health inequalities and provides national direction for Local Health, Social Care and Well Being Strategies.</p> <p>Health Challenge Wales is an initiative to encourage the public to do more to improve health in Wales. It asks the government at all levels, public, private and voluntary sector organisations, the media and individuals to improve their health and/or support health initiatives and healthier lifestyles where they can.</p> <p><i>Well Being in Wales:</i></p> <p>The overall objectives are to spread prosperity, encourage lifelong Improving safety, promoting healthier learning, to improve health and reduce inequalities in health by:</p> <ul style="list-style-type: none"> <li>▪ Improving the safety of road users</li> <li>▪ Encouraging people to build exercise into their daily traveling</li> <li>▪ Asking the NHS and social care services to contribute to these</li> </ul>	No targets have yet been specified.	The Plan can use health and well being as a key bargaining tool for encouraging members of the public onto more sustainable forms of transport.	The SEA should include reference to the importance of health and well being as a key contributor to sustainability.

<b>National (Wales) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<p>objectives by</p> <ul style="list-style-type: none"> <li>▪ Reducing congestion, pollution from cars of patients, visitors and staff and using</li> <li>▪ Cleaner energy technologies for the transport used by the services.</li> </ul> <p><i>Health Challenge Wales:</i></p> <ul style="list-style-type: none"> <li>▪ Improving health</li> <li>▪ Promoting healthier life styles</li> </ul>			
<b>The State of the Welsh Environment Report (2003)</b>			
<p>A report into the state of the Welsh Environment in 2003, following on from a similar report in 1999. It reports on several topics including wildlife, pollution, land use, resources, climate change and energy supply. The report also makes a number of recommendations for each theme of the report.</p>	<p>No targets or indicators are specified.</p>	<p>The Plan will influence the next State of the Welsh Environment Report.</p>	<p>The results of the SEA may be useful in feeding into the next State of the Welsh Environment Report.</p>
<b>Creating a Better Wales (Environment Agency Wales)</b>			
<p>Sets out the priorities for the environment in Wales over the period between 2006 and 2011. These include</p> <ul style="list-style-type: none"> <li>• To be prepared for and adapt to climate change</li> <li>• Reduce risk of flooding</li> <li>• Good environmental quality</li> <li>• Reduce waste</li> <li>• Improve integrated management of land and water</li> <li>• Protection of biodiversity and ecosystems</li> <li>• Protect and enhance Wales' natural environment to encourage recreation</li> </ul> <p>Outlines actions the EA will implement in this period to achieve these.</p>	<p>Does not set specific targets, sets out priorities and actions.</p>	<p>The plan will need to consider the aims and priorities set out.</p>	<p>The SEA will need to put a greater emphasis on the priority areas and take into account the actions outlined</p>

<b>National (Wales) PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<b>The Stern Review – The Economics of Climate Change (2006)</b>			
Looks at the economic impact of climate change and concludes that the benefits of strong and early action far out weigh the economic costs of not acting.	No specific targets set	The plan should include policies that limit the Plans contribution to the causes of climate change	The SEA should include an objective to limit the effects of and adapt to climate change.
<b>Welsh Office Circular 60/96 – Planning and the Historic Environment: Archaeology</b>			
Sets out advice on legislation and procedures relating to archaeological remains and supplements Planning Guidance (Wales): Planning Policy. The combined guidance may be material to decisions on individual planning applications	No targets set	The plan will need to consider the protection of archaeological remains	The SEA should include an objective to protect and enhance archaeology
<b>Review of the Historic Environment of Wales: Consultation Draft (2003)</b>			
Reviews the current approach to the management of the historic environment in Wales.			
<b>Priority Habitats of Wales, CCW (2003)</b>			
Gives information about Wales' priority habitats, as identified by UK Biodiversity Action Plans	Gives target for maintenance, restoration and recreation of priority habitats	The plan will need to take priority habitats into consideration	The SEA will need to consider the protection of priority habitats, an objective and indicator relating to this should be included in the SEA.

<b>Technical Advice Notes (TANs)</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<b>TAN 5 Nature Conservation and Planning, 1996</b>			
To ensure that development plans are based on adequate information about geology, landform, habitats and species, nature conservation issues should be included in surveys of local authority areas. Nature conservation policies in development plans should indicate the criteria against which a development will be judged, having regard to the relative significance of international, national and local designations. The plan proposals map should identify the areas to which these policies apply.	There are no targets and indicators set out in this document.	The Plan must recognise the importance of conservation objectives when determining locations and types of new developments near designated sites.	The SEA Framework will need to reflect the important of quality information on geology, landform, habitats and species, nature conservation issues.
<b>Draft Revised TAN 5 Nature Conservation and Planning (2006)</b>			
<p>The guidance states that biodiversity conservation and enhancement is an integral part of planning for sustainable development. While authorities should be watchful of the cumulative effects of small perhaps occasional, apparently insignificant losses from the natural world which can seriously deplete the natural heritage, small scale opportunities for habitat creation and enhancement can make significant contributions over time.</p> <p>The TAN sets out to demonstrate how the planning system can deliver more sustainable development that does not result in losses but takes every opportunity to enhance the natural heritage.</p> <p>It emphasises the need for policies in Local Development Plans and Supplementary Planning Guidance to add value to Local Biodiversity Action Plans by highlighting ways in which the planning system can help deliver the objectives of the Local Biodiversity Action Plans.</p>	There are no targets and indicators set out in this document.	The Plan must show an appreciation for a greater emphasis on biodiversity in the planning system.	The SEA framework needs to account for greater emphasis on biodiversity from this draft technical advice note.
<b>TAN 6 Agricultural and Rural Development</b>			
Covers the location of development in relation to farms, and new guidance on re-use/adaptation of rural buildings, as well as permitted development rights for forestry, agriculture, and agricultural workers dwellings and development involving horses.	There are no targets and indicators set out in this document.	The Plan must consider the location of farms and other rural buildings in the development of the transport network.	The SEA Framework will need to highlight consideration for farms and other rural buildings.
<b>TAN 8 Renewable Energy</b>			
Sets out that the main advantages of using renewable energy are the	The TAN reiterates government targets to generate 4TWh	The Plan needs to renewable energy	The SEA Framework will

<b>Technical Advice Notes (TANs)</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
substitution of valuable energy sources of finite supply, and the limiting of emissions of greenhouse gases.	from renewable sources by 2010 and 7TWh by 2020.	sources for the development of transport infrastructure.	need to highlight the importance of reviewing energy supply and the limiting of emissions.
<b>TAN 11 Noise</b>			
Sets out how the planning system can be used to minimise adverse impacts of noise. Advocates close cooperation between environmental health and planning.	There are no targets and indicators set out in this document.	The Plan should consider noise levels when developing the existing and future transport network.	The SEA must show an appreciation for the noise effects of some transport proposals.
<b>TAN 12 Design</b>			
Design encompasses relationships between all elements of the built and natural environment and is concerned with the way areas function. The connections between people and places are important including patterns of movement, the social environment, use of energy and resources, in addition to economic opportunities.	There are no targets and indicators set out in this document.	The Plan needs to consider the importance of design of the transport network ensuring a harmony between physical, social and natural environments.	The SEA framework will need to include a reference to the importance of design as highlighted in this advice note.
<b>TAN 13 Tourism</b>			
Visit Wales has responsibility for promoting and developing tourism in Wales.  Development plans may provide guidance on opportunities for larger scale or innovative projects, appropriate facilities for the countryside or designated areas and the provision of facilities in historic towns and seaside resorts.	There are no targets and indicators set out in this document.	The promotion of tourism requires an efficient transport system to cope with the peak traffic flows.	The SEA Framework should reflect the need to consider the natural environment in the development of tourism and the required supporting transport network.
<b>TAN 15 Development and Flood Risk</b>			
The TAN provides technical guidance which supplements the policy set out in Planning Policy Wales in relation to development and flooding. It advises on development and flood risk as this relates to sustainability principles and provides a framework within which risks arising from both river and coastal flooding, and from additional run-off from development in any location can be assessed.	There are no targets and indicators set out in this document.	The Plan needs to take into account risk of flood from rivers and the coastline, in the development of the future transport network.	The SEA framework will show a consideration for possible flood risk in development.

<b>Technical Advice Notes (TANs)</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
The overall aim of TAN 15 is to direct new development away from those areas which are at high risk of flooding.			
<b>TAN 16 – Sports and Recreation</b>			
<p>The TAN provides technical guidance that supplements the policy set out in Planning Policy Wales and the guidance of the Sports Council for Wales in relation to the development (both the provision and removal) of sports and recreation facilities.</p> <p>There are no set standards for recreational provision but this guidance provides a reference framework to determine the level, type and location of provision in an area and how this should effect development e.g. the development of local authority open spaces and school sports fields and the locating of sports facilities with regard to noise and lighting issues.</p>	There are no targets and indicators set out in this document.	The Plan needs to take into account the location and accessibility of the provision of sports and recreation facilities.	The SEA framework will show a consideration for accessibility to facilities.
<b>TAN 18 Transport, 1998 (being revised) issued for consultation March 2001</b>			
By guiding the location of new development, reducing the need to travel, and promoting transport choices which are less polluting, land use planning can contribute in the longer term to environmental improvements.	There are no targets and indicators set out in this document.	The Plan's objectives are in line this TAN's aims to integrate new development with the transport network.	The SEA should include an objective that encourages public transport use and a viable patronage base, as well as cycling and walking. This will also contribute to air quality, human health, climate change and social inclusion objectives of the SEA.
<b>TAN 21 Waste</b>			
This Technical Advice is intended to facilitate the introduction of a comprehensive, integrated and sustainable land use planning framework for waste management in Wales. It provides advice on the planning framework, regional co-ordination, principles and techniques, planning considerations in waste issues, unitary development plans, development control and types of waste. It is hoped that it will help in addressing the challenges of the developing	There are no targets and indicators set out in this document.	The Plan needs to take into account the location and accessibility of waste management facilities.	The SEA framework will show a consideration for the provision and accessibility of appropriate waste management facilities.

<b>Technical Advice Notes (TANs)</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
legal, environmental and technological circumstances influencing waste resource management and the new partnerships that need to be formed to manage waste appropriately.			
<b>Minerals TAN1 – Aggregates (2004)</b>			
<p>The overall objective of this document is to ensure supply of aggregates is managed in a sustainable way so that the best balance between environmental, economic and social consideration is struck while making sure that the environmental and amenity impacts of any necessary extraction are kept to a level that avoids causing demonstrable harm to interests of acknowledged importance. Key objectives are the following:</p> <ul style="list-style-type: none"> <li>▪ To provide aggregate resources in a sustainable way to meet society's needs for construction materials in line with key objectives.</li> <li>▪ To prevent unacceptable aggregates extraction from areas of acknowledged landscape, cultural, nature and geological conservation and hydrological importance.</li> <li>▪ To reduce the impact of aggregates production.</li> <li>▪ To achieve a high standard of restoration and aftercare and provide for a beneficial after-use.</li> <li>▪ To encourage the efficient use of minerals and maximising the potential use of alternative materials as aggregates.</li> </ul>	There are no targets and indicators set out in this document.	The Plan needs to show it has considered the best balance between environmental, economic and social consideration. This includes reference to unacceptable aggregates from recognised areas of natural beauty.	The SEA framework should include the key guidance to encourage the efficient use of minerals.

Regional PPPs			
Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for Regional Transport Plan	Implications for SEA
<b>Mid Wales Regional Transport Strategy (June, 2005)</b>			
<p>To provide a regionally based strategic framework for transport policy and investment decisions across Mid Wales from 2005 to 2020. The Regional Transport Strategy seeks to:</p> <p><i>“Maintain and provide transport infrastructure and services to facilitate economic development and ensure access for all services and facilities, thus sustaining the equality of community life, and respecting the quality of the environment”.</i></p> <p>The principal aims of this vision are to support sustainable development and ensure an equitable and inclusive approach to transport provision. The objectives set in the strategy reflect national UK and Welsh policy objectives, propositions and actions and are covered under seven themes used to identify the challenges identified in the Mid Wales RTP.</p>	<ul style="list-style-type: none"> <li>▪ Alleviate the remoteness of the region through investment in transport infrastructure and services.</li> <li>▪ Support the role of the region in connecting the North and South of Wales and of Mid Wales to the West Midlands.</li> <li>▪ Support the spatial development of the region, in accordance with the Wales Spatial Plan, supporting the rural and tourist economy.</li> <li>▪ Reduce the impact of transport on the environment, through land use planning</li> <li>▪ Secure accessibility to work, shopping, leisure and essential services by road and by public transport, walking and cycling to alleviate rural exclusion.</li> <li>▪ Ensure the transport network is efficient, comfortable and reliable for all users and offers value for money by maintaining and improving the existing infrastructure.</li> <li>▪ Ensure the safe and secure use of the transport network and it's associated facilities.</li> <li>▪ Integrate with national, regional and local policy agendas for transport, economic and community development, health and the provision of public services.</li> </ul>	<p>The Plan's objectives are consistent with the preceding strategy, alleviating the remoteness of the region through investment in transport infrastructure and ensuring the transport network is efficient, comfortable and reliable for all users.</p>	<p>The SEA should include recommendations to for the land use planning system to be responsible for reducing the impact of transport on the environment.</p>
<b>Mid Wales Regional Public Transport Strategy (TraCC, 2003)</b>			
<p>This transport strategy is based upon minimising social exclusion through focusing on social needs.</p> <p>To change the balance in favour of public transport, to encourage modal shift whilst reducing the need to travel or to reduce the length of the journeys that are required.</p>	<p>The report will take account of the targets established in the UK Government 10-Year Plan for transport, which identifies two main, targets for local bus services, namely:</p> <ul style="list-style-type: none"> <li>▪ To increase bus use (measured by the number of bus passengers ' journeys) by 10% by the year 2010</li> </ul>	<p>The Plan is consistent with this public transport strategy particularly in relation to linking all major settlements in Wales. Conflicts could arise if the targets for this strategy, such as the increase in bus use,</p>	<p>The SEA framework should include a consideration for environmental protection and enhancement,</p>

<b>Regional PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<p>To develop a network of community, local and strategic public transport services which is relevant to the geographic and demographic nature of the area and provides appropriate journey opportunities for work, education, social and leisure activities.</p> <p>To improve public transport availability and the quality of interchanges by providing:</p> <ul style="list-style-type: none"> <li>▪ Links to all major settlements in Wales including from rural areas</li> <li>▪ An attractive alternative to the car</li> <li>▪ A consistent quality</li> <li>▪ Operation on a clockface timetable (services the same time past the hour) with guaranteed interchange, where appropriate, through ticketing and better information</li> <li>▪ Better accessibility to all users</li> <li>▪ Innovative solutions to problems where appropriate - e.g. demand responsive travel</li> <li>▪ Convenient access to timetable information</li> <li>▪ Improving personal security and comfort for public transport users</li> <li>▪ Better integration with taxis and community/voluntary transport</li> <li>▪ Well maintained vehicles, infrastructure and information</li> <li>▪ Developing new technologies to improve journeys (real time information, smart cards)</li> </ul>	<p>from 2000 levels, whilst at the same time securing improvements in practicality and reliability.</p> <ul style="list-style-type: none"> <li>▪ Achieve a one third increase in the proportion of households in rural areas within about a 10-minute walk of an hourly or better bus service.</li> </ul> <p>It is appreciated that the Welsh Assembly Government has not adopted these targets for Wales. Instead, it has chosen a related target 'to enable about a quarter of commuting to work to take place by means other than by car'. This of course is not as significant an issue in Mid Wales as social exclusion and basic travel opportunities.</p>	<p>could affect the future opportunities for a rail freight network.</p>	<p>alongside the promotion of the bus network.</p>
<b>Winning Mid Wales: A Framework for Strategic Action (TraCC, 2005)</b>			
<p>A key aim of the framework is to outline how Mid Wales will become an exemplar for progressive rural regeneration in the 21<sup>st</sup> Century.</p> <p>Relevant objectives have been identified specific to key sectors:</p> <p>Cultural and Creative Industries:</p> <ul style="list-style-type: none"> <li>▪ Support vibrancy and innovation – to ensure a living, breathing</li> </ul>	<ul style="list-style-type: none"> <li>▪ The provision of a safe, reliable and efficient strategic road network with a minimum road width of 7.3m, a 55 mph design speed and regular overtaking opportunities. Focus on priority corridors where improvements are necessary to bring roads up to an acceptable standard.</li> </ul>	<p>The Plan is consistent with the objectives of this framework, in relation to sustaining a vibrant, lively and accessible culture and sports. Also, ensuring a road hierarchy is implemented at both the national and regional levels consistent with the Plan's</p>	<p>The SEA framework should show an appreciation for this document, namely its objective to reduce the environmental footprint</p>

## Regional PPPs

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for Regional Transport Plan	Implications for SEA
<p>culture for the future.</p> <ul style="list-style-type: none"> <li>Sustain vibrant, lively and accessible culture and sports, that contribute to the physical and mental well being of citizens and visitors alike and that act as a springboard for both individual fulfilment and collective prosperity.</li> </ul> <p>Land Based and Marine Industries:</p> <ul style="list-style-type: none"> <li>Develop sustainable opportunities for farming families and rural communities to establish new, high quality enterprises in new and sometimes innovative activities, sectors and niche produce areas.</li> </ul> <p>Manufacturing Sector:</p> <ul style="list-style-type: none"> <li>Ensure that the needs of the sector are recognised and met within the relevant support and services infrastructure provisions.</li> </ul> <p>Service Sector:</p> <ul style="list-style-type: none"> <li>Ensure that appropriate support is available for the retail sector: to encourage development, attract inward investment and reduce expenditure leakage.</li> <li>Identify the contribution of the haulage and work machinery sector to the Mid Wales economy, and map out its needs in terms of provision of suitable landscaped storage sites.</li> </ul> <p>Social Economy:</p> <ul style="list-style-type: none"> <li>Sustainable, long term funding meeting the needs of organisations who respond to community/local needs</li> <li>Create opportunities for the exchange of good practice in the sector</li> </ul> <p>Communication &amp; Transport:</p> <ul style="list-style-type: none"> <li>Ensure that the Regional Road Hierarchy is recognised in national policies and in the policies of adjacent regions.</li> </ul>	<ul style="list-style-type: none"> <li>An audit and development of a programme of improvements of rail station facilities and accessibility.</li> <li>The development of a public transport information strategy as part of a wider regional public transport strategy.</li> <li>The development of Quality Bus initiatives with the aim of providing a viable and attractive public transport alternative to the use of the private car.</li> </ul>	<p>objectives.</p>	<p>and in-built sustainability to all development and regeneration activity.</p>

<b>Regional PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<ul style="list-style-type: none"> <li>▪ Ensure appropriate traffic management around key settlements.</li> <li>▪ Ensure appropriate and adequate distribution networks to service Mid Wales.</li> <li>▪ Seek the further development of walking and cycling as modes of travel to work, education and leisure.</li> <li>▪ Improvements to travel information and route management in order to make most efficient use of the most appropriate routes.</li> </ul> <p>Landscape, Environment, Culture and Heritage:</p> <ul style="list-style-type: none"> <li>▪ Reduce environmental footprint and in-built sustainability to all development and regeneration activity.</li> <li>▪ Improvement of countryside access in a sustainable manner.</li> <li>▪ Integrated transport access across Mid Wales.</li> </ul>			
<b>Mid Wales Integrated Transport Strategy (Mid Wales Partnership, 2003)</b>			
<p>The overall aims and objectives of the Strategy are:</p> <p>To support sustainable development with a long term economic and community viability, ensuring that transport networks have a secure physical and financial future and by seeking to reduce the impact of transport on the environment.</p> <p>To support Equitable and inclusive transport provision by providing affordable and improved access to services, leisure and employment for everyone regardless of location, age, mobility, gender, race or language.</p> <p>To enable successful partnership working with external organisations to:</p> <ul style="list-style-type: none"> <li>▪ Agree and implement minimum standards for management and improvement of the transport network.</li> <li>▪ Support the implementation of policies and activities of other regional partnerships.</li> </ul>	<p>The main related targets of the strategy are:</p> <ul style="list-style-type: none"> <li>▪ Bring the strategic road network up to an acceptable standard within the context of the Regional Road Hierarchy.</li> <li>▪ Improve the public transport infrastructure to offer an appropriate level of service.</li> <li>▪ Seek the development of infrastructure to encourage transfer of freight from road to rail.</li> <li>▪ Ensure the availability of accessible, easily understood, reliable and comprehensive information for public transport users.</li> <li>▪ Develop public transport interchange facilities and encourage seamless transfer for the region.</li> <li>▪ Co-ordinate the provision of service for community transport, health, education and social service with mainstream public transport.</li> </ul>	<p>The Plan is consistent with the objectives of this strategy, including improving the public transport infrastructure to offer an appropriate level of service, encouraging the transfer of freight from road to rail and ensure the availability of accessible public transport users.</p>	<p>The SEA framework must show an appreciation for the objectives, encouraging people to use sustainable modes of transport and the enjoyment of the natural environment through the growth of the national cycle network and local walking routes.</p>

<b>Regional PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
	<ul style="list-style-type: none"> <li>▪ Promote attractive and equitable public transport fares.</li> <li>▪ Develop travel and transport that forms part of the experience of Mid Wales for the tourist.</li> <li>▪ Support the expansion and development of service from the Mid Wales airports and ensure good links to the international airports closest to Mid Wales for other transport needs.</li> <li>▪ Develop and promote the national cycle network and related links and the strategic walking routes.</li> <li>▪ Support and improve the cycling and walking routes within communities to shops, community facilities, bus stops, railway stations and to schools.</li> </ul>		
<b>Mid-Wales Regional Tourism Strategy (1998-2008)</b>			
<p>This Strategy for Mid Wales sets out objectives under the following headings:</p> <ul style="list-style-type: none"> <li>▪ Market Share</li> <li>▪ Awareness and Image</li> <li>▪ Accommodation Occupancy</li> <li>▪ Sustainability</li> </ul> <p>The document also outlines priority strategies and actions under three headings:</p> <ul style="list-style-type: none"> <li>▪ Marketing and Marketing Management.</li> <li>▪ Accommodation quality and fit.</li> <li>▪ Training and personal development</li> </ul>	There are no targets or indicators provided in the document.	The Plan should compliment the objectives within this strategy to ensure accommodation occupancy and accessible training and personal development.	The SEA framework should indicate the importance of sustainable accommodation that is accessible using sustainable forms of transport.
<b>North Wales Development Strategy (2004)</b>			
The aim of this strategy is to strengthen the North Wales economy further and spread economic benefit more equally across North	There are no specific targets set out in this document.	The Plan is consistent with the themes of this strategy, particularly the objective for	The SEA should take into account the intentions of

<b>Regional PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<p>Wales. The vision for North Wales is 'of a region where people, business and a unique environment create the conditions for success'. The themes identified are:</p> <p>Theme 1: covers business, enterprise and innovation and states</p> <p>Theme 2: covers skills and learning and is about promoting access to training and increasing the level of management skills within the county</p> <p>Theme 3: covers community cohesion and seeks to strengthen community cohesion across North Wales, by enhancing the role of the community and voluntary sectors, understanding the nature of social exclusion, improving support for disadvantaged young people</p> <p>Theme 4: looks at improving communication and infrastructure, which includes transport linkages, the employment land and property offer and improving the digital connectivity of the region</p> <p>Theme 5: looks at improving the North Wales Offer. This includes upgrading the visitor experience, and improving the region as a place to live, work and do business.</p>		community cohesion, improving communications and in particular transport linkages.	this strategy to spread economic benefits more evenly – minimising environmental impact on any specific location.
<b>Tourism Strategy North Wales 2003-2008: Planning Tomorrow's Tourism Today</b>			
<p>The vision for tourism in North Wales is 'to build a viable and prosperous tourism industry attracting visitors throughout the year that:</p> <ul style="list-style-type: none"> <li>▪ Provides an experience that exceeds visitors' quality expectations</li> <li>▪ Celebrates the excellence of the superb North Wales environment</li> <li>▪ Takes pride in the unique culture and heritage of North Wales and its people</li> <li>▪ Is a major contributor to the local economy and community</li> <li>▪ Values and invests in the people involved in delivering the strategy.</li> </ul>	There are no specific targets set out in this document.	The Plan's objectives are enhanced by the tourism strategy for North Wales in its bid to ensure tourism contributes to the local economy and community which can be achieved through an effective integration of the transport network.	The SEA needs to take consider local pride as a contributor to the preservation of the unique environment of North Wales.

Local PPPs			
Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for Regional Transport Plan	Implications for SEA
<b>Fishguard and North Pembrokeshire Regeneration Plan</b>			
<p>The strategy has five main objectives:</p> <ul style="list-style-type: none"> <li>▪ To build on the area's key strengths of its role as a ferry port on the shortest southern sea route to Ireland, as a fishing port on the west coast of Wales and as an important tourist destination.</li> <li>▪ To overcome key, qualitative threshold problems for new development in the Fishguard area.</li> <li>▪ To create specific opportunities for both inward and local investment in the future.</li> <li>▪ To improve the image, performance and potential of the Fishguard area by promoting a range of integrated projects.</li> <li>▪ To encourage and promote the safeguarding of existing jobs and the creation of new employment opportunities.</li> </ul>	<p>There are no specific targets set out in this document.</p>	<p>The Plan is consistent with the Regeneration Plan's aims to promote and safeguard existing jobs and the creation of new employment opportunities, ensuring an effective public transport service that provides opportunities to access employment sites.</p>	<p>The SEA needs to contain an element of sensitivity towards regeneration – safeguarding the natural environment or future generations.</p>
<b>Ceredigion County Council: Coast and Countryside Strategy</b>			
<p>In Section 1.4, the Coast and Countryside Strategy refers directly to the Cardigan Bay coastline, stating that “a substantial proportion of the coast is underdeveloped, four sections of which are designated as Heritage Coast because of their exceptional landscape quality. The section of Heritage Coast between New Quay and Tresaith has also been identified by the Authority as a ‘Marine Heritage Coast’” (p.3).</p> <p>The plan also refers to a number of objectives for the coast and marine areas of Ceredigion, namely to:</p> <ul style="list-style-type: none"> <li>▪ Ensure that recreational opportunities and facilities are compatible with the County's character</li> <li>▪ Promote the integrated management of the Ceredigion coast</li> <li>▪ Promote the enjoyment and understanding of the coast</li> <li>▪ Support initiatives for the conservation of the coastal and marine environment</li> </ul>	<p>There are no specified targets.</p>	<p>The Plan will contribute to the aims of this strategy to promote an integrated approach to the management of the coast and the particularly the viability of coastal communities.</p>	<p>The SEA should include a reference to an integration approach to the management of the coast, in particular to the effective promotion of the area's heritage coast.</p>

<b>Local PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<ul style="list-style-type: none"> <li>Encourage community involvement in coastal and marine issues</li> <li>Support the viability of coastal communities.</li> </ul>			
<b>Gwynedd County Council Environment Strategy</b>			
<p>The primary environmental aims are:</p> <ul style="list-style-type: none"> <li>To minimise environmental pollution in its activities and by influencing others.</li> <li>To promote the conservation and sustainable use of natural resources.</li> <li>To respond effectively by reducing or erasing any harmful effects which the Council's policies, programmes of work or services have on the environment.</li> <li>To promote environmental awareness throughout all of Gwynedd's communities</li> <li>To ensure constant improvement in the Council's environmental performance and to ensure that performance exceeds statutory requirements where possible.</li> <li>To promote the conservation and enhancement of the natural and built environment.</li> </ul>	<p>The final section of the strategy identifies monitoring and review as key to the success of policies and that regular progress will be reported.</p>	<p>The Plan could potentially conflict with the objectives of this document, particularly concerning the Council's performance potentially exceeding statutory requirements wherever possible, and the key aim to promote the conservation and enhancement of the natural environment.</p>	<p>The SEA needs to show a consistency in objectives with this environment strategy, including the conservation and sustainable use of natural resources.</p>
<b>Gwynedd Economic Development Strategy 2001-2006</b>			
<p>The aim of the document is to 'set out a clear direction to achieve economic growth and regeneration in the county of Gwynedd'.</p> <p>Section three of the document sets out the vision for the Gwynedd economy, which states, "A competitive, innovative, sustainable economy where there are many opportunities and a skilled workforce equipped to grasp them". This vision and the strategy as a whole are underpinned by five key principles, namely: sustainability, partnership, quality, equality and creativity.</p> <p>Section four of the document covers Gwynedd's Strategic Themes, the aims of these themes are:</p>	<p>There are no specific targets set out in this document.</p>	<p>The Plan's objectives are consistent with the strategy's aims to develop a competitive, innovative and sustainable economy where there are many opportunities and a skilled workforce equipped to grasp them.</p>	<p>The SEA needs to include a reference an innovative approach to the relationship between development and natural environment to ensure the two are sustainable.</p>

<b>Local PPPs</b>			
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<ul style="list-style-type: none"> <li>▪ To promote enterprise, innovation and entrepreneurship in Gwynedd;</li> <li>▪ To create a competitive environment and appropriate conditions for sustainable economic development supported by high quality information technology;</li> <li>▪ To enhance the potential of local people to achieve inclusion within the labour market and promote in particular lifelong learning; and</li> <li>▪ To create the appropriate conditions for community economic regeneration.</li> </ul>			
<b>Teifi Estuary Management Plan (2000)</b>			
<ul style="list-style-type: none"> <li>▪ To encourage and assist in the conservation and enhancement of the abundance and diversity of wildlife and habitats and to minimise adverse impacts upon them where conflict of interest with human activity is unavoidable and irreconcilable.</li> <li>▪ To create, develop, manage and promote opportunities for coastal recreation and an economically vibrant and environmentally sustainable tourism industry, based on improved access to enhanced natural, built and cultural heritage resources, and to integrate the needs of the visitor with the needs of the local community.</li> <li>▪ To ensure that coastal defence strategies promote measures that are technically, environmentally and economically sound, and take adequate account of the special landscape character of the Teifi Estuary, its habitats and wildlife.</li> <li>▪ To reconcile the requirements of development and economic activity with the need to protect, conserve and improve the wildlife, heritage and landscape of the Teifi Estuary Management Zone.</li> </ul>	There are no specific targets set out in this document.	The Plan will be enhanced by the objectives of this management plan, ensuring the sustainability of existing road networks through coastal defence and the need to develop opportunities for coastal recreation and improved access to enhanced natural, built and cultural heritage resources.	The SEA needs to include a recommendation for the sensitive approach to coastal recreation development to ensure preservation of the natural environment and heritage resource.
<b>Wye Valley Area of Outstanding Natural Beauty (AONB) Management Plan 2004-2009</b>			
This plan was developed as a requirement of the Countryside and	The AONB management plan sets a number of targets for	The Plan will be enhanced by the objectives	The SEA framework

**Local PPPs**

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for Regional Transport Plan	Implications for SEA
<p>Rights of Way Act 2000. The four Local Authorities, Natural England and the Countryside Council for Wales have adopted the plan. The Management Plan sets out the vision for the area and the priorities for its management for the period to 2009. The vision statement is: 'To conserve and enhance the unique landscape and natural beauty of the Wye Valley AONB and within this overriding principle; guiding change that is sensitive to the area's special qualities and the outstanding resources of woodland, farmland, river and cultural heritage, managing it in a sustainable way as an area where vibrant communities live and work and enabling present and future generations to appreciate and conserve, understand and enjoy the area's picturesque and sublime qualities, integrating the needs of the local communities and visitors with this internationally important protected area'. The plan therefore seeks to:</p> <ul style="list-style-type: none"> <li>▪ Conserve and enhance the unique landscape and natural beauty of the AONB</li> <li>▪ Guide change that is sensitive to the area's special qualities and resources</li> <li>▪ Manage the area in a sustainable way</li> <li>▪ Enable present and future generations to appreciate, conserve, understand and enjoy the AONB, whilst integrating the needs of local communities and visitors.</li> </ul> <p>It aims to achieve this through addressing issues under the topics of; conservation of the landscape, biodiversity and heritage; development planning, sustainable and integrated transport, community development, rural economy, sustainable tourism and recreation and access. Within the plan are the transport Strategic Objectives of:</p> <ul style="list-style-type: none"> <li>▪ T1 - Encourage and promote greater use of more sustainable forms of transport as part of an integrated transport strategy for the AONB and adjoining areas. This will accord with the model hierarchy – giving first priority to walking, followed by cycling, public transport and private motor vehicles, in that order</li> </ul>	<p>each issue. The transport targets for 2009 related to the transport strategic objectives are:</p> <ul style="list-style-type: none"> <li>▪ T1 - Integrated transport strategy for the AONB produced in partnership and promoted widely</li> <li>▪ T2 - No significant adverse impacts on special quality by motor traffic</li> <li>▪ T3 - Highways development and design guidelines covering AONB produced in partnership and promoted widely</li> <li>▪ T4 - No significant adverse impacts on special qualities by air, road and rail traffic</li> <li>▪ T5 - No net loss of identified vernacular highway features</li> <li>▪ T6 - No increase in light pollution from within the AONB</li> </ul>	<p>and targets of this management plan which promote sustainable transport and transport usage.</p>	<p>needs to include objectives for sustainable transport and development and protection and enhancement of biodiversity and landscape.</p>

Local PPPs			
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<ul style="list-style-type: none"> <li>▪ T2 - Support traffic management and control schemes, including control or provision of parking, that help to reduce adverse impacts of motor traffic in the AONB</li> <li>▪ T3 - Encourage and promote the design and landscaping of new and improved transport infrastructure to standards in keeping with the AONB designation and the surrounding landscape pattern. In particular, encourage protection of the character and special features of existing country roads, and the sympathetic management of identified herbrich roadside verges</li> <li>▪ T4 - Encourage full consideration of the impact upon natural beauty of proposals for transport management schemes and in particular the intensification of air, road and rail traffic systems in and adjacent to the AONB</li> <li>▪ T5 - Conserve the local character of rural roads in the AONB by conserving wherever feasible vernacular highway features and reducing excessive signage</li> <li>▪ T6 - Resist the further extension of street lighting, junction lighting and traffic sign illumination in the rural areas of the AONB unless there are proven public safety grounds</li> </ul>			
Brecon Beacons National Park Management Plan 2000 - 2005			
<p>Within this Park Management Plan period, the NPA will be aiming to realise this vision by working towards the following:</p> <ul style="list-style-type: none"> <li>▪ Common land and moorland to remain open and extensive in character, managed to maintain grazing, increase the diversity of vegetation and wildlife habitats and provide access.</li> <li>▪ Native broadleaved woodlands to be well managed, diversified and extended as the basis of a developing wood products industry.</li> <li>▪ The traditional pattern of farmed land and its characteristic, historic features and varied habitats to remain, as the basis of a thriving agricultural economy.</li> </ul>	<p>The management plan contains lists sources of targets relating to the aims and objectives which are detailed under the following headings; landscape and special qualities, earth heritage, biodiversity, archaeology and historic landscapes, built environment, culture and tradition, access and rights of way, recreation, interpretation and information, education, tourism, transport, road hierarchy, farming and forestry, military use of the Park, fostering the economic and social well being of the local, community and forward planning and development control.</p>	<p>The Plan will be consistent with the aims, objectives and targets of this management plan.</p>	<p>The SEA framework needs to include objectives to promote sustainable transport, promote a healthy population and protect and enhance biodiversity and landscape.</p>

**Local PPPs**

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for Regional Transport Plan	Implications for SEA
<ul style="list-style-type: none"> <li>▪ Opportunities to be extended for people of all abilities and social backgrounds to enjoy activities in and learn about the Park sustainably, without harming its special qualities.</li> <li>▪ A sustainable tourist industry to be fostered, contributing to public enjoyment and the local economy.</li> <li>▪ A reduced need to rely on private cars for journeys to and within the Park.</li> <li>▪ Healthy, socially inclusive local communities with access to sustainable employment and modern amenities, where culture and the Welsh language thrive.</li> <li>▪ An area and a National Park Authority which are models of sustainability.</li> </ul> <p>The management plan contains aims and objectives under the following headings; landscape and special qualities, earth heritage, biodiversity, archaeology and historic landscapes, built environment, culture and tradition, access and rights of way, recreation, interpretation and information, education, tourism, transport, road hierarchy, farming and forestry, military use of the Park, fostering the economic and social well being of the local, community and forward planning and development control</p> <p>Within the transport section of the plan it notes that transport is necessary for most journeys to and within the National Park, for both residents and visitors. The Park is particularly dependent on road transport for both people and goods. There is no railway station, and the Monmouthshire and Brecon Canal is at present restricted to pleasure use. Cycling and horse riding are primarily recreational activities, and outside Brecon public transport is inadequate to serve most needs. Private vehicles are therefore essential to residents, visitors, businesses and agriculture in the Park.</p> <p>It is part of the NPA's vision that, for the sake of long-term sustainability, dependency on private motor vehicles for journeys to and within the Park is reduced. The need to travel should be reduced, and the attractiveness of public transport increased, without</p>			

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<p>adversely affecting the overall quality of people's lives. Better links between public transport, recreational travel and access to the countryside would benefit tourists and residents alike. The transport aim is to 'develop more sustainable ways for people and goods to travel to, from and within the National Park' with the following objectives:</p> <ul style="list-style-type: none"> <li>▪ Develop closer liaison with HAs, to ensure that LTPs further National Park</li> <li>▪ Develop and promote an integrated strategy for sustainable transport to, from and within the Park</li> <li>▪ Promote sustainable transport initiatives to and within the Park</li> <li>▪ Make environmental quality the primary consideration in determining appropriate</li> <li>▪ Produce a highway design guide incorporating safety for all road users</li> <li>▪ Consult on and implement a cycling strategy in the context of national strategies</li> <li>▪ Integrate the NPA's objectives for walking into the HAs' LTPs.</li> <li>▪ Monitoring roads and transport</li> </ul> <p>The National Park Authority is starting to prepare a new management plan for the next 5 years.</p>			
<b>Pembrokeshire Coast National Park Management Plan 2003-2007</b>			
<p>Pembrokeshire National Park Authority want the park to be:</p> <ul style="list-style-type: none"> <li>▪ A place where communities enjoy a high quality of life, in terms of good health, fulfilling employment, a rewarding cultural and recreational life, and a beautiful and ecologically healthy environment</li> <li>▪ A place where natural and cultural resources are managed sustainably, and the social and economic goods and services which underpin the Park economy are as a result maintained into the long term</li> <li>▪ A place where natural and cultural resources are a source of enjoyment and a learning resource for all</li> </ul>	<p>Details and references to evidence and targets for the management plan objectives are detailed in the management plan.</p>	<p>The Plan will be consistent with the objectives and targets of this management plan.</p>	<p>The SEA framework needs to include objectives to promote sustainable transport, promote a healthy population and protect and enhance biodiversity and landscape.</p>

<b>Local PPPs</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for Regional Transport Plan</b>	<b>Implications for SEA</b>
<p>They aim to do this through the objectives of:</p> <ul style="list-style-type: none"> <li>▪ Conserve and enhance national park landscapes, visual character and tranquility.</li> <li>▪ Conserve and enhance national park wildlife</li> <li>▪ Conserve and enhance the geological resource.</li> <li>▪ Safeguard national park air quality.</li> <li>▪ Conserve and enhance national park water resources and quality.</li> <li>▪ Conserve and enhance the archaeological resource.</li> <li>▪ Conserve and enhance the historic built resource.</li> <li>▪ Promote sustainable public enjoyment of the special qualities of the national park.</li> <li>▪ Promote public understanding of the special qualities of the National Park.</li> </ul> <p><u>Traffic</u>  The management plan states that 'Traffic, transport infrastructure and inappropriate development, and power and telecommunications infrastructure are other standout factors affecting tranquillity. Inefficient and inappropriate lighting causes night-time skyglow. We will continue to develop and contribute to sustainable transport schemes, for example the Greenways Initiative, and the Local Transport Plan with partners. We seek to minimise adverse impacts of development and transport on visual character and peace and quiet through development planning policies and development control. Development outside the National Park boundary should not have adverse visual or other impacts on the National Park; to this end adjoining authorities consult the NPA on proposals likely to have an impact on the National Park.'</p>			
<b>Eryri (Snowdonia) Local Plan (incorporating Minerals and Waste) 1993 – 2003 (Adopted November, 1999)</b>			
<p>The plan states it must address issues; to improve the quality of life, conserve the Park's vitality and natural resources and minimise the depletion of non renewable resources and encourage and enable people to care for their own environment whilst also addressing key sustainability issues of; the development and use of the area, the conservation of its natural resources and the use of the area by the public for leisure purposes. The local plan therefore has the following aims:</p> <ul style="list-style-type: none"> <li>▪ To conserve and enhance the natural beauty, wildlife and cultural heritage of the Park,</li> <li>▪ To promote opportunities for the understanding and enjoyment of the special qualities of the park, by the public, where this does</li> </ul>	<p>There are no specific targets relevant to the plan or SEA within this local plan.</p>	<p>The Plan will be consistent with the aims of this local plan.</p>	<p>The SEA framework needs to include objectives to promote sustainable transport, and protect and enhance biodiversity and landscape.</p>

**Local PPPs**

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for Regional Transport Plan	Implications for SEA
<p>not conflict with the Environmental aim above,</p> <ul style="list-style-type: none"> <li>To seek to foster the economic and social well being of local communities within the National Park in conjunction with local residents, public bodies and relevant authorities,</li> </ul> <p>To achieve this it has a number of policies under the following headings: general planning policies, landscape, nature conservation, archaeology, built heritage, housing, employment, community services and facilities, agriculture, energy, tourism, sport and recreation, roads and transport, minerals, and waste.</p> <p><u>Roads and transport</u></p> <p>The plan notes that road traffic is likely to increase and the highest levels of growth are expected in rural areas and particularly National Parks that attract high volumes of recreational traffic which can result in a number of economic, social and environmental issues. However it also notes that the use of motor vehicles is vital to rural life and the local economy and therefore finding convenient and cheap alternatives which can deflect the impacts of increase is no easy task.</p> <p>The plan states that where routes for long distance traffic pass through the Park and where no reasonable alternative exists, some degree of upgrading to improve road safety and to facilitate the free flow of traffic will be required. The NPA will not however support road improvement schemes justified mainly on the basis of seasonal visitor traffic flows. All road improvement works which are undertaken should be carried out to a high standard of environmental design and construction.</p> <p>The plan also states that to protect the environment of the Park from the harmful effects of excessive visitor traffic, the NPA is in the process of developing a Traffic Management Strategy in conjunction with the Highways Authorities and other interested agencies. This strategy will encourage the greater use of public transport and the further development of pedestrian and cycle routes. Traffic regulation and management need not restrict visitor access, but will instead be targeted at minimising the harmful effects of motorised vehicles.</p>			

**Local PPPs**

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for Regional Transport Plan	Implications for SEA
<p>Accordingly the NPA's roads and transport objectives are:</p> <ul style="list-style-type: none"> <li>▪ To support the provision of a safe and effective transport infrastructure to serve the needs of local rather than seasonal visitor traffic,</li> <li>▪ To support the appropriate improvement of roads to enable the free flow of long distance through traffic, so long as such works do not unduly damage the environment of the National park,</li> <li>▪ To support other road improvements for the purpose of essential road safety, or local traffic circulation, where their design and construction are of the highest standard and incorporate the needs of pedestrians and cyclists,</li> <li>▪ To reduce the impact of traffic on the special qualities of the countryside and urban environment by optimising the location of new development and minimising the need for motorised journeys,</li> <li>▪ To promote the use of whole route strategies which balance necessary road improvement proposals with environmental and other factors,</li> <li>▪ To sustain and promote the use of public transport services throughout the National Park,</li> <li>▪ To reduce dependency on motor cars for travel to and around the National Park by encouraging the development of alternative and innovative means of personal mobility.</li> </ul> <p>Which it addresses through polices on; by-pass programme, highway construction and design, bridges, tunnels and viaducts, visitor traffic management, town centre traffic management, traffic calming, access to new development, estate road layouts, footways and public lighting, private directional signs, visitor car parking, residential and business car parking, passenger and freight transport, narrow gauge railway lines, public rights of way and footpaths, farm and forestry roads and service stations.</p>			

**Local – Unitary Development Plans**

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for the Regional Transport Plan	Implications for the SEA
<b>Brecon Beacons National Park Unitary Development Plan 2001 – 2016 Approved Draft (September 2006)</b>			
<p>This plan has been approved by the Authority and is now being used on planning decisions in preference to older plans which it will eventually replace i.e. Brecon Beacons National Park Local Plan, May 1999 and all four of the former county structure plans for Gwent, Powys, Mid Glamorgan and Dyfed. The plan has policies and proposals to guide development with an aim to meet the needs for housing, jobs and services, whilst protecting the Park's high quality environment.</p> <p>The Strategy and Aims are derived from the National Park's statutory purposes, the Authority's duty to the community and its commitment to sustainable development. The Strategy has the following aims:</p> <ul style="list-style-type: none"> <li>▪ to conserve and enhance the natural beauty, wildlife and cultural heritage of the Park;</li> <li>▪ to promote the understanding and enjoyment by the public of the special qualities of the Park;</li> <li>▪ to foster the social and economic well-being of the communities within the Park;</li> <li>▪ to ensure that all development within the Park has regard to the concepts of sustainability.</li> </ul> <p>Supporting the aims are a number of objectives which establish the Plan's long term intentions and provide a framework for developing policies. The objectives of the UDP reflect the concepts of sustainable development and shape the content of the plan's main chapters. The objectives of the UDP are:</p> <ul style="list-style-type: none"> <li>▪ to ensure quality of life</li> <li>▪ to ensure sustainable use of resources</li> <li>▪ to meet economic and social needs</li> <li>▪ to avoid hazard</li> </ul>	<p>There are no specific targets relevant to the plan or SEA within this local plan.</p>	<p>The Plan will be consistent with the aims of this UDP.</p>	<p>The SEA framework needs to include objectives to promote sustainability and protect and enhance biodiversity and landscape.</p>

<b>Local – Unitary Development Plans</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for the Regional Transport Plan</b>	<b>Implications for the SEA</b>
To achieve these aims and objectives the plan details strategy steps and policies.			
<b>Ceredigion Unitary Development Plan 2001-2016 (Proposed changes Document 2004)</b>			
<p>Objective ENVL1: To protect and enhance the characteristic landscape of Ceredigion</p> <p>Objective ENVN1: To protect the nature conservation interest of statutory and non statutory designated sites and protected species and to sustain or enhance the biodiversity of the wider countryside, the urban environment and the marine environment</p> <p>Objective ENVC1: To maintain and enhance the natural heritage, natural processes and the character of the Ceredigion coastline</p> <p>Objective ENVP1: To encourage the protection, improvement and sustainable management of the quality of the environment and its natural resource</p> <p>Objective ENVP2: To ensure development proposals are not sited in areas at risk from flooding either from river or coastal flood or erosion and do not increase the risk of flooding elsewhere</p> <p>Objective ENVU1: To encourage sustainable investment and improvements in infrastructure facilities to cater for existing and future needs, without compromising the quality of the environment.</p> <p>In relation to transport the UDP seeks to address:</p> <ul style="list-style-type: none"> <li>▪ Strategic accessibility of the County for the sake of a healthy economy</li> <li>▪ Sustainable location of development which balances the needs of dispersed rural communities with the general concentration of development in towns.</li> <li>▪ The need for proactive development of an integrated sustainable transport network and services for residents in rural areas as well as towns, including those with disabilities</li> <li>▪ The reduction of the need for car based travel overall and</li> </ul>	There are no specific targets set out in this document.	The Plan is consistent with this UDP's objectives regarding an integrated and sustainable transport network.	The SEA must take into account the environmental objectives of this UDP. In general, the protection and enhancement of the natural environment.

<b>Local – Unitary Development Plans</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for the Regional Transport Plan</b>	<b>Implications for the SEA</b>
increased opportunities for public transport use, walking and cycling, in a healthy and safe environment, for residents and tourists alike.			
<b>Deposit Draft Gwynedd Unitary Development Plan 2001-2016</b>			
<p>The environmental objectives are to:</p> <ul style="list-style-type: none"> <li>▪ Maintain and enhance the special quality and distinctiveness of the built and historic environment of the Plan Area;</li> <li>▪ Maintain and enhance the quality and the distinctiveness of the landscape and coastal areas;</li> <li>▪ Maintain and increase biodiversity in the Plan Area;</li> <li>▪ Facilitate development proposals that incorporate good design principles and contribute to local distinctiveness in terms of its historic, architectural, natural and social environment; and</li> <li>▪ Prevent development in places that are or are likely to be at substantial or unnecessary risk and development that will or are likely to create substantial or unnecessary risk to the well-being of communities and the environment.</li> </ul> <p>The group of strategic policies of interest is ensuring 'Social Progress which recognises the needs of everyone'. This includes strategic policies for transport:</p> <p>To develop transport schemes that form part of the strategic and integrated transport network, extend the choice of travel modes, facilitate access for local people and show clear benefits regarding network safety and efficiency.</p> <p>This also includes accessibility:</p> <p>Promoting development proposals which are accessible to all through a variety of transport modes because of their location, permitted through appropriate infrastructure including highways, cycle routes, facilities and footways as long as they do not have an unacceptable impact on the natural environment.</p>	There are no specific targets set out in this document.	The Plan is consistent with the transport policies identified in this draft UDP, including both public transport and accessibility dimensions. One possible concern is the plan's objective to maintain and enhance the biodiversity and natural landscape of the UDP area.	The SEA should take into account the environmental objectives of the UDP including the maintenance and enhancement of the natural landscape and coastal areas.

Local – Unitary Development Plans			
Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for the Regional Transport Plan	Implications for the SEA
<b>Powys County Council Unitary Development Plan 2001-2016, Deposit Draft (2004)</b>			
<ul style="list-style-type: none"> <li>▪ To strengthen communities and promote social inclusion for all</li> <li>▪ To improve strategic road and rail communications N-S and E-W</li> <li>▪ To support, and wherever possible, develop public transport, rights of way and cycle facilities</li> <li>▪ To conserve and enhance the environment, historical and archaeological assets and the countryside as a whole.</li> </ul> <p>Relevant policy in transport:</p> <ul style="list-style-type: none"> <li>▪ The permitting of developments which maintain or improve the transportation infrastructure and communications in Powys and that would enable access by public transport services, cycle or foot.</li> </ul>	There are no specific targets set out in this document.	The Plan is consistent with the overall objectives of the UDP, in particular the need to support and where possible develop public transport, rights of way and cycle facilities.	The SEA must include an appreciation for this UDP's environmental objectives and specifically the conservation and enhancement of historical and archaeological assets and the countryside.
<b>Draft Conwy Unitary Development Plan 2001-2013</b>			
<p>The environmental objectives are:</p> <ul style="list-style-type: none"> <li>▪ To protect the character and appearance of the countryside and other natural areas</li> <li>▪ To protect environmental quality</li> <li>▪ To protect the character and appearance of the undeveloped coast</li> <li>▪ To safeguard wildlife resources</li> <li>▪ To foster enhancement and management of the natural environment.</li> </ul> <p>The transport objectives are:</p> <ul style="list-style-type: none"> <li>▪ To encourage the development and use of integrated modes of transport which are less damaging to the environment</li> <li>▪ To ensure a safe and efficient highway system</li> </ul> <p>Most relevant policy in relation to transport are the following:</p>	There are no specific targets set out in this document.	The Plan is consistent with the objectives for transport within this UDP – particularly in relation to encourage the development of integrated modes of transport to minimise environmental impact.	The SEA needs to take into account the environmental objectives identified for the UDP area. This includes the protection of environmental quality and the character and appearance of the undeveloped coast.

<b>Local – Unitary Development Plans</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for the Regional Transport Plan</b>	<b>Implications for the SEA</b>
<p>Policy ST13 – For development to be located to make the best use of existing and future transport infrastructure.</p> <p>Policy ST14 – Improvement to the local transport system will be made in conjunction within the context of the integrated transport strategy</p>			
<b>Denbighshire Unitary Development Plan 1996-2011</b>			
<p>The environmental objectives are:</p> <p>To adopt the precautionary principle (i.e. assume the activity might be damaging unless it can be proved otherwise) in respect of development proposals where significant environmental implications are involved;</p> <p>To protect, maintain and enhance the built and natural environment including biodiversity;</p> <p>To encourage high quality sustainable development throughout the plan area;</p> <p>To protect the individual character and identity of settlements, and prevent the merging of settlements or development(s) and avoid town and village ‘cramming’ by protecting appropriate green spaces in built up areas;</p> <p>To promote urban regeneration and the re-use of brownfield sites and buildings thereby reducing the need to use greenfield sites;</p> <p>To minimise environmental pollution to air, water or land and to strictly control hazardous development; and</p> <p>To protect the best and most versatile agricultural land.</p> <p>Transport objectives include:</p> <ul style="list-style-type: none"> <li>▪ To reduce the need for travel especially by private car and make the best use of existing infrastructure</li> <li>▪ To locate new development close to existing transport facilities and routes</li> </ul>	<p>There are no specific targets set out in this document.</p>	<p>The Plan is consistent with the objectives for transport including locating new development close to existing transport facilities and reducing the need for travel especially by private car.</p>	<p>The SEA be consistent with the environmental objectives in this UDP – generally the maintenance and enhancement of the built and natural environment.</p>

**Local – Unitary Development Plans**

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for the Regional Transport Plan	Implications for the SEA
<ul style="list-style-type: none"> <li>▪ To make provision for a more integrated transport network, including public transport, cycling and walking</li> <li>▪ To promote improvement to existing roads or new road schemes primarily for environmental and safety reasons, but also to aid economic development and to reduce peripherality through improved accessibility</li> <li>▪ To relieve traffic congestion, nuisance, pollution and danger, particularly in main centres, by means of traffic management and calming schemes</li> <li>▪ To ensure that the County is well served by modern telecommunications.</li> </ul>			

**Carmarthenshire Unitary Development Plan (Adopted July, 2006)**

<p>Environment objectives include:</p> <ul style="list-style-type: none"> <li>▪ To protect natural and man made elements that interact and contribute to the quality of landscape and biodiversity of the plan area</li> <li>▪ To safeguard the environmental quality by enhancing areas of landscape or nature conservation interest.</li> </ul> <p>Transportation objectives include:</p> <ul style="list-style-type: none"> <li>▪ To only permit those developments which have the potential for significant trip generation, subject to other plan policies, in locations which are well served by public transport and are accessible by cycling and walking.</li> <li>▪ To ensure development proposals are of an appropriate scale which can be served by the local highway network.</li> <li>▪ To prohibit the generation of traffic which would be detrimental to highway safety, efficiency and the environment.</li> <li>▪ To improve the county's road network provided that there is a defined strategic or local need for the improvement.</li> <li>▪ To upgrade both the rail and bus service in the plan area and</li> </ul>	<p>There are no specific targets set out in this document.</p>	<p>The Plan is consistent with the objectives of Carmarthen's deposit draft UDP, particularly referring to permitting development which are well served by public transport and are accessible by cycling and walking.</p>	<p>The SEA needs to include reference to the importance of environmental quality by enhancing areas of landscape and nature conservation interest.</p>
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<b>Local – Unitary Development Plans</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for the Regional Transport Plan</b>	<b>Implications for the SEA</b>
seek the greater integration of road and rail links for the movement of both passengers and freight.			
<b>Joint Unitary Development Plan for Pembrokeshire 2000-2016 (Adopted 2006)</b>			
<p>The key objectives are:</p> <ul style="list-style-type: none"> <li>▪ To ensure the development or use of land meets the needs of the present generation whilst not reducing opportunities available to future generations</li> <li>▪ To focus the majority of development in accessible locations on the economic corridor linking the Irish sea ports with routes east to Cardiff</li> <li>▪ To give priority to the development of land within existing built areas, particularly land available for redevelopment, where this would not be detrimental to the environment</li> <li>▪ To improve quality of life in Pembrokeshire by creating a safe, secure and stimulating environment within which diversity and equal opportunity are valued</li> <li>▪ To ensure new development is accessible to all;</li> <li>▪ To provide for improvements to the strategic transportation network, enhance the role of the Haverfordwest airport and make provision for adequate and safe access for local communities to essential facilities and work opportunities.</li> <li>▪ To provide for the protection and, wherever possible, enhancement of Pembrokeshire's distinctive rural, urban and coastal character and its built and natural environment.</li> </ul>	There are no specific targets set out in this document.	The Plan is consistent with the objectives of this UDP, in particular ensuring new development is accessible to all, and linking the region with the rest of Wales. One possible conflict could arise in the county's aims to expand the role of Haverfordwest airport.	The SEA framework must include a consideration for the impact the natural environment has on quality of life.
<b>Neath Port Talbot Borough Council Unitary Development Plan</b>			
<ul style="list-style-type: none"> <li>▪ To reduce dependence upon the car, and encourage alternative modes of travel which have less environmental impact is a major commitment.</li> <li>▪ To provide a good public transport network that will help address congestion, maintain the roles of town and district centres, and improve access to services for non-car owners, particularly</li> </ul>	There are no specific targets set out in this document.	The Plan is consistent with this UDP's objectives, regarding, connectivity of services, promoting the role of town and district centres and encouraging people onto public transport	The SEA needs to refer to the UDP's aims to reduce car usage as a way to minimise environmental impact and the importance of minimising

<b>Local – Unitary Development Plans</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for the Regional Transport Plan</b>	<b>Implications for the SEA</b>
<p>those living in more rural parts of the County Borough.</p> <ul style="list-style-type: none"> <li>▪ All transport proposals should be sensitive to the natural and built environment and the local quality of life.</li> <li>▪ To take into account: the needs of the mobility impaired; reducing the need to travel especially by car, promoting the use of walking, cycling and public transport; improving safety, and ensuring the transport network is as user friendly as possible.</li> </ul>			<p>natural and built environmental impact from new transport proposals.</p>
<b>The Merthyr Tydfil Borough Local Plan 1996 - 2006 (Adopted May 1999)</b>			
<p>The structure plan sets out the strategic planning and transport policies for the county as a whole, with the following aims::</p> <ul style="list-style-type: none"> <li>• To promote a stronger economy for the Borough supported by a high quality well maintained infrastructure.</li> <li>• To promote a good quality of life with an emphasis on services provision, heritage and quality of new developments.</li> <li>• To promote a sustainable future by ensuring that development does not compromise the protection of the environment.</li> </ul> <p><u>Environment</u></p> <p>The plan notes the well being of the environment is extremely important to the quality of everyday life, and to the economic harmony of the Borough. Standards of health, levels of investment, generation of employment and leisure opportunities are all interlinked with the state of the environment. The plan therefore has the environmental objectives of:</p> <p>(1) The Council will endeavour to make positive decisions concerning the effective use of land within existing urban areas. In practice it means:-</p> <ul style="list-style-type: none"> <li>• The re-use and recycling of land by means of reclamation and redevelopment.</li> <li>• The containment of development within an existing urban fabric so as to minimise car usage and relate growth to public transport</li> </ul>	<p>There are no specific targets set out in this document.</p>	<p>The Plan is consistent with the objectives of this plan, in particular co-ordinating land use change with transport provision to ensure efficient location of workplaces, homes and community facilities.</p>	<p>The SEA framework must take into account the environmental objectives of the plan.</p>

## Local – Unitary Development Plans

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for the Regional Transport Plan	Implications for the SEA
<p>networks.</p> <ul style="list-style-type: none"> <li>• The revitalisation of existing town centres.</li> </ul> <p>(2) The Council will endeavour to make positive decisions concerning the need to reduce the risk of global warming. In practice it means:-</p> <ul style="list-style-type: none"> <li>• The promotion of renewable energy to reduce emissions of the identifiable greenhouse gases.</li> <li>• The promotion of re-cycling, as it helps to conserve natural resources, saves energy and helps to reduce pollution.</li> </ul> <p>The promotion of energy conservation through design.</p> <ul style="list-style-type: none"> <li>• The promotion of economic development in the Merthyr Tydfil main settlement where the majority of employment opportunities and community facilities are located.</li> </ul> <p>(3) The Council will endeavour to make positive decisions concerning the protection of the unique features of the local environment. In practice it means:-</p> <ul style="list-style-type: none"> <li>• The protection of wildlife species and habitats.</li> <li>• The recognition of the need to protect the countryside as a finite national and natural resource.</li> <li>• The recognition of the need to protect the historic built environment and archaeological sites as they are irreplaceable features and a finite national and local resource.</li> <li>• The recognition of the need to protect and where possible enhance the water environment</li> <li>• The recognition of the need to protect the landscape and to protect features of geological and geomorphological interest.</li> </ul> <p><u>Transport</u></p> <p>The plan hopes to co-ordinate land use and transport planning together, in ways which contribute to the environmental aims set out in the UK's sustainable development strategy. In accordance with Planning Guidance (Wales) Planning Policy, the local plan aims to</p>			

<b>Local – Unitary Development Plans</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for the Regional Transport Plan</b>	<b>Implications for the SEA</b>
<p>reduce the need to travel especially by car, by making positive decisions on the location of development relative to transport provision, and by promoting public transport and means of access to developments which will use walking and cycling. To meet these aims the plan adopts a number of policies to shape the precise location of development in order to minimise the need for motorised travel.</p> <p>The policies embrace major and minor road investment, whilst the promotion of public transport has been given greater emphasis that is reflected by appropriate policies for bus services, rail services, redundant railway lines and freight. The plan also reflects a concern for environmental issues and there is a stated policy to protect and improve the environment through transportation measures. In addition policies are included on development control, car parking and cycling.</p>			
<b>Blaenau Gwent Unitary Development Plan (1996-2011)</b>			
<ul style="list-style-type: none"> <li>▪ To enhance and protect the distinctive features of the urban and rural environment including the maintenance of biodiversity.</li> <li>▪ To reduce pollution, reducing damage to the local environment and increase the attractiveness of Blaenau Gwent.</li> <li>▪ Sustaining viable communities by ensuring that residents have access to local facilities such as schools and public transport.</li> </ul> <p>The basic transport objectives involve:</p> <ul style="list-style-type: none"> <li>▪ The development of an integrated approach to transport which takes account of the needs of all sections of the community including disabled people and other vulnerable groups using the network such as pedestrians and cyclists.</li> <li>▪ Improving road safety and personal security, and reducing the effects of traffic on the environment from noise and air pollution.</li> <li>▪ Co-ordinating land use change with transport provision, to ensure that development proposals are located so that workplaces, homes and community facilities are conveniently</li> </ul>	<p>There are no specific targets set out in this document.</p>	<p>The Plan is consistent with the objectives of this UDP, in particular co-ordinating land use change with transport provision to ensure efficient location of workplaces, homes and community facilities.</p>	<p>The SEA framework must take into account the environmental considerations of the UDP and specifically its commitment to reduce pollution and reducing damage to the local environment and the whole of Blaenau Gwent.</p>

<b>Local – Unitary Development Plans</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for the Regional Transport Plan</b>	<b>Implications for the SEA</b>
located to one another, to minimise the need for long journeys and where they can be served by existing transport infrastructure, particularly public transport.			
<b>Monmouthshire Unitary Development Plan for 1996-2011, (Adopted 2006)</b>			
<ul style="list-style-type: none"> <li>▪ To promote land uses and layouts that reduce the need to travel.</li> <li>▪ To support and enhance opportunities for alternatives to the motorcar and to work towards the integration of all modes of transportation.</li> <li>▪ To improve accessibility throughout the County to enable all sections of the community to circulate more easily and safely to a range of services and facilities with a precedence of pedestrians and cyclists where appropriate.</li> <li>▪ To facilitate the transport of freight by means other than road.</li> <li>▪ To encourage development in locations that seeks to protect Monmouthshire's population from risks to their health and safety and minimise any detrimental environmental effects.</li> </ul>	There are no specific targets set out in this document.	The Plan is consistent with the objectives of this UDP, in particular the integration of all modes of transport and the need to support and enhance opportunities for alternatives to the motorcar.	The SEA needs to show its focus in the consideration of development in locations that seeks to protect Monmouthshire's population from risks to their health and safety and minimise any detrimental environmental effects.
<b>Caerphilly Unitary Development Plan, Council Approved (April 2003)</b>			
<ul style="list-style-type: none"> <li>▪ To minimise the impact of the transport system on the local and global environment and on the amenity and safety of people and communities.</li> <li>▪ To improve opportunities for alternatives to the use of the motorcar and movement of freight by road.</li> <li>▪ To improve accessibility to employment, retailing, leisure and community facilities.</li> <li>▪ To provide a transport system which enables industry and commerce to thrive.</li> <li>▪ To provide a transport system which gives people freedom of choice in movement and activity.</li> </ul>	There are no specific targets set out in this document.	The Plan is consistent with the objectives of the UDP, looking to improve accessibility to employment, retailing, leisure and community facilities and provide a transport system which enables industry and commerce to thrive.	The SEA must ensure the minimisation of the impact from the transport system on the local and global environment.
<b>Wrexham Unitary Development Plan 1996-2011, Adopted (February 2005)</b>			

**Local – Unitary Development Plans**

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for the Regional Transport Plan	Implications for the SEA
<p>To integrate the transport network with existing and future areas of development in order to secure a high quality environment and a successful economy. Policies strongly promote public transport usage and walking/cycling as alternatives to the car while acknowledging that a limited number of key road improvement schemes are needed to increase accessibility, provide enhanced environments for by-passed settlements, to support the attraction of industry, and for road safety reasons.</p> <p>To action to rectify the damage done in the past, to prevent further deterioration, and to conserve and enhance those landscape and townscape elements which form an important part of the local heritage and its residents' quality of life.</p>	<p>There are no specific targets set out in this document.</p>	<p>The Plan is consistent with the objectives of the UDP, specifically the need to integrate the transport network with existing and future areas of development in order to secure a high quality environment.</p>	<p>The SEA framework needs to take into consideration the recommendations of the UDP.</p>

**Herefordshire Unitary Development Plan to 2011 (Adopted 23rd March 2007)**

<p><u>Transport</u></p> <p>The UDP places greater emphasis on sustainable development and movement – promoting accessibility rather than mobility, providing better opportunities to use modes of travel other than the private car, promoting better integration between modes and generally seeking to reduce the need to travel, particularly by car.</p> <p>Individual development proposals must meet specific requirements in terms of movement including the use of travel plans and transport assessments.</p> <p>There are policies and proposals to safeguard and improve key transport routes; the provision of new routes particularly where related to new built development; better integration of different modes; and the infrastructure and design elements required from any new developments. Policies address vehicle and cycle parking requirements, safe access, local amenity and pollution, road safety and school travel. Policies also provide guidance on the use of appropriate planning obligations for improved or new routes or associated facilities in certain development proposals.</p> <p>The policies relating to transport aim to:</p>	<p>There are no specific targets set out in this document.</p>	<p>The Plan is consistent with the objectives of the UDP.</p>	<p>The SEA framework needs to take into consideration the aims of the UDP, in particular for its policies on natural and historic heritage.</p>
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## Local – Unitary Development Plans

Key Objectives Relevant to the Plan and SEA	Key Targets and Indicators Relevant to the Plan and SEA	Implications for the Regional Transport Plan	Implications for the SEA
<ul style="list-style-type: none"> <li>• ensure the safe, efficient and sustainable movement of people and goods</li> <li>• reduce or minimise the need to travel, particularly by private car</li> <li>• reflect the priorities of the hierarchy of transport modes set out in the Local Transport Plan</li> <li>• enable public transport availability to support policies for the location of new development</li> <li>▪ integrate modes of travel and other land uses to enhance modal choice and easier and more efficient access</li> <li>• improve personal safety and safeguard and improve the local environment.</li> </ul> <p><u>Natural and Historic Heritage</u></p> <p>The protection and enhancement of physical elements that make up the natural and physical heritage of the County are afforded a high priority in the UDP and it is noted that the UDP has a key role to play in achieving a successful integration between conservation and development.</p> <p>There is an aim to maintain a sense of local distinctiveness whilst contributing to the wider context of sustainable development and global responsibilities. To achieve this the Plan adopts a new approach to assessment of landscape character and the use of environmental appraisals and audits wherever necessary. The natural and historic heritage policies in the UDP aim to:</p> <ul style="list-style-type: none"> <li>• conserve and enhance the natural and historic heritage of the County, whilst promoting change that contributes positively to people's quality of life</li> <li>• avoid, wherever possible, adverse environmental impact of development in respect of landscape character, sites and species of national and international nature conservation importance, biodiversity and features of geological interest, historic buildings and areas, and archaeology</li> </ul>			

<b>Local – Unitary Development Plans</b>			
<b>Key Objectives Relevant to the Plan and SEA</b>	<b>Key Targets and Indicators Relevant to the Plan and SEA</b>	<b>Implications for the Regional Transport Plan</b>	<b>Implications for the SEA</b>
<ul style="list-style-type: none"> <li>• minimise any unavoidable adverse impacts on these features by means of measures to mitigate or compensate for any loss or damage, including restoration or enhancement of features, provision of replacement features and future management.</li> </ul>			
<b>The Shropshire and Telford &amp; Wrekin Joint Structure Plan 1996-2011 (Adopted 2002 – Proposed to be Withdrawn 2007)</b>			
<p>The Joint Structure Plan is built firmly on the principles of sustainable development and seeks to weave sustainability into the fabric of everyday life, including economic, social, and environmental issues. Four objectives underpin the Joint Structure Plan strategy:</p> <ul style="list-style-type: none"> <li>• conserving resources, which notably includes increasing accessibility whilst reducing the need to travel and encouraging the use of alternatives to the private car</li> <li>• improving the quality of life</li> <li>• achieving sustainable development patterns</li> <li>• fostering a prosperous economy within a sustainable framework</li> </ul> <p>The plan has 69 policies under the following policy headings:</p> <ul style="list-style-type: none"> <li>▪ Settlement Strategy and the Location of Development</li> <li>▪ Area Housing and Employment Provision</li> <li>▪ General Development Policies</li> <li>▪ Historic Environment</li> <li>▪ Town Centres and Retailing Development</li> <li>▪ Tourism and Recreation</li> <li>▪ Sustainable Transport</li> <li>▪ Road Transport, Walking and Cycling</li> <li>▪ The Rural Character</li> <li>▪ Wildlife and Nature Conservation</li> <li>▪ Land and Water / Energy / Minerals and Waste</li> </ul>	There are no specific targets set out in this document.	The Plan is consistent with the objectives of this plan.	The SEA framework needs to take into consideration the objectives of this plan.

