

<b>RTP Intervention</b>	<p><b>Reducing Demand on Transport Infrastructure</b></p> <p>The emphasis of this intervention is to reduce demand on the existing highway infrastructure by providing an alternative to the private car. This is likely to be through:</p> <ul style="list-style-type: none"> <li>• Improvements to bus and rail services</li> <li>• Development of community transport, park and share and car pooling, sharing initiatives</li> <li>• Consideration of a consolidated freight distribution centre</li> <li>• Encourage development of ICT facilities to benefit home working</li> </ul> <p>Improvements to road and rail infrastructure are still likely to be required to achieve this intervention; the potential effects relating to this are dealt with under 'improving strategic connections'</p>
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SEA Objective and Sub Objectives	Key Baseline Indicators and Targets (where applicable)	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
		Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
<b>1. Ensure biodiversity is protected and enhanced</b>	A CCW report on the condition of SSSIs within Wales in 2003 showed 29% of the terrestrial area covered by SSSIs was in a favourable condition, 18% was in an unfavourable but recovering condition, 52% was in unfavourable and declining condition, 1% was classified as partially destroyed	+	0	+	+	L	0	M	0	M	<p>Reducing the number of people travelling by private car may have a positive effect on this objective through improvements in local air quality and a reduction in disturbance. This is likely to be a local effect. There is no baseline data available relating to the effect of transport on air quality, this has been identified as a data gap.</p> <p>This intervention is also likely to improve access for people to come into contact with wildlife and wild places.</p> <p>This intervention is likely to improve opportunities for non-car based travel to sites of biodiversity interest in the region, thus enabling people to come into contact with wildlife and wild places.</p>
<b>2. To safeguard soil quality</b>	<p><b>Indicators:</b></p> <p>Emissions contributing to soil acidification</p> <p>Area of Grade 3 and above agricultural land lost as a result of TraCC packages within region.</p>	+	0	0	+	L	0	M	0	M	<p>This intervention may lead to a reduction in private car journeys, which will, in turn, reduce emissions which are a cause of soil acidification. This is only likely to be a local effect and the effects seen in the long term.</p> <p>Improvements to road and rail infrastructure are still likely to be required to achieve this intervention; the potential effects connected to land take relating to this are dealt with under 'improving strategic connections'</p>
<b>3. To minimise transport related effects on water resources and reduce the risk of flooding</b>	Within Mid Wales Region water quality is similar to that of the rest of Wales with Ceredigion (99%), Gwynedd (99%) and Powys (95%) having rivers of good chemical quality. There is still a major issue with acidification of Welsh rivers.	0	0	0	0	M	0	M	0	M	<p>This intervention is not likely to have a significant effect on this objective. Based on the assumption that the intervention will not include any major new infrastructure there is unlikely to be a significant effect in terms of flood risk.</p> <p>Reducing private car use could have a positive effect on water quality, however given that most watercourses within the Region already have good chemical and/or biological quality this is not likely to result in a significant improvement in water quality.</p>
<b>4. To minimise transport related air pollution</b>	The mid Wales region is not generally faced with air quality problems. O <sub>3</sub> is present at various levels. CO <sub>2</sub> emissions are a wider issue throughout Wales, concentrations outside the main urban areas reflect major transport routes. Mid Wales region is not affected as widely as other areas of Wales due to reduced infrastructure network and lower population densities.	++	+	++	++	L	+	L	0	M	<p>This intervention is likely to reduce the negative effects of transport on local air quality by reducing the need to travel by private car through encouraging and providing reliable alternatives. Walking and cycling will be promoted as alternatives for shorter journeys. This will result in a significantly positive effect in the immediate vicinity of routes where the number of vehicles is reduced.</p> <p>Poor air quality is not a significant problem away from roads within the TraCC Regional Transport Plan Area, although there is an increase in emissions associated with the major road transport routes through the region.</p>

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<b>5. To protect and enhance landscape and townscape character</b>		+	0	+	+	L	0	M	0	M	Reducing traffic on roads may reduce traffic related noise and improve tranquility.
<b>6. To protect and enhance the cultural heritage</b>	Mid Wales is rich in sites and monuments of historic interest, along with areas of historic landscape. Harlech Castle World Heritage Sites lies within the Mid Wales region. There are also twelve areas defined as Landscapes of Outstanding or Special Historic Interest within the TraCC Region.	+	0	+	+	L	0	M	0	M	Reducing the number of private car journeys and the resultant reduction in the volume of traffic could potentially reduce effects of noise and vibration on cultural assets. The intervention is also likely to improve access to areas of cultural heritage by an alternative method of transport to the private car.
<b>7. To limit the effects of and adapt to climate change</b>	CO <sub>2</sub> emissions are a wider issue throughout Wales, concentrations outside the main urban areas reflect major transport routes. Mid Wales region is not affected as widely as other areas of Wales due to reduced infrastructure network and lower population densities.  Average CO <sub>2</sub> emissions in Wales in 2003 were 12.3 tonnes of carbon equivalent per person per annum, this is some 33% more than the average UK citizen.	++	++	++	++	L	+	L	0	M	This intervention may lead to a reduction in private car journeys which in turn is likely to reduce emissions of greenhouse gases.
<b>8. Promote the development of a sustainable transport system</b>		++	++	++	++	M	0	M	0	M	This intervention significantly contributes to achieving this objective, through reducing the need to travel by car by through provision of alternatives such as improvements to public transport services.
<b>9. Provide inclusive access to all services and facilities and reduce severance</b>	Due the limited nature of the transport infrastructure in the Region, the dispersed settlement pattern and limited provision of key services, accessibility in the TRaCC Region is the poorest of the Welsh Regions. Access to services is a key issue particularly in the Mid Wales region.	++	+	++	++	M	0	M	0	M	This intervention is likely to help achieve integration of different modes of travel. A reduction in the need to travel by private car and the provision of non-motorised alternatives may help to relieve the sense of severance in some communities divided by busy roads.

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<b>10. Protect and promote the general physical and mental well being of the local population</b>	There are low levels of deprivation overall in the TraCC Region, indicating that the majority of the population has a high standard of living. Similar patterns are observed for income, employment, health, physical environment and education, skills and training domains indices. Access to services is a key issue particularly in the Mid Wales region.	0	0	0	0	M	0	M	0	M	This intervention is not likely to have a significant effect on achieving this objective.
<b>11. Minimise transport related noise and vibration</b>	The road network in Mid Wales consists mainly of A and B Roads and levels of traffic are comparatively low.	+	0	+	+	L	0	M	0	M	Reducing road traffic may reduce the effects of road traffic related noise and vibration for those people already affected. This is likely to be a local effect on receptors along busy road routes.
<b>12. Ensure the efficient use of natural resources</b>	No baseline information available.	+	+	+	+	M	+	M	0	M	Improvements to road and rail infrastructure are still likely to be required to achieve this intervention; the potential effects relating to this are dealt with under 'improving strategic connections'.  As natural resources are likely to be sourced outside of the TraCC region a reduction in resource use may have transboundary effects.

<b>RTP Intervention</b>	<b>Reducing Environmental Impacts</b> The emphasis of this intervention is on the protection of the environment and may include: <ul style="list-style-type: none"> <li>• Undertaking Environmental Impact Assessment</li> <li>• Identifying schemes that reduce community severance, noise issues and improve the pedestrian environment</li> <li>• Helping tackle climate change and other damaging side effect of transport through improving public transport choices, increasing opportunities for walking and cycling, car sharing and sustainable transportation of goods</li> </ul>
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1. Ensure biodiversity is protected and enhanced		++	++	++	++	M	+	M	0	M	The intervention is likely to positively contribute towards achieving this objective. It could also have a positive transboundary effect through protecting habitat connectivity.
2. To safeguard soil quality		++	+	++	++	M	0	M	0	M	The intervention is likely to have a positive effect on achieving this objective.
3. To minimise transport related effects on water resources and reduce the risk of flooding		++	++	++	++	M	0	M	0	M	The intervention is likely to have a positive effect on achieving this objective.
4. To minimise transport related air pollution		++	+	++	++	M	+	M	0	M	The intervention is likely to have a positive effect on achieving this objective.
5. To protect and enhance landscape and townscape character		+	+	+	+	M	0	M	0	M	The intervention is likely to have a positive effect on landscape and townscape character.
6. To protect and enhance the cultural heritage		0	0	0	0	M	0	M	0	M	The intervention is unlikely that it will have an effect on this objective.
7. To limit the effects of and adapt to climate change		++	++	++	++	M	+	L	0	M	The intervention is likely to have a positive effect on this objective.
8. Promote the development of a sustainable transport system		+	+	+	+	M	0	M	0	M	This intervention aims to reduce the damaging side effects of transport on the environment, through improved public transport services and provision of a greater range of transport choices. The intervention therefore positively contributes to achieving the objective.
9. Provide inclusive access to all services and facilities and reduce severance		++	+	++	++	M	0	M	0	M	This intervention aims to reduce all environmental impacts including community severance.
10. Protect and promote the general physical and mental well being of the local population		+	+	+	+	M	0	M	0	M	This intervention aims to reduce impacts of any scheme on the environment; this includes impacts on the natural and built environment. It includes actions for improving the built environment for pedestrians and communities and sets out to improve the range of motorised and non-motorised transport options for communities. The intervention therefore positively contributes to achieving this objective.
11. Minimise transport related noise and vibration		+	0	+	+	M	0	M	0	M	The aim of this intervention is to reduce impacts of any scheme on the environment; this includes reducing noise and vibration effects.
12. Ensure the efficient use of natural resources		++	++	++	++	M	+	M	0	M	The intervention is likely to have a positive effect on achieving this objective.

<b>RTP Intervention</b>	<p><b>Improving Safety and Security</b></p> <p>The main emphasis of this intervention is on improving road safety, particularly on trunk roads. Safety on public transport is also likely to be addressed. This is likely to be achieved through:</p> <ul style="list-style-type: none"> <li>Identifying accident hotspots and developing and implementing remedial measures</li> <li>Continuing the programme of 'Safe Routes in Communities'</li> <li>Improving railway station facilities</li> <li>Developing home zones and other 20 mph schemes</li> <li>Improvements at unmanned rail crossings</li> <li>Developing a Regional Road Safety Strategy</li> <li>Supporting local authority and road safety training and education initiatives</li> </ul> <p>This intervention may require improvements to the road infrastructure, the potential effects relating to this are dealt with under 'improving strategic connections'.</p>
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<b>1. Ensure biodiversity is protected and enhanced</b>		+	0	+	+	M	0	M	0	M	Slowing traffic may help reduce the occurrence of road kill. This will be a localised effect.
<b>2. To safeguard soil quality</b>		0	0	0	0	M	0	M	0	M	This intervention is not likely to have a significant effect on this objective.
<b>3. To minimise transport related effects on water resources and reduce the risk of flooding</b>		0	0	0	0	M	0	M	0	M	This intervention is not likely to have a significant effect on this objective.
<b>4. To minimise transport related air pollution</b>		0	0	0	0	L	0	L	0	M	It is uncertain if this will have an effect on the number of car journeys. Improved road safety could encourage more people to travel by car, reductions in speed limits etc. may however reduce journey times, discouraging travel by private car.  Safety on public transport is also likely to be addressed. This may encourage greater use of public transport, potentially leading to a reduction in private car journeys and consequently a reduction in emissions. The overall effect of this objective on air quality is not likely to be significant.
<b>5. To protect and enhance landscape and townscape character</b>		+	0	+	+	L	0	M	0	M	Slowing traffic through communities may have a positive effect on townscape character.
<b>6. To protect and enhance the cultural heritage</b>		0	0	0	0	M	0	M	0	M	This intervention is not likely to have a significant effect on this objective.
<b>7. To limit the effects of and adapt to climate change</b>		0	0	0	0	L	0	M	0	M	This intervention is likely to reduce the need for people to travel by private car consequently leading to a reduction in greenhouse gas emissions associated with road travel.
<b>8. Promote the development of a sustainable transport system</b>		+	+	+	+	L	0	M	0	M	Improving safety of public transport may encourage people to make greater use of it.
<b>9. Provide inclusive access to all services and facilities and reduce severance</b>		+	+	+	+	L	0	M	0	M	Slowing of traffic through communities may help to reduce community severance by allowing safer crossing of roads, making them less of a physical barrier. Making transport safer, particularly public transport may encourage people to make greater use of it, therefore improving access to facilities.
<b>10. Protect and promote the general physical and mental well being of the local population</b>		+	+	+	+	L	0	M	0	M	This intervention is likely to have a significant positive effect on the physical and mental well being of the local population, by improving safety on roads and public transport.

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<b>11. Minimise transport related noise and vibration</b>		+	0	+	+	L	0	M	0	M	There is potential that slowing traffic through communities will improve noise and vibration effects on these communities.
<b>12. Ensure the efficient use of natural resources</b>		+	0	+	+	L	0	M	0	M	Improving safety on public transport may have a resource use for example electricity required for lighting, a renewable energy source could however be used.

<b>RTP Intervention</b>	<b>Improving Accessibility</b>
	<p>The emphasis of this intervention is on improving accessibility for residents to facilities and services through:</p> <ul style="list-style-type: none"> <li>Improving bus services and public transport interchanges</li> <li>Community transport</li> <li>Providing improved and safe walking and cycling routes to key service/employment centres</li> <li>Considering opportunities for mobile services</li> <li>Localised highway improvement schemes to improve access</li> <li>Parking (car and cycle) at transport interchange nodes</li> </ul> <p>Improvements to the road and rail infrastructure are still likely to be required to achieve this intervention; the potential effects of this are dealt with under 'improving strategic connections'.</p>

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<b>1. Ensure biodiversity is protected and enhanced</b>		+	+	+	+	L	0	M	0	M	Reducing the need for people to travel by private car may have a positive effect on this objective through improvements in local air quality and a reduction in disturbance.  This intervention has potential to improve access for people to come into contact with wildlife and wild places.
<b>2. To safeguard soil quality</b>		+	0	0	+	L	0	M	0	M	This intervention may lead to a reduction in private car journeys, which will, in turn, reduce emissions which are a cause of soil acidification. This is only likely to be a local effect and seen in the long term.
<b>3. To minimise transport related effects on water resources and reduce the risk of flooding</b>		0	0	0	0	M	0	M	0	M	This intervention is not likely to have a significant effect on this objective.
<b>4. To minimise transport related air pollution</b>		++	+	++	++	L	+	L	0	M	This is likely to reduce the negative effects of transport on local air quality by reducing the amount of people travelling by private car through improving public transport.
<b>5. To protect and enhance landscape and townscape character</b>		0	0	0	0	M	0	M	0	M	The intervention is not likely to have a significant effect on this objective.
<b>6. To protect and enhance the cultural heritage</b>		+	0	+	+	L	0	M	0	M	The intervention will potentially improve access to areas of cultural heritage through improvement of public transport services.
<b>7. To limit the effects of and adapt to climate change</b>		+	+	+	+	L	+	L	0	M	This intervention is likely to reduce the need for people to travel by private car consequently leading to a reduction in greenhouse gas emissions associated with road travel.
<b>8. Promote the development of a sustainable transport system</b>		++	++	++	++	M	0	M	0	M	This intervention directly contributes to achieving this objective. Improvement to public transport services is also likely to reduce the need for people to travel by private car, it is uncertain however whether it will encourage people away from travelling by private car.
<b>9. Provide inclusive access to all services and facilities and reduce severance</b>		++	+	++	++	M	0	M	0	M	The intervention is likely to make a positive contribution towards achieving this objective. Improving public transport may also lead to a reduction in car journeys; this may reduce the sense of severance in some communities affected by busy roads.
<b>10. Protect and promote the general physical and mental well being of the local population</b>		++	+	++	++	M	0	M	0	M	This intervention is likely to have a significant positive effect on the physical and mental well being of the local population, by improving access to essential facilities.  Improvements to cycle and walking routes within settlements will assist in encouraging walking and cycling to promote healthier lifestyles.

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<b>11. Minimise transport related noise and vibration</b>		+	0	+	+	L	0	M	0	M	This intervention is likely to have a significant positive effect on the physical and mental well being of the local population, by improving access to essential facilities.
<b>12. Ensure the efficient use of natural resources</b>		+	+	+	+	L	+	L	0	M	Improving accessibility by public transport may encourage people away from travelling by car which would be likely to lead to a positive effect in terms of resource use through a reduction in fuel use. As natural resources are likely to be sourced outside of the TraCC region a reduction in resource use may have transboundary effect.

<b>RTP Intervention</b>	<p><b>Encourage Sustainable Travel</b></p> <p>The emphasis of this intervention is on encouraging multimodal methods of transport, particularly walking and cycling. This intervention is particularly targeted at encouraging tourists to use sustainable travel to and within the TraCC region and will include measures such as;</p> <ul style="list-style-type: none"> <li>• Developing a cycle network that maximises the benefits of the National Cycle Network and encourages journeys to work and town centre by cycle</li> <li>• Safe and convenient pedestrian routes to schools, in small communities and for leisure and recreation</li> <li>• Providing facilities for walkers and cyclists</li> <li>• Evaluating the potential for tourism related Park and Ride and build on the initiative of the National Parks</li> <li>• Continue to develop and promote travel plans for offices, industrial estates etc.</li> <li>• Further develop Regional Car Share Schemes and Car Pool initiatives</li> <li>• Coordinating a Sustainable Visitor Transport Strategy</li> </ul>
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<b>1. Ensure biodiversity is protected and enhanced</b>		+	+	+	+	L	0	M	0	M	<p>Reducing the need for people to travel by private car may have a positive effect on this objective through improvements in local air quality and a reduction in disturbance.</p> <p>This intervention will also potentially improve access for people to come into contact with wildlife and wild places.</p>
<b>2. To safeguard soil quality</b>		+	0	0	+	M	0	M	0	M	<p>This intervention may lead to a reduction in private car journeys, which will, in turn, reduce emissions which are a cause of soil acidification. This is only likely to be a local effect and seen in the long term.</p>
<b>3. To minimise transport related effects on water resources and reduce the risk of flooding</b>		0	0	0	0	M	0	M	0	M	<p>This intervention is not likely to have a significant effect on this objective.</p>
<b>4. To minimise transport related air pollution</b>		++	++	+	++	M	+	L	0	M	<p>This is likely to reduce the negative effects of transport on local air quality by reducing the amount of people travelling by private car through encouragement and provision of sustainable transport methods.</p>
<b>5. To protect and enhance landscape and townscape character</b>		0	0	0	0	M	0	M	0	M	<p>The intervention is not likely to have a significant effect on this objective.</p>
<b>6. To protect and enhance the cultural heritage</b>		+	0	+	+	L	0	M	0	M	<p>This intervention may improve access to areas of cultural heritage through encouragement and provision of alternative modes of transport.</p>
<b>7. To limit the effects of and adapt to climate change</b>		++	++	++	++	M	+	M	0	M	<p>This intervention is likely to have a positive effect on reducing emissions of greenhouse gases associated with transport by encouraging sustainable methods of transport.</p>
<b>8. Promote the development of a sustainable transport system</b>		++	++	++	++	M	0	M	0	M	<p>The intervention is likely to positively contribute to achieving the objective through promotion and provision of multimodal methods of transport. It is also likely to reduce the need for people, tourists in particular, to travel by private car.</p>
<b>9. Provide inclusive access to all services and facilities and reduce severance</b>		++	++	++	++	M	0	M	0	M	<p>Providing a greater range of transport methods is likely to improve access to services and facilities. Encouraging sustainable travel may lead to a reduction in car journeys; this may reduce the sense of severance in some communities affected by busy roads.</p>
<b>10. Protect and promote the general physical and mental well being of the local population</b>		+	+	+	+	M	0	M	0	M	<p>This intervention is likely to have a positive effect on the physical and mental well being of the local population by providing a wider choice of transport modes. Encouragement of walking and cycling may help people to lead healthier lifestyles.</p>

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<b>11. Minimise transport related noise and vibration</b>		+	0	+	+	L	0	M	0	M	Encouraging sustainable travel may encourage people away from travelling by car, a reduction in road traffic may reduce the effects of road traffic related noise and vibration for those people already affected.
<b>12. Ensure the efficient use of natural resources</b>		+	+	+	+	L	+	L	0	M	Encouraging sustainable travel may encourage people away from travelling by car which would be likely to lead to a positive effect in terms of resource use through a reduction in fuel use.  As natural resources are likely to be sourced outside of the TraCC region a reduction in resource use may have transboundary effect. Also if tourists are encouraged to use sustainable transport to get to and around the TraCC region this may also lead to a change in travel outside of the region.

<b>RTP Intervention</b>	<p><b>Improving Strategic Connections</b></p> <p>The emphasis of this intervention is on the improvement of the regional rail and road infrastructure, it is likely to include:</p> <ul style="list-style-type: none"> <li>• Improvements to rail and bus services</li> <li>• Protection of land and an investigation into the feasibility of providing longer term new rail routes and new/relocated stations on existing routes</li> <li>• Highway improvements</li> <li>• Consideration of a freight distribution centre and opportunities to use rail freight</li> </ul>
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<b>1. Ensure biodiversity is protected and enhanced</b>		?	?	?	?	L	?	L	0	M	<p>This intervention is likely to involve development of new infrastructure, the exact effect of this on biodiversity will be determined at the individual project level. Although is likely that there will be negative effects realised through the development of new or upgraded road and rail infrastructure.</p> <p>Habitat connectivity and the protection and enhancement of biodiversity will also need to be taken into consideration at the individual project level. The exact effect of the intervention on this objective is not certain at this stage.</p>
<b>2. To safeguard soil quality</b>		?	?	-	?	L	0	M	0	M	<p>This intervention may include development of new infrastructure, the exact land take of which will be determined at the individual project level. Construction of new infrastructure will result in emissions to air which may contribute to the causes of soil acidification in the short term.</p>
<b>3. To minimise transport related effects on water resources and reduce the risk of flooding</b>		?	?	?	?	L	?	L	0	M	<p>It is not certain at this stage the effect new transport infrastructure will have on this objective. Flood risk should be considered at the individual project level to avoid development of infrastructure in areas at risk of flooding and to avoid contributing to existing flood risk.</p>
<b>4. To minimise transport related air pollution</b>		+/-	+/-	-	+/-	L	+/-	L	0	M	<p>Construction of any new transport infrastructure may have a negative effect on local air quality, particularly in the short term. Improvements to highway connections may encourage more car journeys, consequently leading to an increase in emissions and a reduction in local air quality. The intervention may include consideration of the use of rail for freight, this could have a positive effect in terms of local air quality.</p>
<b>5. To protect and enhance landscape and townscape character</b>		?	?	?	?	L	0	M	0	M	<p>This intervention may involve construction of new transport infrastructure, the exact effect of this on landscape and townscape character will be determined the at individual project level. Consideration will need to be given to appropriate measures such as lighting, design and landscaping to reduce the visual impact of any new infrastructure at the individual project level.</p>
<b>6. To protect and enhance the cultural heritage</b>		?	?	?	?	L	0	M	0	M	<p>This intervention may involve construction of new transport infrastructure, there is potential for this to negatively affect cultural heritage. The exact effect is uncertain at this stage and will need to be considered at the individual project level.</p>
<b>7. To limit the effects of and adapt to climate change</b>		+/-	+/-	-	+/-	M	+/-	M	0	M	<p>This intervention may involve construction, which is likely to require resources and produce emissions of greenhouse gases, particularly in the short term. Improvements to highway connections may encourage more car journeys, consequently leading to an increase in greenhouse gas emissions. The intervention may include consideration of the use of rail for freight, this could have a positive effect in terms of greenhouse gas emissions.</p> <p>There is potential for new infrastructure to be vulnerable to the effects of climate change, this will need to be considered at the individual project level.</p>
<b>8. Promote the development of a sustainable transport system</b>		-	-	-	-	L	0	M	0	M	<p>This intervention is unlikely to reduce the need to travel and may encourage an increase in travel by both road and rail due to improvements to connections. An improvement to strategic highway connections may discourage people from using alternative, more sustainable modes of transport.</p>

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<b>9. Provide inclusive access to all services and facilities and reduce severance</b>		+/-	+/-	+/-	+/-	L	0	M	0	M	Construction of new infrastructure could potentially have a negative effect in terms of community severance; this will need to be considered at the individual project level. Improving strategic road routes could encourage people to travel by car; this could increase severance of communities along these routes.  Improving strategic connections is likely, however, to improve access to services and facilities within the region. The intervention could potentially therefore have both positive and negative effects.
<b>10. Protect and promote the general physical and mental well being of the local population</b>		+	+	+	+	M	+	M	0	M	The intervention is likely to improve accessibility throughout the TraCC region and may reduce journey times.  Improvements to strategic connections are likely to be required to enable improvements to public transport services. Improvements to strategic road routes may also lead to improved road safety.
<b>11. Minimise transport related noise and vibration</b>		-	-	-	-	M	0	M	0	M	Improvements are likely to involve construction and may consequently have a temporary negative effect in terms of noise and vibration, in the short term.  Improved strategic connections may encourage people to travel more; this could potentially lead to an increase in road traffic related noise and vibration effects. Consideration needs to be given to the location of new infrastructure to ensure the number of people affected is minimised and effects on sensitive receptors is minimised.
<b>12. Ensure the efficient use of natural resources</b>		-	-	--	-	M	-	L	0	M	Improvements are likely to involve construction and will consequently have a high resource use through materials, power, and fuel. The main negative effects are likely to in the short term, during construction.  As natural resources are likely to be sourced outside of the TraCC region a reduction in resource use may have transboundary effect.

<b>RTP Intervention</b>	<b>Influencing Land Use Planning</b> This intervention is likely to include the following: <ul style="list-style-type: none"> <li>Establishing a close working relationship between TraCC and the LDP process</li> <li>Ensuring that service providers are involved in the RTP and that that the RTP objectives influence locational decisions</li> <li>Ensuring town centres policies take account of the importance of the pedestrian environment, public transport accessibility, security, parking strategies and servicing requirements</li> <li>Considering the need to strengthen the approach to Section 106 agreements and consider opportunities of the introduction of the Community Infrastructure Levy</li> </ul>
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SEA Objective and Sub Objectives	Key Baseline Indicators and Targets (where applicable)	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
		Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
<b>1. Ensure biodiversity is protected and enhanced</b>		+	+	+	+	L	0	M	+	M	Influencing land use planning could potentially help to protect and enhance biodiversity by ensuring an integrated approach between land use planning and transport infrastructure.
<b>2. To safeguard soil quality</b>		0	0	0	0	L	0	M	0	M	It is not thought that the intervention will have a significant affect on soil quality.
<b>3. To minimise transport related effects on water resources and reduce the risk of flooding</b>		0	0	0	0	L	0	L	0	L	It is not thought that the intervention will have a significant effect on this objective.
<b>4.To minimise transport related air pollution</b>		+	0	+	+	L	0	M	0	M	Influencing land use planning could ensure that any new developments e.g. employment sites are in sustainable locations or sustainable transport links are provided, therefore minimising any associated increase in road traffic.
<b>5. To protect and enhance landscape and townscape character</b>		0	0	0	0	M	0	M	0	M	It is not thought that this intervention will have a significant effect on landscape and townscape character.
<b>6. To protect and enhance the cultural heritage</b>		0	0	0	0	L	0	M	0	M	It is not thought that this intervention will have a significant effect on cultural heritage.
<b>7. To limit the effects of and adapt to climate change</b>		+	0	+	+	L	0	M	0	M	Influencing land use planning could ensure that any new developments e.g. employment sites are in sustainable locations or sustainable transport links are provided, therefore minimising any associated increase in private car journeys.  Interventions which may lead to a reduction in private car journeys are likely to collectively have a greater positive effect on this objective.
<b>8. Promote the development of a sustainable transport system</b>		+	0	+	+	L	0	M	0	L	Influencing land use planning could help ensure the achievement of a sustainable transport system by ensuring that any new developments e.g. employment sites are in sustainable locations or the provision of sustainable transport links are planned for.
<b>9. Provide inclusive access to all services and facilities and reduce severance</b>		+	+	+	+	L	0	M	0	M	Influencing land use planning may help to ensure that any new development has inclusive access to all facilities. In addition it could help to minimise severance occurring in new developments and reduce the effects on communities currently affected by severance.
<b>10. Protect and promote the general physical and mental well being of the local population</b>		+	0	+	+	L	0	M	0	M	Influencing land use planning may help to achieve this objective through ensuring access is provided to essential facilities, improving the safety on roads and public transport and the provision of walking and cycling routes.
<b>11. Minimise transport related noise and vibration</b>		+	0	+	+	L	0	M	0	M	A more integrated approach between land use planning and transport could help to ensure that new developments are not affected by transport related noise and vibration.
<b>12. Ensure the efficient use of natural resources</b>		0	0	0	0	L	0	M	0	M	Influencing land use planning may help to ensure that sustainable transport links are considered in the planning process for any new development. This may help reduce the need for private car journeys and therefore reduce the use of fuel.

