

Preliminary Assessment of Packages													
MWTP Packages	SEA Objectives												Comments
	1) Ensure biodiversity is protected and enhanced	2) Safeguard soil quality	3) Minimise transport related effects on water resources and reduce the risk of flooding	4) Minimise transport related air pollution	5) Protect and enhance landscape and townscape character	6) Protect and enhance cultural heritage	7) Limit the effects of and adapt to climate change	8) Promote the development of a sustainable transport system	9) Provide inclusive access to all services and facilities and reduce severance	10) Protect and promote the general physical and mental well being of local population	11) Minimise transport related noise and vibration	12) Ensure the efficient use of natural resources	
1. Highway Improvements (Strategic) North – South Link. Includes projects; A496 Ynys-Talsarnau, A496 Theatre Ardudwy – Llanfair, A496 Llanbedr By Pass, A496 Tal-y-Bont Bridge, A496 Pont Bwthwnog, A496 Bermo (East), A493 Tywyn – Dolgellau, A493 Aberdyfi – Machynlleth.	-	-	+	--	-	-	--	+/-	+/-	0	+/-	?	<p>Highways projects of this scale should be subject to the EIA process. As such impacts resulting for them should be mitigated accordingly. For this reason the impact on some of the SEA objectives has been scored as a negative impact rather than a major negative impact. Highway improvement schemes should improve water quality as part of their remit should be drainage and water quality.</p> <p>Promote the development of a sustainable transport system will be both positively and negatively impacted by this scheme as although highways predominately promote the use of motor vehicles other users such as cyclists and pedestrians may be encourage to use them if they are of a safer and higher standard or they are adequately provided for. Town centre bypasses offer opportunity to increase pedestrian and cycle access to areas where often these were constrained by heavy traffic (both by size and volume) previously.</p> <p>Highways schemes predominately provide access to motor vehicle users although some other users could benefit. These schemes therefore will help to provide access to some but not all of the population. Highways improvement schemes are unlikely to reduce severance from the existing situation as these types of schemes are likely to be located in similar locations to existing highways.</p> <p>Transport related noise and vibration improvement would be determined by the location and design of the scheme at the local level. It is not possible to determine whether highways improvements ensure the efficient use of natural resources at this stage as this will be dependant on the individual schemes undertaken. By passes will generally result in an improvement through a reduction in noise and vibration through the town centre.</p>
2. Highway Improvement (Strategic) East – West Links. Includes projects; A44 Rhayader Eastern By Pass, A44 Crossway Bridge Crossgates.	-	-	+	--	-	-	--	+/-	+/-	0	+/-	?	<p>Highways projects of this scale should be subject to the EIA process. As such impacts resulting for them should be mitigated accordingly. For this reason the impact on some of the SEA objectives has been scored as a negative impact rather than a major negative impact. Highway improvement schemes should improve water quality as part of there remit should be drainage and water quality.</p> <p>Promote the development of a sustainable transport system will be both positively and negatively impacted by this scheme as although highways predominately promote the use of motor vehicles other users such as cyclists and pedestrians may be encourage to use them if they are of a safer and higher standard or they are adequately provided for.</p> <p>Highways schemes predominately provide access to motor vehicle users although some other users could benefit. These schemes therefore will help to provide access to some but not all of the population. Highways improvement schemes are unlikely to reduce severance from the existing situation as these types of schemes are likely to be located in similar locations to existing highways.</p> <p>Transport related noise and vibration improvement would be determined by the location and design of the scheme at the local level. It is not possible to determine whether highways improvements ensure the efficient use of natural resources at this stage as this will be dependant on the individual schemes undertaken.</p>
3. Highways Improvements (Strategic) Other. Includes projects; A482 Lampeter to Aberaeron, A484 Cenarth to Cardigan, A475 Newcastle Emlyn to Lampeter, A485 Lampeter to Llanfarian, A486 Synod Inn to New Quay.	-	-	+	--	-	-	--	+/-	+/-	0	+/-	?	<p>Highways projects of this scale should be subject to the EIA process. As such impacts resulting for them should be mitigated accordingly. For this reason the impact on some of the SEA objectives has been scored as a negative impact rather than a major negative impact. Highway improvement schemes should improve water quality as part of there remit should be drainage and water quality.</p> <p>Promote the development of a sustainable transport system will be both positively and negatively impacted by this scheme as although highways predominately promote the use of motor vehicles other users such as cyclists and pedestrians may be encourage to use them if they are of a safer and higher standard or they are adequately provided for. Highways schemes predominately provide access to motor vehicle users although some other users could benefit. These schemes therefore will help to provide access to some but not all of the population. Highways improvement schemes are unlikely to reduce severance from the existing situation as these types of schemes are likely to be located in similar locations to existing highways.</p> <p>Transport related noise and vibration improvement would be determined by the location and design of the scheme at the local level. It is not possible to determine whether highways improvements ensure the efficient use of natural resources at this stage as this will be dependant on the individual schemes undertaken.</p>
4. Other Highway Improvements. Includes	-	-	+	--	-	-	--	+/-	+/-	0	+/-	?	<p>Highways projects of this scale should be subject to the EIA process. As such impacts resulting for them should be mitigated accordingly. For this reason the impact on some of the SEA objectives has been scored as a negative impact rather than a major negative impact.</p>

projects; A488 Monaughty – Bleddfa, A488 Gwernaffel Pitch, A4081 Dolyfan – Llanyre, A4212 Cwm Prysor.													Highway improvement schemes should improve water quality as part of there remit should be drainage and water quality. Promote the development of a sustainable transport system will be both positively and negatively impacted by this scheme as although highways predominately promote the use of motor vehicles other users such as cyclists and pedestrians may be encourage to use them if they are of a safer and higher standard or they are adequately provided for. Highways schemes predominately provide access to motor vehicle users although some other users could benefit. These schemes therefore will help to provide access to some but not all of the population. Highways improvement schemes are unlikely to reduce severance from the existing situation as these types of schemes are likely to be located in similar locations to existing highways. Transport related noise and vibration improvement would be determined by the location and design of the scheme at the local level. It is not possible to determine whether highways improvements ensure the efficient use of natural resources at this stage as this will be dependant on the individual schemes undertaken.
5. Highway Improvements - B Roads. Includes projects; B4405 Brynmug – Minfford.	-	-	+	--	-	-	--	+/-	+/-	0	+/-	?	Highways projects of this scale should be subject to the EIA process. As such impacts resulting for them should be mitigated accordingly. For this reason the impact on some of the SEA objectives has been scored as a negative impact rather than a major negative impact. Highway improvement schemes should improve water quality as part of there remit should be drainage and water quality. Promote the development of a sustainable transport system will be both positively and negatively impacted by this scheme as although highways predominately promote the use of motor vehicles other users such as cyclists and pedestrians may be encourage to use them if they are of a safer and higher standard or they are adequately provided for. Highways schemes predominately provide access to motor vehicle users although some other users could benefit. These schemes therefore will help to provide access to some but not all of the population. Highways improvement schemes are unlikely to reduce severance from the existing situation as these types of schemes are likely to be located in similar locations to existing highways. Transport related noise and vibration improvement would be determined by the location and design of the scheme at the local level. It is not possible to determine whether highways improvements ensure the efficient use of natural resources at this stage as this will be dependant on the individual schemes undertaken.
6. Ceredigion Link Road. Includes projects; Llandysul By Pass, Synod Inn to Post Bach.	?	?	+	--	?	?	--	+/-	+/-	0	+/-	?	These highways project s are subject to the EIA process. As such impacts resulting for it will be mitigated accordingly. It is not possible to determine whether this package will impact SEA objectives 1,2,5,6 and 12 as the exact details of the scheme are unknown. This scheme should improve water quality or not allow it to deteriorate from the existing situation. Promote the development of a sustainable transport system will be both positively and negatively impacted by this scheme as although highways predominately promote the use of motor vehicles other users such as cyclists and pedestrians may be encourage to use the new scheme or old highways which are then less busy as a result of the scheme. Highways schemes predominately provide access to motor vehicle users although some other users could benefit. These schemes therefore will help to provide access to some but not all of the population. Highways improvement schemes are unlikely to reduce severance from the existing situation as these types of schemes are likely to be located in similar locations to existing highways. Transport related noise and vibration improvement would be determined by the location It is likely to improve in certain areas and deteriorate in others.
7. Llanbadarn Relief Road.	?	?	+	--	?	?	--	+/-	+/-	0	+/-	?	This highways project is subject to the EIA process. As such impacts resulting for it will be mitigated accordingly. It is not possible to determine whether this package will impact SEA objectives 1,2,5,6 and 12 as the exact details of the scheme are unknown. This scheme should improve water quality or not allow it to deteriorate from the existing situation. Promote the development of a sustainable transport system will be both positively and negatively impacted by this scheme as although highways predominately promote the use of motor vehicles other users such as cyclists and pedestrians may be encourage to use the new scheme or old highways which are then less busy as a result of the scheme. Highways schemes predominately provide access to motor vehicle users although some other users could benefit. These schemes therefore will help to provide access to some but not all of the population. Highways improvement schemes are unlikely to reduce severance from the existing situation as these types of schemes are likely to be located in similar locations to existing highways. Transport related noise and vibration improvement would be determined by the location It is likely to improve in certain areas and deteriorate in others.
8. Hourly Service Cambrian Main Line.	+/-	-	-	-	+	0	+/-	+	+	0	+/-	+	This package would increase the frequency of train services and therefore there associated impacts i.e. increased air emissions. It also presents an opportunity to encourage more people to use the rail service through the increased frequency. In order to facilitate the hourly services some minor infrastructure changes and new rolling stock may be required. Until it is known whether such requirements will be necessary it is not possible to determine conclusively some of the impacts on the SEA. For the purpose of this assessment it has been assumed that some minor changes to infrastructure will be required but that such works will take into consideration of environmental issues and will mitigate negative impacts and where possible enhance the existing situation. Objective 1 will be both positively and negatively impacted as increased air emissions and infrastructure works would negatively impact biodiversity, however the provision of the service may reduce the impact of other transport options being used or constructed elsewhere which have a greater impact on biodiversity. Minor infrastructure works could also help to improve biodiversity in some locations. The use of diesel trains has the potential

													<p>to affect soil quality. Works would be minor and therefore unlikely to improve the existing situation. The use of diesel trains has the potential to effect water quality. Works would be minor and therefore unlikely to improve the existing situation for both water quality and flooding. The provision of the service may reduce the impact of other transport options being used or constructed elsewhere which have an impact on landscape and townscape. Increased services on an existing line and minor infrastructure works are unlikely to affect cultural heritage.</p> <p>The provision and use of this service should positively contribute to SEA objective 7 by providing an improved public transport system which should reduce the requirement for the use and construction of other transport systems elsewhere which may have greater impacts. However increased services will result in increased air emissions that contribute to climate change. The provision and use of this service should positively contribute to SEA objectives 8 and 9 by providing an improved public transport system. This package is unlikely to impact on SEA objective 10. Increased train journeys will increase noise and vibration in the locality of the lines. However it may reduce it in other areas if the services reduces the requirement for the use and construction of other transport systems elsewhere. This package should positively contribute to the efficient use of the natural resource as it uses existing facilities with minimal requirements for new infrastructure or rolling stock.</p>
9. Rail Service Enhancements. Includes projects; Cambrian Coast Line, Heart of Wales Line, Sunday Service.	+/-	-	-	-	+	0	+/-	+	+	0	+/-	+	<p>This package aims to improve the provision of services on these lines by improving journey availability. This package would therefore increase the number of train journeys undertaken and there associated impacts i.e. increased air emissions. In order to facilitate the improved timetable some minor infrastructure changes and new rolling stock may be required. Until it is known whether such requirements will be necessary it is not possible to determine conclusively some of the impacts on the SEA. For the purpose of this assessment it has been assumed that some minor changes to infrastructure will be required but that such works will take into consideration of environmental issues and will mitigate negative impacts and where possible enhance the existing situation.</p> <p>Objective 1 will be both positively and negatively impacted as increased air emissions and infrastructure works would negatively impact biodiversity, however the provision of the service may reduce the impact of other transport options being used or constructed elsewhere which have a greater impact on biodiversity. Minor infrastructure works could also help to improve biodiversity in some locations.</p> <p>The use of diesel trains has the potential to effect soil quality. Works would be minor and therefore unlikely to improve the existing situation.</p> <p>The use of diesel trains has the potential to effect water quality. Works would be minor and therefore unlikely to improve the existing situation for both water quality and flooding. The provision of the service may reduce the impact of other transport options being used or constructed elsewhere which have an impact on landscape and townscape.</p> <p>Increased services on an existing line and minor infrastructure works are unlikely to effect cultural heritage.</p> <p>The provision and use of this service should positively contribute to SEA objective 7by providing an improved public transport system which should reduce the requirement for the use and construction of other transport systems elsewhere which may have greater impacts. However increased services will result in increased air emissions that contribute to climate change.</p> <p>The provision and use of this service should positively contribute to SEA objectives 8 and 9 by providing an improved public transport system.</p> <p>This package is unlikely to impact on SEA objective 10.</p> <p>Increased train journeys will increase noise and vibration in the locality of the lines. However it may reduce it in other areas if the services reduces the requirement for the use and construction of other transport systems elsewhere.</p> <p>This package should positively contribute to the efficient use of the natural resource as it uses existing facilities with minimal requirements for new infrastructure or rolling stock.</p>
10. New Stations / Station Improvements. Includes projects; Dyfi Junction, Machynlleth Parking / Interchange, Carno Station.	+/-	+/-	+/-	+	+/-	+/-	+	++	+	+	+/-	+	<p>The impact of such schemes on SEA objectives could have minimal negative effects on environmental objectives due to the construction works at a local scale however in some circumstances a minimal positive effect could be made e.g. remediation of contaminated land. The impact on SEA objectives will be determined by the details of the projects proposed.</p> <p>Positive effects on social and some environmental objectives will occur as a result of the scheme as improved facilities should encourage the use of the public transport system in these locations and improve the journey experience of those that use the facilities.</p>
11. New Rail Services (Feasibility). Includes projects; Trawsfynydd to Blaenau Ffestiniog, Gobowen, Oswestry & Llanymynech, North / South Rail Link.	0	0	0	0	0	0	0	+	0	+	0	+	<p>This package only relates to determining the feasibility of new rail services. Such a study should take into consideration the environmental and social impacts of any proposed schemes. The feasibility study itself is unlikely to significantly affect the SEA objectives. However undertaking such a study raises the awareness and promotes the desire for a sustainable public transport system which should help the mental and physical well being of the population by using the natural resource efficiently</p>
12. Pont Briwet, Penryndeudraeth.	?	?	?	+	?	?	+	++	++	++	?	?	<p>This package includes the replacement of the existing rail bridge with a new rail, cycle and pedestrian bridge. For the purpose of this assessment it has been assumed that construction activities would be fully mitigated. The proposed scheme would be required to be appropriately assessed for its impacts through the EIA process. Until scheme details are available it is not possible to determine its impact on SEA objectives 1, 2, 3, 5, 6, 11 and 12.as the design and mitigation proposals would determine the impact. This scheme would positively impact on the SEA objectives 4, 7, 8, 9 and 10 as it would promote and enhance sustainable forms of travel and provide an additional crossing point at this location.</p>

13. Dyfi Bridge, Machynlleth.	?	?	-	-	?	?	-	+	+	+	-	?	<p>This package includes the replacement of the existing road bridge with a new one. For the purpose of this assessment it has been assumed that construction activities would be fully mitigated. The proposed scheme would be required to be appropriately assessed for its impacts through the EIA process. Until scheme details are available it is not possible to determine its impact on SEA objectives 1, 2, 5, 6, and 12 as the design and mitigation proposals would determine the impact. This scheme would positively impact on the SEA objectives 8, 9 and 10 as it would improve the current crossing provisions in the area, particularly if a new bridge provide safe crossing areas for cyclists and pedestrians.</p> <p>It should be noted that current proposals do not improve the flooding situation at this location and therefore have a negative impact on SEA objective 3 and 7.</p> <p>Improving a road crossing is likely to encourage greater use of vehicles in the area and therefore negatively impact SEA objectives 4, 7 and 11.</p>
14. Improvements to Bus Interchanges. Includes projects; Dolgellau, Welshpool, Aberystwyth.	+/-	+/-	+/-	+	+/-	+/-	+	++	+	+	+/-	+	<p>The impact of such schemes on SEA objectives could have minimal negative effects on environmental objectives due to the construction works at a local scale however in some circumstances a minimal positive effect could be made e.g. remediation of contaminated land. The impact on SEA objectives will be determined by the details of the projects proposed i.e. whether bus movements are made easier and therefore shorter and quieter.</p> <p>Positive effects on social and some environmental objectives will occur as a result of the scheme as improved facilities should encourage the use of the public transport system in these locations and improve the journey experience of those that use the facilities.</p>
15. Public Transport Accessibility (Recreational and Tourism). Includes projects; New Quay Road Train, Coed-y-Brenin, Cambrian Mountain / Cardigan Bay Bus Hopper, National Park Public Transport Initiatives.	?	0	+/-	+/-	0	0	+/-	++	++	++	+/-	?	<p>This package aims to improve public transport facilities in the region to give tourists and locals undertaking recreational activities better access to desired locations. These schemes utilise existing infrastructure within the area but will result in new services being undertaken (i.e. new bus service journeys) and some new rolling stock being required.</p> <p>The impact on SEA objectives 1 and 12 will be determined by the areas that are made accessible as a result of these schemes and the number of visitors and there actions in certain areas.</p> <p>As these schemes use existing infrastructure they are unlikely to impact SEA objectives 2, 5 and 6.</p> <p>The increased number of journeys by carbon fuel based vehicles as a result of this package could negatively impact SEA objectives 3, 4, 7 and 11. However these objectives could also be positively impacted as the number of private based carbon fuel based vehicle journeys could be reduced.</p>
16. Bus Service Enhancement. Includes projects; Review of Service Provision in Key Settlements/Clusters, Real Time Public Transport Information, Ceredigion Quality Bus Corridor and Feeder Services, Development of Regional Network.	0	0	+/-	+/-	0	0	+/-	++	++	0	+/-	+	<p>This package would result in amendments to bus routes and frequency of services. With the exception of some possible provision of new bus stops and the improvement of existing ones, for example with information boards, it is not envisaged that this package would result in infrastructure changes. Amendments to timetables and routes may require some new rolling stock to be purchased.</p> <p>As these schemes use existing infrastructure they are unlikely to impact SEA objectives 1, 2, 5 and 6.</p> <p>The increased number of journeys by carbon fuel based vehicles as a result of this package could negatively impact SEA objectives 3, 4, 7 and 11. However these objectives could also be positively impacted as the number of private based carbon fuel based vehicle journeys being reduced.</p> <p>The improvement of the bus system should result in improved services and access through a relatively sustainable transport solution that ensures the efficient use of the natural resource and therefore positively impacts SEA objectives 8, 9 and 12.</p> <p>There is no clear relationship between this package and SEA objective 10.</p>
17. Community Transport Improvements. Includes projects; Feeder Services Study, Expansion of Bwcabus, Wheels to Work.	0	0	-	-	0	0	-	?	++	+	-	?	<p>This package aims to provide transport facilities to those which do not have access to a private car or suitable public transport facilities. These schemes utilise existing infrastructure within the area but may require vehicles to be purchased.</p> <p>The impact on SEA objectives 1 and 12 will be determined by the areas that are made accessible as a result of these schemes and the number of visitors and there actions in certain areas. As these schemes use existing infrastructure they are unlikely to impact SEA objectives 1, 2, 5 and 6. The increased number of journeys by carbon fuel based vehicles as a result of this package could negatively impact SEA objectives 3, 4, 7 and 11. This package has a major impact on SEA objective 9 as it provides access to services and facilities to those that would otherwise be unable to access them. Without further study it is not possible to determine how this package would affect SEA objectives 8 and 12.</p>
18. Community Park and Share. Includes projects; Feasibility Study.	+	+	+	++	?	?	+	+	?	0	++	+	<p>These projects should not result in the construction of further car parking facilities being created as they should utilise existing facilities, including car parks, drives and roads. These projects should result in fewer vehicles miles being undertaken. Depending on the parking locations will determine whether landscape and townscape and cultural heritage are significantly affected. Should the projects also be open to non-vehicle owners then this package could help provide inclusive access to all services and reduce severance, particularly in more isolated communities.</p>
19. Park and Ride. Includes projects; Aberystwyth North, Aberystwyth South, Newtown.	+/-	+/-	+/-	++	+/-	+/-	+	+	?	0	++	+	<p>These projects would result in the construction of car parking facilities and associated bus stops. It is not possible to determine the impacts of this package on SEA objectives 1, 2, 3, 5, and 6 as both positive and negative impacts could occur depending on the exact location and details of the projects proposed.</p> <p>These projects should result in less vehicles miles being undertaken. If the projects are open to non-vehicle owners then this package could help provide inclusive access to all services and reduce severance.</p>
20. Safe Routes in Community Projects. Includes projects;	+/-	+/-	+/-	++	+/-	+/-	++	++	++	++	++	+	<p>These project packages would result in some infrastructure improvements, i.e. improvement and installation of crossings and footpaths, and potentially personnel to assist people on their journeys, i.e. Lolly pop lady.</p>

Blaenau Ffestiniog Community Access Network, Dolgellau Community Access Network.														It is not possible to determine the impacts of this package on SEA objectives 1, 2, 3, 5, and 6 as both positive and negative impacts could occur depending on the exact location and details of the projects proposed. These projects should encourage the use of cycling and walking as forms of transport within a community area and so reduce the number of carbon fuelled vehicle journeys with the associated benefit of less air emissions, noise and vibration and improved physical health. They should also help to ensure access to services and facilities and stop severance caused by major transport links in certain areas.
21. Creation of 20 mph Zones.	+	0	0	+	+	0	+	+	+	+	+	0	The creation of 20mph zones could result in less vehicle emissions within these zones and areas where road user other than carbon fuelled vehicles feel safe. This could therefore help to encourage the use of other more sustainable forms of transport with associated benefits to humans and the environment.	
22. Unmanned Rail Crossing Improvements.	+/-	+/-	+/-	+	+/-	+/-	+	+	++	++	+	+	This package would result in some infrastructure improvements on a local scale. Benefits of such improvements would predominately be to do with rail safety and on a local but other benefits to vehicle, pedestrians and cyclists may occur if crossings are improved and may encourage the use of non vehicle based forms of transport. The schemes could also reduce severance in some locations. It is not possible to determine the impacts of this package on SEA objectives 1, 2, 3, 5, and 6 as both positive and negative impacts could occur depending on the exact location and details of the projects proposed.	
23. Urban Cycle Routes.	+/-	+/-	+/-	++	+/-	+/-	++	++	+	++	++	+	These project packages would result in some infrastructure improvements, i.e. cycle paths and crossings. It is not possible to determine the impacts of this package on SEA objectives 1, 2, 3, 5, and 6 as both positive and negative impacts could occur depending on the exact location and details of the projects proposed. These projects should encourage the use of cycling and so reduce the number of carbon fuelled vehicle journeys with the associated benefit of less air emissions, noise and vibration and improved physical health. They should also help to ensure access to services and facilities and stop severance by providing alternative transport routes that are safe for cyclists.	
24. Cycle Routes linked to National Cycle Network and Coastal Path Initiative. Includes projects; Barmouth Bridge Town Link.	+/-	+/-	+/-	++	+/-	+/-	++	++	+	++	++	+	These project packages would result in some infrastructure improvements, i.e. cycle paths and crossings. It is not possible to determine the impacts of this package on SEA objectives 1, 2, 3, 5, and 6 as both positive and negative impacts could occur depending on the exact location and details of the projects proposed. These projects should encourage the use of cycling, for both locals and tourists, and so reduce the number of carbon fuelled vehicle journeys with the associated benefit of less air emissions, noise and vibration and improved physical health. They should also help to ensure access to services and facilities and stop severance by providing alternative transport routes that are safe for cyclists.	
25. Provision of Cycle Facilities. Includes projects; Interchanges, Town Centre, Business Parks / Industrial Estates.	+/-	+/-	+/-	++	+/-	+/-	++	++	++	++	++	++	These project packages would result in some infrastructure improvements, i.e. cycle racks. It is not possible to determine the impacts of this package on SEA objectives 1, 2, 3, 5, and 6 as both positive and negative impacts could occur depending on the exact location, size and details of the projects proposed. These projects should encourage the use of cycling, for both locals and tourists, and so reduce the number of carbon fuelled vehicle journeys with the associated benefit of less air emissions, noise and vibration and improved physical health. They should also help to ensure access to services and facilities and stop severance by allowing connections to other forms of public transport. .	
26. Footpath Provision (Safety Schemes).	+/-	+/-	+/-	++	+/-	+/-	++	++	+	++	++	+	These project packages would result in some infrastructure improvements, i.e. footpaths and crossings. It is not possible to determine the impacts of this package on SEA objectives 1, 2, 3, 5, and 6 as both positive and negative impacts could occur depending on the exact location and details of the projects proposed. These projects should encourage the use of walking and so reduce the number of carbon fuelled vehicle journeys with the associated benefit of less air emissions, noise and vibration and improved physical health. They should also help to ensure access to services and facilities and stop severance by providing alternative transport routes that are safe for pedestrians.	
27. Travel Plan Development / Promotion.	+	0	+	+	+	+	+	++	0	+	+	+	This package only relates to the development and promotion of travel plans, a predominately office based exercise followed by raising public awareness through roadshows, leaflets etc. However undertaking such a process raises the awareness and promotes the use of more sustainable travel choices with the associated benefits. Suggest some of the + scores should be neutral.	
28. Accessibility Action Plans. Includes projects; Measures to address areas of low accessibility, Role of Mobile Services (Feasibility Study).	?	?	?	?	?	?	?	?	++	++	?	?	The projects within this package aim to improve the facilities, services and connectivity to remote areas. This package therefore has a positive impact on SEA objectives 9 and 10. It is undetermined at this stage what these projects might entail but infrastructure works and additional journeys are likely to result due to these projects. At this stage scores have been recorded as uncertain as project details will determine the type and level of impact on the SEA objectives, all of which are likely to be affected to some degree.	
29. Regeneration Related Projects. Includes projects; Aberystwyth, Lampeter, Tregaron, Llandysul, Cardigan, Severn Valley Cluster, Brecon, Newtown, Blaenau Ffestiniog.	+/-	+/-	+/-	-	+/-	+/-	+	+	+	+	-	?	This package includes projects that would occur to ensure there are adequate transport links to an area to allow economic and social regeneration and development. Due to the nature of regeneration projects the amount of travel undertaken is likely to increase, however this does not necessarily have to be solely carbon fuelled vehicle based. Regeneration projects offer an opportunity to improve services, facilities, accessibility and the transport options in an area which can extend to those outside of the development area. These project packages would result in infrastructure improvements. It is not possible to determine the impacts of this package on SEA objectives 1, 2, 3, 5, and 6 as both positive and negative impacts could occur depending on the exact location and details of the projects proposed.	

30. Freight. Includes projects; Potential Mid Wales Freight Distribution Centre, Transfer Road to Rail, Long Routeing Plans, Height Diversionary Routes, Abnormal Load Impact / Facilities.	?	?	+	+	+	?	0	?	0	+	+	0	The proposed projects are aimed to reduce the amount of freight and the time it spends on the roads and to limit its impact to certain areas. This should overall reduce the amount of transport related effects on water quality, positively benefit landscape and townscape, air quality, physical and mental health of the population, noise and vibration Exact impacts on some SEA objectives will be depend on the specific projects chosen.
31. SMART Card Development.	0	0	0	0	0	0	0	+	+	+	0	0	The development of SMART Card (i.e. a pay as you go travel card such as Oyster for public transport in the area) is unlikely to have significant impacts on the SEA objectives. Its implementation and use have not been assessed at this stage. Likely implications of its implementation and use are that it will promote use of public transport systems.
32. Community Infrastructure Levy / Section 106. Includes projects; Coordination of Regional Approach to CIL / Section 106.	?	?	?	?	?	?	?	+/-	+	+	?	?	This package should help to ensure that developments provide transport solutions for their users. Measures that could be imposed could include sustainable transport facilities and their associated benefits. However the measures imposed will also determine whether there are negative impacts i.e. more road users.
33. TraCC Funding.	+	+	+	+	+	+	+	+	+	+	+	+	This programme refers to the management of TraCC projects including their funding and monitoring. TraCC employees should be aware of environmental objectives and promoting them wherever possible.

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Projects included within the packages are listed as examples only. Packages may ultimately not include these projects and are not limited to them. Trunk road schemes, management and funding are addressed directly by WAG and not through the RTP.

Project Packages		Commitments Ceredigion Link Roads									
SEA Objective	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	
1. Ensure biodiversity is protected and enhanced	Air quality Designated sites in areas of scheme – those effected Species recorded	?	0	?	0	L	0	L	+/-	L	It has been assumed that commitment projects have had where appropriate EIA undertaken on them and will have mitigation measures implemented as required, particularly in relation to ecological issues. For example the Ceredigion link road will be subject to DMRB and related guidance for ecology. Most highways schemes if mitigated appropriately tend to have a greater effect at the local level that decreases with time. It is unlikely that these projects would result in a significant positive effect on this SEA objective or its sub-objectives, as it is unlikely they would result in new habitat creation or provide new access for all transport system users to come into contact with wildlife or wild places. Also as these schemes predominately have to be located immediately adjacent to existing routes and therefore do not provide a significant opportunity to maximise opportunities for habitat creation through appropriate design and management of resources, manage the transport network in a manner that protects and enhances biodiversity and avoids irreversible losses and encourages the connectivity of habitats. It is not possible to determine with certainty how this package will impact this SEA objective and its sub-objectives as the exact details of the schemes are unknown. There is likely to be an interrelationship between biodiversity and air quality as a change in air quality will affect biodiversity.
2. To safeguard soil quality		-	0	-	-	M	0	M	-	M	The Llandysul Bypass scheme is likely to be a new route and will therefore take land. The Post Bach-Synod Inn scheme involves the widening and realignment of an existing road, the land take is therefore likely to be minimal. The current land use and soil type in the area of the schemes is unknown. The Llandysul Bypass scheme may remediate contaminated soil if there is any on the site of the new bypass, the bypass could however lead to contamination of soil. It has been assumed that these projects have had, where appropriate, EIA undertaken for them, and any negative effects on soil quality, where identified have had mitigation measures implemented. Construction of the road schemes will produce emissions. The completed road schemes are not likely to significantly increase the number of vehicles using these routes from the existing situation. Overall there is not likely to be a significant effect in on soil quality through emissions. There is likely to be a negative interrelationship between this objective and air quality. A reduction in air quality due to increased emissions may lead to acidification of soils.
3. To minimise transport related effects on water resources and reduce the risk of flooding	Although river water quality in the mid Wales region is good, there is still the major issue of acidification.	0	0	0	0	L	0	L	-	L	Transport schemes should help maintain current water quality and flood risk, as part of their remit should be drainage and water quality. There is not likely to be a significant increase in traffic volume using the routes from the existing situation, this is not therefore likely to have a significant effect on water quality through emissions. SUDS should be implemented where possible in new road schemes. There is likely to be a negative interrelationship between this objective and air quality. A reduction in air quality due to increased emissions may lead to acidification of river water.
4. To minimise transport related air pollution	There are no Air Quality Management Areas designated within the TraCC Region.	+/-	0	-	+/-	M	0	L	-	L	The Llandysul bypass scheme is likely to have both positive and negative effects on air quality. The bypass will improve air quality in Llandysul town by taking traffic away from it. The bypass will however have a negative effect on the local air quality in the vicinity of the scheme in the short term during construction and in the long term due to emissions. The Post Bach to Synod Inn scheme is not likely to have a significant effect on air quality, as construction only involves widening and realigning the existing road. Also the scheme is not likely to significantly alter the traffic volume on the road from the existing situation. This objective is likely to have negative interrelationships with biodiversity, air quality and soil quality objectives.
5. To protect and enhance landscape and townscape character		+/-	0	-	+/-	M	0	L	0	M	Tranquility in the vicinity of the new road schemes is likely to be reduced through construction in the short term and traffic in the short to long term. Also as the schemes complete the larger TR link, tranquillity along the length of the TR link may be reduced as a result of people using this as the preferred route. The Llandysul Bypass scheme will improve tranquillity in the town of Llandysul. The Post Bach to Synod Inn scheme consists of widening and realigning an existing road, the visual impact is therefore likely to be minimal, although is likely to be greater in the short term during construction. The Llandysul Bypass scheme could potentially have a large negative visual impact on the surrounding landscape. It is assumed that an EIA has been carried out, if required, and visual impacts have been addressed and mitigated where necessary.

6. To protect and enhance the cultural heritage		?	?	?	?	L	?	L	0	M	It is not possible to assess the effect of the project package on cultural heritage at this stage; it will depend on the project level detail and location. It is also not possible to assess the road schemes in terms of archaeology, as road schemes can often lead to unexpected finds.
7. To limit the effects of and adapt to climate change		-	0	-	0	M	-	M	0	M	There are likely to be negative effects in terms of greenhouse gas emissions in the short term due to construction. In the long term, the road schemes are not likely to lead to significant effects as they are not likely to be increase traffic volumes above the existing situation. The road schemes are likely to improve bus services, by allowing a shorter journey time and providing a more reliable service. This could lead to a positive effect in the long term by reducing greenhouse gas emissions, this is not likely to be a significant effect.
8. Promote the development of a sustainable transport system		+/-	+/-	+/-	+/-	L	0	L	0	M	This package is likely to encourage people to travel by private car. Improvements to transport infrastructure are likely to be required to improve some methods of public transport such as bus services, it is assumed that these roads will be used by bus services. This package is therefore likely to have both positive and negative effects on this SEA objective
9. Provide inclusive access to all services and facilities and reduce severance		0	0	0	0	M	0	M	0	M	These schemes are not likely to have a significant effect on this objective. The Llandysul Bypass is not likely to improve access to services and facilities. The Post Bach to Synod Inn scheme largely consists of widening and realigning an existing road , this is unlikely to have any effect in terms of access to services and facilities. The Llandysul Bypass may relieve the town of community severance effects, this is not however likely to be significant as the existing road through the town will still be present. The route of the new bypass may have community severance effects, it is however assumed that the route for the road has been selected to minimise severance effects and where necessary severance effects have been mitigated. The schemes are unlikely to improve integration of different modes of travel.
10. Protect and promote the general physical and mental well being of the local population		+	0	+	+	L	0	M	0	M	The Llandysul Bypass is likely to have a local positive effect for the town. Reducing traffic going through the town is likely to improve safety for people walking and cycling. The Post Bach to Synod Inn scheme is likely to improve road safety as it involves widening and realigning the existing road to remove severe pinch points and excessive 'hilliness' and 'bendiness' The package is not likely to affect access to health facilities by a variety of modes.
11. Minimise transport related noise and vibration		+/-	0	-	+/-	M	0	M	0	M	The Bypass is likely to improve noise and vibration effect on the town of Llandysul by reducing traffic through the town. The effect of the new Bypass will depend on its location. It is assumed that an EIA has been undertaken for the scheme, if required, and noise and vibration effects taken into consideration and mitigated where necessary. The Post Bach to Synod Inn scheme is not likely to change current noise and vibration effects as it involves improving the existing road. As the scheme is the last part of the larger TR link it may result in an increase in traffic using the TR link therefore increasing noise and vibration effects. In the short term there will be effect of noise and vibration during construction.
12. Ensure the efficient use of natural resources	Transport related waste going to landfill Use of alternative materials, and secondary and recycled aggregates for construction Amount of land used for highway constructions	+/-	-	--	+	M	-	M	0	M	Highway projects will have a natural resource use, through materials required for construction. It is assumed that principles in the <i>Environment Strategy for Wales</i> regarding use of natural resources will be adhered to, such as maximising the use of alternative materials, secondary and recycled aggregates, therefore minimising any effect. It is also assumed that the principle of avoid, reduce, reuse and recycle will be followed for highway construction related waste, therefore minimising the effects. Another effect on natural resources is land use. The Post Bach – Synod scheme consists of widening and realigning an existing road, additional land required is therefore likely to be minimal. Land has been acquired for the Llandysul Bypass, the previous land use is however unknown, the effect is therefore uncertain. The two highway projects are part of a larger county road network improvement strategy, and are vital for creation of a trunk road link between TR A487 Synod Inn and TR A40 Carmarthen. This will provide a shorter link than any of the present TR links from Carmarthen into Ceredigion by improving the existing A roads, therefore reducing journey times. The effect of this on resource is likely to be positive through reducing fuel use as it will allow more fuel efficient driving. Negative effects are therefore likely to be in the short term, during construction, it is assumed that construction will be completed within the 5 year programme period. Positive effects could be seen in the long term through reduced journey times and enabling more fuel efficient driving, consequently reducing fuel use. Due to the nature of natural resources, it is likely these will be sourced outside of the TraCC region, therefore any effect will be transboundary.

Project Packages Matrix

RTP Project Packages	<p>Bus Service Enhancements / Improvements</p> <p>Development of Regional Network / TrawsCambria</p> <p>Ceredigion Quality Bus Corridor / Feeder Services</p> <p>Development of Real Time PT Info</p> <p>Improvements to PT Interchanges (Aberystwyth Phase II, Welshpool, Newtown, Dolgellau)</p>
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SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
1. Ensure biodiversity is protected and enhanced	0	0	0	0	M	0	M	0	M	<p>This project package will result in improvements to existing facilities in the TraCC region. These improvements are predominately in urban areas or minor in scale and therefore are unlikely to be able to significantly affect this SEA objective and it's associated sub-objectives either through negatively impacting biodiversity or by enhancing it.</p> <p>The improvements in services will predominately use the existing road network however other projects packages being undertaken e.g. highways schemes may result in some interaction of the project package but this interaction is unlikely to significantly effect this SEA objective.</p> <p>The improved services are unlikely to significantly improve or provide new access for all transport system users to come into contact with wildlife or wild places.</p> <p>The improved services are unlikely to significantly effect this SEA objective and it's associated sub-objectives.</p>
2. To safeguard soil quality	0	0	0	0	M	0	M	0	M	<p>This project package is not likely to have a significant effect on soil quality. The project package will include some improvements to existing infrastructure, this is not likely to have a significant effect in terms of land take or soil quality.</p>
3. To minimise transport related effects on water resources and reduce the risk of flooding	0	0	0	0	M	0	M	0	M	<p>Improvements in bus services will result in increased journeys by carbon based vehicles. An improvement in bus services may however increase the number of people travelling by public transport as opposed to private car. Overall this project package is not therefore likely to have a significant effect on water quality. The project package will include improvements to existing infrastructure, this is therefore unlikely to have an effect in terms of flood risk.</p>
4. To minimise transport related air pollution	0	0	0	0	M	0	M	0	M	<p>Improvements in bus services will result in increased journeys by carbon based vehicles. An improvement in bus services may however increase the number of people travelling by public transport as opposed to private car. Overall this project package is not therefore likely to have a significant effect on air quality.</p> <p>The project package will include improvements to existing infrastructure, there is potential for minor local negative effects on air quality in the short term. Due to the minor nature of the works, with suitable mitigation measures put in place, construction is not likely to have a significant effect on air quality.</p>
5. To protect and enhance landscape and townscape character	0	0	0	0	M	0	M	0	M	<p>This project package is not likely to have a significant effect on this objective. Infrastructure improvements are mainly to existing infrastructure and are therefore unlikely to have a significant effect. It is assumed that any new infrastructure will be sites appropriately/sympathetically.</p>
6. To protect and enhance the cultural heritage	0	0	0	0	M	0	M	0	M	<p>This project package is not likely to have a significant effect on this objective. Infrastructure improvements are mainly to existing infrastructure and are therefore unlikely to have a significant effect. It is assumed that any new infrastructure will be sites appropriately/sympathetically.</p>

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
7. To limit the effects of and adapt to climate change	0	0	0	0	M	0	M	0	M	<p>Improvements to bus services will result in increased journeys by carbon based vehicles. An improvement in bus services may however increase the number of people travelling by public transport as opposed to private car. Overall this project package is not therefore likely to significantly contribute to the emission of greenhouse gases.</p> <p>The project package will include improvements to existing infrastructure, there is potential for emissions of greenhouse gases as a result of construction. As the improvement works are to existing infrastructure, they are unlikely to alter the infrastructures vulnerability to climate change. Due to the minor nature of the infrastructure works, construction is not likely to have a significant effect on this objective.</p>
8. Promote the development of a sustainable transport system	+	+	+	+	M	+	M	0	M	<p>This project package will significantly contribute towards achieving this SEA objective and its sub objectives. It will help to reduce the need to travel by private car, by providing a more suitable alternative. This project package has not scored more positively as buses are generally carbon fuelled. It would score more positively if alternative fuels were used.</p> <p>There is potential for a positive transboundary effect as better interchanges and new services may result in public transport services elsewhere.</p>
9. Provide inclusive access to all services and facilities and reduce severance	+	+	+	+	M	0	M	0	M	<p>This project package is likely to contribute to contributing this SEA objective. Improved frequency of bus services and changes to bus routes, as well as passenger information improvements will improve access to facilities and could potentially help integrate different modes of travel. As the project package mainly consists of improvements to existing services, i.e. more services per hour and does not provide new routes, this project package cannot achieve a more positive score. The project package is unlikely to reduce transport related community severance.</p>
10. Protect and promote the general physical and mental well being of the local population	+	+	+	+	L	0	M	0	M	<p>This project package is likely to contribute to the general physical and mental well being of the local population by improving bus services and passenger facilities. It may also improve access to facilities such as health facilities by providing a wider variety of modes and a greater number of buses..</p>
11. Minimise transport related noise and vibration	0	0	0	0	M	0	M	0	M	<p>Increases in bus services will increase the number of bus journeys and in some cases the number of buses on the roads. Improvements in bus services are likely however to encourage people to use these services as opposed to the private car. Overall therefore the project package is not likely to have any effect on transport related noise and vibration.</p> <p>The project package will include improvements to existing infrastructure, there is potential for noise and vibration effects in the short term due to construction. The construction works are likely to be minor, the effect is not therefore likely to be significant with the implementation of suitable mitigation measures.</p>

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
12. Ensure the efficient use of natural resources	0	0	0	0	L	0	L	0	M	<p>Development of the Regional network/TrawsCambria and the Trawslink will use new buses on new routes. Whilst this will increase the number of buses on the roads, there is likely to be an associated reduction in private vehicle use. Therefore overall having a neutral effect on natural resource use.</p> <p>Infrastructure facilities to support the existing and developing TrawsCambria network will be required, this is assumed to include bus shelters, information boards etc. In order for the Trawslink to be provided, some extra infrastructure works are required at Felinfach, at the interchange, it is uncertain at this stage what this will involve. Refurbishment of Aberystwith interchange will involve angled platforms, improved access, shelters and passenger information facilities. Improvements are also to be made to other interchanges, it is uncertain what these will involve.</p> <p>These works are all likely to use natural resources, the effect is not likely to be significant as largely they do not involve construction of new infrastructure, the only new infrastructure is likely to be bus shelters and information boards etc. Any negative effect on resource use will only be in the short term during these works. WAG sustainability principles should be followed for the procurement of materials to minimise any effect.</p> <p>Due to the nature of natural resources, it is likely these will be sourced outside of the TraCC region, it is therefore a transboundary effect.</p>

Project Packages Matrix

RTP Project Packages	Community Transport Improvements Development of Feeder Services Expansion of Bwcabus Wheels to Work
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SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
1. Ensure biodiversity is protected and enhanced	0	0	0	0	M	0	M	0	M	The improvements in services proposed in this project package will predominately use the existing road network and are unlikely to significantly effect biodiversity. The improved services are unlikely to significantly improve or provide new access for all transport system users to come into contact with wildlife or wild places. These projects offer no opportunity for management of the transport network in a manner that protects and enhances biodiversity and avoids irreversible losses, allows habitat creation through appropriate design and management of resources or encourages the connectivity of habitats as they will predominately use existing transport infrastructure. The improved services are unlikely to significantly effect this SEA objective and it's associated sub-objectives.
2. To safeguard soil quality	0	0	0	0	M	0	M	0	M	This project package uses the existing road network but will require infrastructure works, the exact works required are not currently known. It is not thought that land take for this project package will not be significant. This project package is not likely to effect soil contamination or significantly affect levels of emission that cause soil acidification. Overall there is not likely to be a significant effect on soil quality
3. To minimise transport related effects on water resources and reduce the risk of flooding	0	0	0	0	M	0	M	0	M	Improvements to community transport will result in increased journeys by carbon based vehicles. However the Bwcabus scheme will provide a shorter and more efficient main bus route and feeder buses only run when requested. An improvement in bus services may also increase the number of people travelling by public transport as opposed to private car. Overall this is not likely to have a significant effect in terms of water quality. The project package will include infrastructure works, it is not clear at this stage what these will include but they are not likely to be significant and are therefore unlikely to have a significant effect in terms of flood risk.
4. To minimise transport related air pollution	0	0	0	0	M	0	M	0	M	Improvements to community transport will result in increased journeys by carbon based vehicles. However the Bwcabus scheme will provide a shorter and more efficient main bus route and feeder buses only run when requested. An improvement in bus services may also increase the number of people travelling by public transport as opposed to private car. Overall this project package is not therefore likely to have a significant effect on air quality. The project package will include improvements to existing infrastructure, there is potential for minor local negative effects on air quality in the short term. Due to the likely minor nature of the works, with suitable mitigation measures put in place, construction is not likely to have a significant effect on air quality.

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
5. To protect and enhance landscape and townscape character	0	0	0	0	M	0	M	0	M	<p>This project package ultimately makes use of existing infrastructure, although some infrastructure works will be required, it is not clear at this stage what these will include but they are not likely to be significant. Mitigation measures should be implemented to reduce any visual impact associated with the works.</p> <p>The increase in vehicles on the road associated with this project package is not likely to have a significant effect on tranquillity as it is likely that there will be an associated reduction in private car journeys.</p>
6. To protect and enhance the cultural heritage	0	0	0	0	M	0	M	0	M	<p>This project package ultimately makes use of existing infrastructure, although some infrastructure works will be required, it is not clear at this stage what these will include but they are not likely to be significant. Any new infrastructure should not have a negative effect on cultural assets, the historic environment and local distinctiveness.</p> <p>The project package may help to provide access to areas valued for cultural heritage by alternative modes of transport.</p> <p>the project package is unlikely to help protect and enhance sites of historical importance.</p>
7. To limit the effects of and adapt to climate change	0	0	0	0	M	0	M	0	M	<p>Improvements to community transport will result in increased journeys by carbon based vehicles. However the Bwcabus scheme will provide a shorter and more efficient main bus route and feeder buses only run when requested. An improvement in bus services may also increase the number of people travelling by public transport as opposed to private car. Overall this project package is not therefore likely to have a significant effect in terms of greenhouse gas emissions.</p> <p>The project package will include improvements to existing infrastructure, these are only likely to be minor, although there is potential for this lead to greenhouse gas emissions in the short term it is not likely to be significant.</p>
8. Promote the development of a sustainable transport system	+	+	+	+	M	0	M	0	M	<p>This project package will help to promote the use of alternative modes of transport for all users, reduce the need to travel by private car and improve the provision of public transport services. The project package is likely to have a local scale effect although the projects are likely to be implemented throughout the TraCC Region. The effects are likely to be seen in the short term, depending on the timescale for implementation of the scheme and the long term. This project package has not scored more positively as it generally uses carbon fuelled vehicles. It would score more positively if alternative fuels were used.</p> <p>There are not likely to be any transboundary effects.</p>
9. Provide inclusive access to all services and facilities and reduce severance	++	+	++	++	M	0	M	0	M	<p>This project package will help to improve integration of different modes of transport as its aim is to provide feeder services to link into the main bus network. It is also likely to improve access to facilities and services. It is unlikely to have a significant effect on reducing transport related community severance, although if there is an associated reduction in private car use this could have a minor positive effect on reducing community severance.</p> <p>The project package is likely to have a local scale effect although the projects are likely to be implemented throughout the TRaCC Region. The effects are likely to be seen in the short term, depending on the timescale for implementation of the scheme and the long term.</p> <p>There are not likely to be any transboundary effects.</p>

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
10. Protect and promote the general physical and mental well being of the local population	+	0	+	+	M	0	M	0	M	<p>This project is likely to improve access to facilities and services; this will have a positive effect on the mental well being of the local population.</p> <p>It is not likely to have an effect on encouraging walking and cycling, or improve safety on roads or public transport.</p> <p>This project package is likely to have a local scale effect which will be seen in the short and long term.</p>
11. Minimise transport related noise and vibration	0	0	0	0	M	0	M	0	M	<p>The project package will include an increase in buses on the roads, the effect of this in terms of noise and vibration is not likely to be significant as it is likely to lead to a reduction in private car journeys. The project package is also likely to involve some infrastructure works, it is not known at this stage what these will include but they are not likely to be significant. They could potentially have a minor negative effect in the short term but implementation of suitable mitigation measures should reduce this effect. Overall the project package is not likely to have a significant effect in terms noise and vibration.</p>
12. Ensure the efficient use of natural resources	0	0	0	0	L	0	L	0	M	<p>A study is to be carried out to consider and develop the potential for community transport to provide a feeder service to the main bus network. There is likely to be no effect from this on resource use in the short term. In the long term effects will depend on the outcome of the study.</p> <p>Expansion of the Bwcabus, is intended to reduce journey times of the 420 route service from Cardigan to Carmarthen, this will include the provision of vehicles as well as infrastructure works. The improved journey time is likely to encourage greater use of the service, therefore reducing private vehicle journeys and consequently fuel use. The fuel use of the buses is therefore likely to be cancelled out by the reduction in private car use, therefore overall there is not likely to be a significant change in resource use. It is uncertain at this stage what the infrastructure works will involve, but it is assumed they will include new bus shelters and passenger information boards etc. which will be unlikely to have a significant effect in terms of natural resource use and any effects will be in the short term. WAG sustainability principles should be followed for the procurement of materials to minimise any effect.</p> <p>Wheels to work will again reduce the number of journeys by private vehicle, but will require an increase in carbon fuelled vehicles.</p>

Project Packages Matrix

RTP Project Packages	Rural Accessibility Improvements Accessibility Action Plans Service provision to key settlements / clusters Mobile Services (Feasibility Study)
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SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
1. Ensure biodiversity is protected and enhanced	?	0	0	?	L	0	M	0	M	This project package consists of projects that are initially predominately office based and therefore are unlikely to effect biodiversity in the short term even if pilot studies are undertaken. There findings and proposed actions will determine there effect in the future but at this stage it is not possible to be certain of this. Those projects proposed to be implemented will predominately use existing infrastructure and therefore are likely to offer no opportunity for management of the transport network in a manner that protects and enhances biodiversity and avoids irreversible losses, allows habitat creation through appropriate design and management of resources or encourages the connectivity of habitats as they will predominately use existing transport infrastructure. It is likely that projects undertaken as part of this would have local effects. The improved services could improve or provide new access for all transport system users to come into contact with wildlife or wild places in certain local areas.
2. To safeguard soil quality	?	0	0	?	L	0	M	0	M	This project package predominantly involves desk based feasibility studies. The findings of the studies will determine the outcome and the projects proposed to be implemented. It is therefore not possible to determine the effect of the project package in terms of soil quality in the long term at this stage. The feasibility studies will have no effect on soil quality in the short term.
3. To minimise transport related effects on water resources and reduce the risk of flooding	?	0	0	?	L	0	M	0	M	This project package predominantly involves desk based feasibility studies. The findings of the studies will determine the outcome and the projects proposed to be implemented. It is therefore not possible to determine the effect of the project package in terms of water quality in the long term at this stage. The feasibility studies will have no effect on water quality in the short term.
4.To minimise transport related air pollution	?	0	0	?	L	0	M	0	M	This project package predominantly involves desk based feasibility studies. The findings of the studies will determine the outcome and the projects proposed to be implemented. It is therefore not possible to determine the effect of the project package in terms of air quality in the long term at this stage. The feasibility studies will have no effect on air quality in the short term.
5. To protect and enhance landscape and townscape character	?	0	0	?	L	0	M	0	M	This project package predominantly involves desk based feasibility studies. The findings of the studies will determine the outcome and the projects proposed to be implemented. It is therefore not possible to determine the effect of the project package in terms of landscape and townscape character in the long term at this stage. The feasibility studies will have no effect on landscape and townscape character in the short term.
6. To protect and enhance the cultural heritage	?	0	0	?	L	0	M	0	M	This project package predominantly involves desk based feasibility studies. The findings of the studies will determine the outcome and the projects proposed to be implemented. It is therefore not possible to determine the effect of the project package in terms of cultural heritage in the long term at this stage. The feasibility studies will have no effect on cultural heritage in the short term.
7. To limit the effects of and adapt to climate change	?	0	0	?	L	0	M	0	M	This project package predominantly involves desk based feasibility studies. The findings of the studies will determine the outcome and the projects proposed to be implemented. It is therefore not possible to determine the effect of the project package in terms of climate change in the long term at this stage. The feasibility studies will have no effect in terms of climate change in the short term.

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
8. Promote the development of a sustainable transport system	?	0	0	?	L	0	M	0	M	This project package predominantly involves desk based feasibility studies. The findings of the studies will determine the outcome and the projects proposed to be implemented. Although the proposed projects to be implemented following the feasibility studies are not yet known, they are likely to help create a sustainable transport system in the long term.
9. Provide inclusive access to all services and facilities and reduce severance	?	0	0	?	L	0	M	0	M	This project package predominantly involves desk based feasibility studies. The findings of the studies will determine the projects proposed to be implemented. The projects proposed to be implemented following the feasibility studies are likely to provide inclusive access to all services and facilities for rural communities as this is the main aim of the project package. It is not certain at this stage the effect the project package will have in terms of community severance in the long term, this will depend on the projects proposed to be taken forward.
10. Protect and promote the general physical and mental well being of the local population	?	0	0	?	L	0	M	0	M	This project package predominantly involves desk based feasibility studies. The findings of the studies will determine the outcome and the projects proposed to be implemented. It is therefore not possible to determine the effect of the project package in terms of general physical and mental well being of the local population in the long term at this stage. It is likely however that it will have a positive effect by improving access to services and facilities. The feasibility studies will have no effect on this SEA objective in the short term.
11. Minimise transport related noise and vibration	?	0	0	?	L	0	M	0	M	This project package predominantly involves desk based feasibility studies. The findings of the studies will determine the outcome and the projects proposed to be implemented. It is therefore not possible to determine the effect of the project package in terms of noise and vibration effects in the long term at this stage. The feasibility studies will have no effect in terms of noise and vibration effects in the short term.
12. Ensure the efficient use of natural resources	?	0	0	?	L	0	L	0	M	<p>This project package is predominantly initially an office based study into rural accessibility improvements. It is therefore not likely to have any effect on natural resource use in the short term. The effect in the long term is currently unknown and will depend on the findings of the studies.</p> <p>Due to the nature of the studies, the resulting action from the findings is likely to have a positive effect on natural resource use by reducing rural communities' reliance on the private car as a means of accessing services.</p>

Project Packages Matrix

RTP Project Packages	Leisure / Tourism Accessibility Improvements New Quay Road Train National Park PT Initiatives Coed-y-Brenin Links to Coastal Path and Visitor Attractions
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SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
1. Ensure biodiversity is protected and enhanced	+/-	+/-	+/-	+/-	L	+/-	L	0	M	These project packages could provide both positive and negative impacts on the SEA objective and sub-objectives. For example they could provide opportunities for all users of the transport system to come into contact with and appreciate wildlife and wild places which would be a positive effect but could result in more transport related damage to designated wildlife sites and protected species, a negative effect. These effects could be noticed both in the short and long term. These projects are unlikely to offer opportunities for management of the transport network in a manner that protects and enhances biodiversity and avoids irreversible losses, allows habitat creation through appropriate design and management of resources or encourages the connectivity of habitats as they will predominately use existing transport infrastructure. One project is located within the Brecon Beacons National Park and therefore will have transboundary effects as the National Park crosses the TraCC regions boundary. Effects will also be transboundary in this area as internationally and nationally rare habitats and species may be affected in this area. The exact impact on the SEA objective will be determined by the areas that are made accessible as a result of these schemes and the number of visitors and their actions in certain areas.
2. To safeguard soil quality	0	0	0	0	M	0	M	0	M	This project package is likely to predominantly make use of existing infrastructure, and is therefore unlikely to have a significant effect on land take and soil quality. Although the project package is likely to require new carbon based vehicles, if there is a resultant reduction in private car journeys, it is likely to cancel this out. There is therefore unlikely to be a significant change in emissions which lead to acidification of soils.
3. To minimise transport related effects on water resources and reduce the risk of flooding	0	0	0	0	M	0	M	0	M	This project package is likely to predominantly make use of existing infrastructure, and is therefore unlikely to have a significant effect on flood risk. Although the project package is likely to require new carbon based vehicles, if there is a resultant reduction in private car journeys, it is likely to cancel this out. There is therefore unlikely to be a significant change in the number of vehicles on the roads and in emissions which can lead to pollution of water resources.
4. To minimise transport related air pollution	0	0	0	0	M	0	M	0	M	This project package is likely to predominantly make use of existing infrastructure, and is therefore unlikely to have an effect on air quality due to construction in the short term. Although the project package is likely to require new carbon based vehicles, if there is a resultant reduction in private car journeys, it is likely to cancel this out. There is therefore unlikely to be a significant change in emission and therefore air quality.
5. To protect and enhance landscape and townscape character	+	0	+	+	L	+	L	0	M	It is assumed that the project package does not include any significant new infrastructure and makes use of existing infrastructure. This is therefore unlikely to have a negative effect in terms of landscape and townscape character. The road train scheme may have a positive effect on New Quay town centre by reducing traffic. The Brecon Beacons National Park scheme may have a positive effect on the landscape by reducing the number of private cars travelling within the National Park; there will however be an increase in the number of buses within the National Park. This is also likely to be a transboundary effect as the Brecon Beacons National Park crosses the TraCC region boundary. All effects are likely to be local in the short and long term.
6. To protect and enhance the cultural heritage	0	0	0	0	M	0	L	0	M	It is assumed that the project package does not include any significant new infrastructure and makes use of existing infrastructure. This is therefore unlikely to have a negative effect on cultural assets, the historic environment and local distinctiveness. The project package is likely to provide access to areas valued for cultural heritage by alternative modes of transport, this is not however likely to be significant. There are not likely to be opportunities to identify and seek to protect and enhance sites of historical importance.

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
7. To limit the effects of and adapt to climate change	0	0	0	0	M	0	M	0	M	This project package is likely to predominantly make use of existing infrastructure, and is therefore unlikely to have an effect on greenhouse gas emissions due to construction in the short term. Although the project package is likely to require new carbon based vehicles, if there is a resultant reduction in private car journeys, it is likely to cancel this out. There is therefore unlikely to be a significant change in greenhouse gas emissions and therefore climate change.
8. Promote the development of a sustainable transport system	+	0	+	+	L	+	L	0	M	<p>Whilst this project package does help contribute to achieving a sustainable transport system it is largely targeted at tourism and may not therefore greatly benefit locals except for access for leisure and recreation. The schemes may also be seasonal as they are mainly targeted at tourism.</p> <p>The New Quay road train does not reduce the need to travel by car as the scheme only addresses traffic in the town centre.</p> <p>The effects will be in the local area of the schemes. It is possible that the Brecon Beacons scheme will have transboundary effects as the National Park crosses the TraCC region boundary.</p>
9. Provide inclusive access to all services and facilities and reduce severance	+	0	+	+	L	+	L	0	M	<p>Whilst this project package does improve access it is largely targeted at tourism and may not therefore greatly benefit locals except for access for leisure and recreation. The schemes may also be seasonal as they are mainly targeted at tourism.</p> <p>It is possible that the schemes will improve integration of different modes of transport for example the road train and National Park initiative are likely to provide a service from public transport hubs and car parks.</p> <p>The effects will be in the local area of the schemes. It is possible that the Brecon Beacons scheme will have transboundary effects as the National Park crosses the TraCC region boundary.</p>
10. Protect and promote the general physical and mental well being of the local population	0	0	0	0	L	0	L	0	L	The National Park initiative and the links to the coastal park could encourage walking and cycling by making access easier. These schemes are mainly aimed at tourism and are therefore likely to be seasonal. The project package may have a slight positive effect on this SEA objective although it is not likely to be significant.
11. Minimise transport related noise and vibration	0	0	0	0	L	0	L	0	M	This project package is not likely to have a significant effect in terms of noise and vibration as although they will require new transport services, such as buses services and the road train, there is likely to be an associated reduction in car traffic.
12. Ensure the efficient use of natural resources	0	0	0	0	L	0	L	0	M	This project package is likely to have no effect on resource use. The schemes are likely to largely make use of existing infrastructure; any new infrastructure is likely to be minor. Although the schemes will use carbon fuelled methods of transport, there is likely to be an associated reduction in private car journeys. Overall there is therefore likely to be no effect in terms of resources use.

RTP Project Packages	Rail Service and Facilities Improvements Maximising Investment in Rail Network Station Improvements (Machynlleth, Dyfi, Barmouth) New Rail Services (Feasibility Study)
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SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
1. Ensure biodiversity is protected and enhanced	?	0	?	?	L	0	M	0	M	There are limited details available about the works that would be undertaken with funding made available from maximising investment in rail structure. It is assumed that both these projects and those of station improvements would occur at a local level and in close proximity to existing infrastructure. Depending on the projects involved both positive and negative impacts could result for habitats and species at a local level. No effect is likely to occur regarding peoples access to wildlife and sites or in the opportunity to manage the transport network in a manner that protects and enhances biodiversity and avoids irreversible losses, allows habitat creation through appropriate design and management of resources or to encourage the connectivity of habitats. New rail service feasibility studies are desk based and therefore will have no significant effect on this SEA objective in the short term. In the long term the effect of this will be dependant on the findings of the feasibility studies. If the study finds no further services or limited ones on existing routes are required the effect is likely to be negligible however should new rail infrastructure be required the effect could be significant.
2. To safeguard soil quality	?	0	?	?	L	0	L	0	M	It is not clear at this stage what works would be undertaken with maximising investment in rail infrastructure, it is assumed that this and station improvements would occur at local level and in close proximity to existing infrastructure. They are therefore unlikely to require land take or negatively affect soil quality. Increases in service frequency could increase associated impacts e.g. increased emissions which could negatively affect soil quality. The increase in emissions is likely however to be cancelled out by the associated reduction in private car journeys if more people are encouraged to use rail services. Overall this is not therefore likely to have a significant effect on soil quality. The new rail service feasibility study, will not affect soil quality in the short term and the long term effect will depend on the findings of the study. It is therefore not possible to assess the effects of this scheme at this stage.
3. To minimise transport related effects on water resources and reduce the risk of flooding	?	0	?	?	L	0	M	0	M	It is not clear at this stage what works would be undertaken with maximising investment in rail infrastructure, it is assumed that this and station improvements would occur at local level and in close proximity to existing infrastructure. They are therefore unlikely to affect current or future flood risk or water quality. Increases in service frequency could increase associated impacts e.g. increased emissions which could negatively affect water quality. The increase in emissions is likely however to be cancelled out by the associated reduction in private car journeys if more people are encouraged to use rail services. Overall this is not therefore likely to have a significant effect on water quality. The new rail service feasibility study, will not affect water quality in the short term and the long term effect will depend on the findings of the study. It is therefore not possible to assess the effects of this scheme at this stage. Potential effects are likely to be local in scale.
4. To minimise transport related air pollution	?	0	?	?	L	0	M	0	M	It is not clear at this stage what works would be undertaken with maximising investment in rail infrastructure, it has been assumed that this scheme and station improvements will involve some level of construction works which are likely to have a negative effect on air quality in the short term. Increases in service frequency could increase associated impacts e.g. increased emissions which could negatively affect air quality. The increase in emissions is likely however to be cancelled out by the associated reduction in private car journeys if more people are encouraged to use rail services. Overall this is not therefore likely to have a significant effect on air quality. Increase in service frequency is however likely to encourage the use of less polluting modes of transport. The new rail service feasibility study, will not affect air quality in the short term and the long term effect will depend on the findings of the study. It is therefore not possible to assess the effects of this scheme at this stage. Potential effects are likely to be local in scale.

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
5. To protect and enhance landscape and townscape character	?	0	?	?	L	0	M	0	M	<p>It is not clear at this stage what works would be undertaken with maximising investment in rail infrastructure, it is assumed that this and station improvements would occur at local level and in close proximity to existing infrastructure. They are therefore unlikely to have a significant negative visual impact and could even have a positive effect by improving existing infrastructure.</p> <p>Increases in service frequency could have an effect on landscape and townscape character by reducing tranquillity for those areas alongside railway lines, this is not likely to affect more people it will just increase the existing situation.</p> <p>The new rail service feasibility study, will not affect this SEA objective in the short term and the long term effect will depend on the findings of the study. It is therefore not possible to assess the effects of this scheme at this stage. If it is found that new services and new infrastructure are required, this could have a significant effect on landscape and townscape character.</p> <p>Potential effects are likely to be local in scale.</p>
6. To protect and enhance the cultural heritage	?	0	?	?	L	0	M	0	M	<p>It is not clear at this stage what works would be undertaken with maximising investment in rail infrastructure, it is assumed that this and station improvements would occur at local level and in close proximity to existing infrastructure. They are therefore unlikely to affect cultural assets, the historic environment and local distinctiveness.</p> <p>Increasing service frequency is not likely to affect cultural heritage.</p> <p>The new rail service feasibility study, will not affect this SEA objective in the short term and the long term effect will depend on the findings of the study. It is therefore not possible to assess the effects of this scheme at this stage.</p> <p>Potential effects are likely to be local in scale.</p>
7. To limit the effects of and adapt to climate change	?	0	?	?	L	0	M	0	M	<p>It is not clear at this stage what works would be undertaken with maximising investment in rail infrastructure, it has been assumed that this scheme and station improvements will involve some level of construction works which are likely to have a negative effect in terms of greenhouse gas emissions in the short term. It is assumed that works will occur at local level and in close proximity to existing infrastructure, this is therefore unlikely to have an affect on transport infrastructures vulnerability to effects of climate change.</p> <p>Increases in service frequency could increase associated impacts e.g. increased greenhouse gas emissions. The increase in emissions is likely however to be cancelled out by the associated reduction in private car journeys if more people are encouraged to use rail services. Overall this is not therefore likely to have a significant effect on greenhouse gas emissions.</p> <p>The new rail service feasibility study will not have any affect in terms of climate change in the short term and the long term effect will depend on the findings of the study. It is therefore not possible to assess the effects of this scheme at this stage.</p> <p>The project package, particularly the new rail services feasibility study, depending on the outcome, could encourage better use of rail for freight.</p> <p>Potential effects are likely to be local in scale.</p>
8. Promote the development of a sustainable transport system	+	0	+	+	L	0	M	0	M	<p>The project package will generally help to promote the development of a sustainable transport system. Improvements to the rail services and facilities will improve the provision of public transport services and reduce the need to travel by private car. Station improvements include bike storage and lockers which could encourage the use of sustainable modes of travel to the station.</p>
9. Provide inclusive access to all services and facilities and reduce severance	+	0	+	+	L	0	M	0	M	<p>The project package will generally improve access for all to facilities and services through improvements to infrastructure and stations, also new stations and enhanced service frequency. Station improvements also include bike storage and lockers which could encourage the use of sustainable modes of travel to the station and improve integration of different modes of travel.</p> <p>It is not possible to assess the effects on community severance at this stage, this will depend on the findings of the new rail services feasibility study. If the study finds that new services and infrastructure are required this could affect community severance, this will depend on the route taken forward etc.</p>
10. Protect and promote the general physical and mental well being of the local population	+	0	+	+	L	0	M	0	0	<p>Although it is not clear at this stage what maximising investment in the rail network will entail it has been assumed it will include improvement and enhancement of the rail network, this could include improvements to level crossings etc. This and station improvements are likely to increase safety and security for users of the rail network. The project package is also likely to increase access to essential services and facilities.</p> <p>Provision of bike storage and lockers at stations will encourage cycling and walking.</p>

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
11. Minimise transport related noise and vibration	-	0	-	-	L	0	M	0	M	Increased services will increase noise and vibration effects in the locality of the station and lines. Works in relation to station improvements, new stations and those associated with maximised investment in the rail network are likely to have local noise and vibration effects in the short term. In the long term station improvements could potentially lead to a reduction in noise pollution in the vicinity of stations. The new rail services feasibility study will not have an effect in terms of noise and vibration in the short term, the effects in the long term will depend on the findings of the study.
12. Ensure the efficient use of natural resources	?	?	?	?	L	?	L	0	M	<p>A feasibility study into new rail services will have no effect on natural resource use in the short term as it will be predominantly a desk based study. The long term effect will depend on the findings of the study. If it is found that new infrastructure is required this could have a significant natural resource use during construction.</p> <p>Little information is available regarding the works that would be undertaken if investment in the rail network was maximised. It is assumed that this and station improvements would have some level of natural resource use for construction, although this is not likely to be significant. WAG sustainability principles should be followed for the procurement of materials to minimise any effect.</p>

RTP Project Packages		Local Cycle and Footway Schemes								
		Facilities for Cycles								
SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
1. Ensure biodiversity is protected and enhanced	0	0	0	0	M	0	H	0	H	The projects included in this package would be of a small scale and predominately in urban or previously developed areas as there aim is to facilitate cyclist and pedestrians to work and education venues etc. Lockers, secure parking frames and signing at this scale are therefore unlikely to significantly effect this SEA objectives or sub-objectives.
2. To safeguard soil quality	0	0	0	0	M	0	H	0	H	It is assumed that the project package will include provision of facilities for cyclists and some basic infrastructure such a bridges or underpasses, predominantly in urban areas. Generally the small scale of these works is not likely to have a significant effect on this SEA objective or sub-objectives.
3. To minimise transport related effects on water resources and reduce the risk of flooding	0	0	0	0	M	0	H	0	H	It is assumed that the project package will include provision of facilities for cyclists and some basic infrastructure such a bridges or underpasses, predominantly in urban areas. Generally the small scale of these works is not likely to have a significant effect on this SEA objective or sub-objectives.
4.To minimise transport related air pollution	+	0	+	+	M	0	H	0	H	It is assumed that the project package will include provision of facilities for cyclists and some basic infrastructure such a bridges or underpasses, predominantly in urban areas. Generally the small scale of these works is not likely to have a significant effect is not likely to affect air quality. Improving cycling and walking facilities may encourage people to make journeys by these modes as opposed to using the private car. This is likely to be short journeys to facilities within and round towns and to employment sites. The project packages could therefore help to reduce emissions and improve local air pollution and encourage less polluting modes of transport.
5. To protect and enhance landscape and townscape character	0	0	0	0	L	0	H	0	H	The small scale of the projects included in this package mean that they are not likely to have a significant visual impact. Any potential impact should be mitigated through sensitive design to integrate structures into the surrounding landscape. The project package could improve the condition of existing infrastructure, due to the small scale of the works this is not likely to be a significant effect.
6. To protect and enhance the cultural heritage	0	0	0	0	M	0	H	0	H	Due to the small scale of the works included in this project package, it is not likely to affect cultural heritage.
7. To limit the effects of and adapt to climate change	0	0	0	0	L	0	H	0	H	Due to the small scale of the works included in this project package, it is not likely to have an effect in terms of greenhouse gas emissions, or vulnerability of infrastructure to the effects of climate change. If local cycle and footway schemes encourage people to travel by these modes it may lead to a reduction in private car journeys and consequently a reduction in greenhouse gas emissions. As this is likely to be for short journeys to facilities within and around towns and to employment sites, the resultant reduction in greenhouse gas emissions is not likely to be significant
8. Promote the development of a sustainable transport system	++	0	++	++	M	0	H	0	H	This project package will significantly contribute to achieving this SEA objective. The cycle and footway schemes are likely to encourage the use of alternative modes of transport and reduce the need to travel by private car for short journeys particularly to facilities within and around towns and to employment sites.
9. Provide inclusive access to all services and facilities and reduce severance	++	0	++	++	M	0	H	0	H	This project package will significantly contribute to achieving this SEA objective. The provision of lockers, secure parking frames and signing at employment sites, town centres, stations, park and ride sites, country parks, visitor attractions and service buildings will improve access to facilities and services. Safe routes in communities schemes and footway bridges and underpasses could help to reduce severance by providing safer walking routes and crossings etc.

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
10. Protect and promote the general physical and mental well being of the local population	++	0	++	++	M	0	H	0	H	<p>This project package will increase safety and security for users of the transport system through safe routes in communities schemes, local footway and cycle routes and provision of cycle facilities.</p> <p>The project package is likely to encourage walking and cycling, therefore promoting a healthier lifestyle. It will also help to provide access to facilities by a variety of modes.</p>
11. Minimise transport related noise and vibration	0	0	0	0	M	0	H	0	H	<p>The project package may lead to an increase in people using cycle ways and footways and there may be creation of new routes. These are however likely to be in urban areas and follow existing roads. The effect in terms of noise and vibration are not therefore likely to be significant.</p>
12. Ensure the efficient use of natural resources	0	0	0	0	L	0	L	0	M	<p>This project package includes provision of facilities for cyclists such as locks, secure parking frames and signing. Priority will be given to locating facilities at sites such as employment sites, town centres, stations, park and ride sites, visitor attractions and service buildings. These facilities may encourage the use of cycling as an alternative to using a motorised mode of transport, therefore having a positive effect in terms of a reduction in fuel use, this is not likely however likely to be a significant effect.</p> <p>Provision of these facilities would have a natural resource use although it is not likely to be significant, sustainability principles should be adhered to minimise this effect.</p>

RTP Project Packages	Links to Regional and National Cycle and Walking Networks									
	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
1. Ensure biodiversity is protected and enhanced	+	+	+	+	L	+	M	0	M	
2. To safeguard soil quality	0	0	0	0	L	0	M	0	M	<p>There is limited information available at this stage regarding the works that would be undertaken as part of this project package. It is assumed that they would include provision of infrastructure such as cycle paths, footways and crossings. The impact on this SEA objective will depend on the route of the proposed links and whether they are on road routes or follow off road routes, some of which may make use of disused tram or rail lines, and are therefore likely to have a limited land take. The majority of existing regional and national cycle routes in the Mid Wales region follow on road routes.</p> <p>The project package may reduce the number of private car journeys and consequently emissions, as people will have greater access by foot or cycle for work and recreation purposes, this is likely to have a positive effect on soil quality, it is not however likely to be significant.</p> <p>Overall there is not likely to be a significant effect on this SEA objective.</p>
3. To minimise transport related effects on water resources and reduce the risk of flooding	0	0	0	0	L	0	M	0	M	<p>There is limited information available at this stage regarding the works that would be undertaken as part of this project package, it is assumed that they would include provision of infrastructure such as cycle paths, footways and crossings. The impact on this SEA objective will depend on the route of the of the proposed links and whether they are on road routes or follow off road routes, some of which may make use of disused tram or rail lines. Routes that follow existing roads or disused tram and rail lines are not likely to affect flood risk or water quality. Construction of new off road links is also not likely to have a significant effect on this SEA objective.</p> <p>The project package may reduce the number of private car journeys and consequently emissions, as people will have greater access by foot or cycle for work and recreation purposes.</p> <p>Overall there is not likely to be a significant effect of this SEA objective.</p>
4.To minimise transport related air pollution	+	+	+	+	L	+	M	0	M	<p>These schemes are hoped to provide better access to National Cycling and Walking Networks. They are likely to be used for both work and recreational purposes. As such these schemes could occur in various locations across the TraCC region and will result in access for cyclist and pedestrians to both rural and urban locations from across the TraCC area and beyond. The access they provide may reduce travel by private car and consequently reduce emissions which will have a positive effect on local air quality.</p> <p>The project package will encourage the use of less polluting modes of transport.</p> <p>The details of infrastructure required for this project package are not currently known, it is not thought that they are likely to have significant negative effects on air quality, any effect would only be local and in the short term.</p> <p>As the project package provides links to regional and national routes there are likely to be transboundary effects.</p>
5. To protect and enhance landscape and townscape character	?	0	?	?	L	0	L	0	M	<p>There is limited information available at this stage regarding the works that would be undertaken as part of this project package, it is assumed that they would include provision of infrastructure such as cycle paths, footways and crossings. This is not likely to have a significant visual impact and if the links make use of disused rail or tram lines etc. this could lead to a positive effect.</p> <p>Depending on the routes of the links, they could lead to a slight reduction in tranquillity depending on the amount of people using them, this is not likely to be the case if the link is on or alongside a road route.</p> <p>More detail of the routes of the links is required for the effect on this SEA objective to be assessed.</p>

RTP Project Packages	Links to Regional and National Cycle and Walking Networks									
	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
6. To protect and enhance the cultural heritage	0	0	0	0	M	0	M	0	M	This project package is not likely to have a significant effect on cultural heritage. It is assumed that if disused rail and tram lines are designated then they are used appropriately/sympathetically in terms of design etc.
7. To limit the effects of and adapt to climate change	0	0	0	0	L	0	M	0	M	There is limited information available at this stage regarding the works that would be undertaken as part of this project package, it is assumed that they would include provision of infrastructure such as cycle paths, footways and crossings. These are not likely to have a significant effect in terms of greenhouse gas emissions, any effect would only be in the short term. These schemes are hoped to provide better access to National Cycling and Walking Networks. They are likely to be used for both work and recreational purposes. As such these schemes could occur in various locations across the TraCC region and will result in access for cyclist and pedestrians to both rural and urban locations form across the TraCC area and beyond. The access they provide may reduce travel by private car and consequently reduce greenhouse gas emissions, although this is not likely to be a significant effect.
8. Promote the development of a sustainable transport system	++	++	++	++	M	+	M	0	M	These schemes are hoped to provide better access to National Cycling and Walking Networks. They will be used for both work and recreational purposes. As such these schemes could occur in various locations across the TraCC region and will result in access for cyclist and pedestrians to both rural and urban locations form across the TraCC area and beyond. The project package is therefore likely to promote the use of alternative modes of transport and reduce the need to travel by private car.
9. Provide inclusive access to all services and facilities and reduce severance	0	0	0	0	M	0	M	0	M	These schemes are hoped to provide better access to National Cycling and Walking Networks. They are not likely to improve access to services and facilities. The schemes are not likely to have a significant effect in terms of community severance.
10. Protect and promote the general physical and mental well being of the local population	+	+	+	+	M	+	M	0	M	Providing proper access to the national cycling and walking networks will improve safety for pedestrian s and cyclists. It is also likely to encourage people to walk and cycle promoting a healthier lifestyle. There are also likely to be transboundary effects as the project package will provide links to the Regional and National Network.
11. Minimise transport related noise and vibration	0	0	0	0	L	0	M	0	M	There is limited information available at this stage regarding the works that would be undertaken as part of this project package and the location of the links to Regional and National cycle and walking networks. Depending on the location of the links, they could lead to a slight noise effect along the link, this is not however likely to have a significant effect.
12. Ensure the efficient use of natural resources	0	0	0	0	L	0	L	0	M	Although there is limited information available at this stage regarding the works that would be undertaken as part of this project package, it is not likely that the works would have a significant effect in terms of natural resource use.

Project Packages Matrix

RTP Project Packages	Highway Schemes (Non-Trunk) Strategic Improvements (north-south) Strategic Improvements (east-west) Other Strategic Improvements Other Highway Schemes - Pont Briwet, Penrydeudraeth Street Lighting (Capital)
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SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
1. Ensure biodiversity is protected and enhanced	?	0	?	?	L	0	L	0	L	These highways schemes include carriageway improvements, new river crossings and maintenance works. It has been assumed that where appropriate EIA will / has been undertaken on and mitigation measures implemented as required, particularly in relation to ecological issues. For example they will be subject to DMRB and related guidance for ecology. Bridge projects will also be subject to EA guidance. It has also been assumed that such schemes will adhere to the Environment strategy for Wales. Most highways schemes if mitigated appropriately tend to have a greater effect at the local level that decreases with time. It is unlikely that these projects would result in a significant positive effect on this SEA or its sub-objectives, as it is unlikely they would result in new habitat creation or provide new access for all transport system users to come into contact with wildlife or wild places. Also as these schemes predominately have to be located immediately adjacent to existing routes and therefore do not provide a significant opportunity to maximise opportunities for habitat creation through appropriate design and management of resources, manage the transport network in a manner that protects and enhances biodiversity and avoids irreversible losses and encourages the connectivity of habitats.
2. To safeguard soil quality	0	0	0	0	L	0	L	0	M	There is little information available regarding the detail involved in the highway schemes. It is assumed that they largely involve alteration to the existing highway e.g. improvements to alignment, junction improvements etc. There is likely to be a small negative effect on soil quality in terms of land take, this is not likely to have a significant negative effect as the schemes largely involve improvements to the existing highways. The effects will be local, along the existing highways. It is likely that once the improvements have been completed, traffic using the roads will increase therefore increasing emissions which lead to acidification of soils. The highway improvements also however include improved provision for walkers and cyclists and will facilitate improved public transport movement. Overall therefore there is not likely to be a significant increase in emissions and soil acidification.
3. To minimise transport related effects on water resources and reduce the risk of flooding	+/-	0	+/-	+/-	L	0	M	0	M	Highway schemes should improve water quality and flood risk as part of their remit. As it is assumed that the schemes largely include alteration to the existing highway there may be limited opportunity to improve water quality and flood risk, but the scheme should not make the current situation worse. The project package includes a new river crossing, this may have negative effects on water quality and flooding in both the short and long term, it is assumed that EIA will be undertaken for the schemes where appropriate and mitigation is put in place where necessary. The scheme will be subject to EA guidance and it is also assumed that such schemes will adhere to the Environment strategy for Wales. Another scheme includes improvement to an existing road culvert to enable it to cope with increased rainfall likely to arise from climate change; this will have a positive effect on this SEA objective. All effects are likely to be at a local scale, in the vicinity of the scheme.

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
4.To minimise transport related air pollution	-	0	-	0	L	0	M	0	M	In the short term any construction works are likely to have a negative effect on air quality, the extent of the effect will depend on the works involved, it is assumed that works will include alterations to the existing highway and will not have such a major negative effect. Highways improvements will likely result in an increase in traffic, leading to an increase in emissions and a reduction in local air quality. The highway improvements also however include improved provision for walkers and cyclists and will facilitate improved public transport movement. Overall therefore there is not likely to be a significant increase in emissions or change in air quality.
5. To protect and enhance landscape and townscape character	-/+	0	-	-/+	L	0	M	0	M	It is assumed that the highways schemes will largely involve alteration to the existing highway e.g. improvements to alignment, junction improvements etc. the visual impact is not therefore likely to be significant. In the short term there is likely to be a negative visual and noise impact due to construction. Improvements to highways are likely to lead to an increase in traffic using them, this could lead to reductions in tranquillity on rural roads and could have negative effects on townscape for urban roads. The increase in traffic on these highways is likely to lead to a reduction in traffic on other routes. It is assumed that appropriate street lighting will be used to minimise light pollution. The new river crossing may have negative visual impact, this will depend on the exact detail and location of the scheme. The project package could improve the condition of existing transport infrastructure.
6. To protect and enhance the cultural heritage	?	?	?	?	L	0	M	0	M	There is little detailed information available at this stage for this project package. The effect on this SEA objective will depend on the location of the schemes and the works to be undertaken. It is not therefore possible to assess the effect on this SEA objective at this stage.
7. To limit the effects of and adapt to climate change	-	0	-	0	L	0	M	0	M	In the short term any construction works are likely to have a negative effect in terms of greenhouse gas emissions. The extent of the effect will depend on the works involved, it is assumed that works will include alterations to the existing highway and will not therefore have such a major negative effect. Highways improvements will likely result in an increase in traffic, leading to an increase in greenhouse gas emissions. The highway improvements also however include improved provision for walkers and cyclists and will facilitate improved public transport movement. Overall therefore there is not likely to be a significant increase in greenhouse gas emissions.
8. Promote the development of a sustainable transport system	+/-	0	+/-	+/-	M	0	M	0	M	The project package involves improvement of existing highways, this is likely to encourage use of private cars and increase traffic along these routes. The highway improvements also however include improved provision for walkers and cyclists and will facilitate improved public transport movement. The project package is therefore likely to have both positive and negative effect son this SEA objective.
9. Provide inclusive access to all services and facilities and reduce severance	?	0	?	?	L	0	M	0	M	As it is assumed the schemes largely involve improvements to existing highway routes, they are unlikely to provide additional access to facilities and services. They may however improve access by a variety of modes as the schemes include improved provision for walkers and cyclists and will facilitate improved public transport movement. The effect of the project package in terms of community severance is not possible to assess at this stage as it will depend on the exact details of the schemes. It is possible that improvements could include putting in new road crossings etc. to improve severance, however if traffic flows increase due to road improvement and these are not put in place this could have a negative effect.
10. Protect and promote the general physical and mental well being of the local population	+	0	+	+	M	0	M	0	M	It is assumed that the highways schemes will largely involve alteration to the existing highway e.g. improvements to alignment, junction improvements and lighting etc. this is likely to improve road safety. The highway schemes also include improved provision for walkers and cyclists, this is likely to encourage people to use these and promote a healthier lifestyle.
11. Minimise transport related noise and vibration	+/-	0	-	+/-	L	0	M	0	M	It is assumed that the highways schemes will largely involve alteration to the existing highway e.g. improvements to alignment, junction improvements etc. the project package is not therefore likely to lead to more people being affected by noise and vibration issues. People along the existing highways are likely to be negatively affected in the short term during construction. In the long term, the improvements to the highways could increase traffic using these highways routes and therefore increase noise and vibration effects, in this case however traffic will have been moved from another route and this will have a positive effect in terms of noise and vibration for people along these routes.

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12. Ensure the efficient use of natural resources	-/+	+/-	-	0	L	+/-	L	0	M	<p>Highway improvements will have a natural resource use, through materials required for construction, although as they are improvements to the existing highway the effect on natural resources is not likely to be as significant. It is assumed that principles in the <i>Environment Strategy for Wales</i> regarding use of natural resources will be adhered to, such as maximising the use of alternative materials, secondary and recycled aggregates, therefore minimising any effect.</p> <p>It is also assumed that the principle of avoid, reduce, reuse and recycle will be followed for highway construction related waste, therefore minimising the effects.</p> <p>These are likely to be short term effects during construction.</p> <p>Land take is likely to be minimal as the improvements are likely to largely follow the existing highway routes.</p> <p>Positive effects could be seen in the long term through reduced journey times and therefore a reduction in fuel consumption. It is also likely to encourage bus travel if journey times are shorter and the service more reliable. Highway improvements would also include improved provision for walking and cycling, this is likely to reduce private car use therefore reducing fuel use, although this is not likely to have a significant effect in terms of natural resource use.</p>

RTP Project Packages	Traffic Management/Traffic Calming/Safety Projects Safe Routes in Community Projects Creation of 20mph Zones (Home Zones/Quiet Lanes) Smarter Choices Development / Promotion
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SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
1. Ensure biodiversity is protected and enhanced	0	0	0	0	M	0	H	0	M	There are limited details available about the works that would be undertaken. It is assumed that 20mph zones and safe routes in community projects would occur at a local level and be in close proximity or use existing infrastructure. Due to their scale and assuming that appropriate mitigation would occur no significant effect is likely to occur regarding habitats and species, peoples access to wildlife and sites or in the opportunity to manage the transport network in a manner that protects and enhances biodiversity and avoids irreversible losses, allows habitat creation through appropriate design and management of resources or to encourage the connectivity of habitats. The promotion of Smarter choices and its development is unlikely to effect this SEA objective as these will predominately be office based and not result in the construction or use of infrastructure.
2. To safeguard soil quality	0	0	0	0	M	0	H	0	M	There are limited details available about the works that would be undertaken. It is assumed that it would not include any major new infrastructure and where new infrastructure is required it will be in already urban areas. The smarter choices development/promotion is predominantly office based and will not therefore have an effect on this SEA objective The project package is not likely to have a significant effect on this SEA objective.
3. To minimise transport related effects on water resources and reduce the risk of flooding	0	0	0	0	M	0	H	0	M	There are limited details available about the works that would be undertaken. It is assumed that it would not include any major new infrastructure. The smarter choices development/promotion is predominantly office based and will not therefore have an effect on this SEA objective The project package is not likely to have a significant effect on this SEA objective.
4.To minimise transport related air pollution	0	0	0	0	L	0	M	0	M	There are limited details available about the works that would be undertaken. It is assumed that it would not include any major new infrastructure. The smarter choices development/promotion scheme supports National events such as Bike to Work and Walk to School. It also includes road safety education for schools. These initiatives are likely to encourage people to use sustainable methods of transport; this is likely to have a positive effect in terms of local air quality, although it is unlikely to be significant. The project package is not likely to have a significant effect on this SEA objective.
5. To protect and enhance landscape and townscape character	+	0	+	+	L	0	M	0	M	There are limited details available about the works that would be undertaken. It is assumed that it would not include any major new infrastructure and is not therefore likely to have a significant visual impact. Any new infrastructure such as signs etc. should be sympathetically located to minimise visual impacts. The smarter choices development/promotion is predominantly office based and will not therefore have an effect on this SEA objective. Slowing traffic through residential areas is likely to have a positive effect on local townscape character.
6. To protect and enhance the cultural heritage	0	0	0	0	L	0	M	0	M	There are limited details available about the works that would be undertaken. It is assumed that it would not include any major new infrastructure and is not therefore likely to have a significant effect on cultural heritage. The smarter choices development/promotion is predominantly office based and will not therefore have an effect on this SEA objective.
7. To limit the effects of and adapt to climate change	0	0	0	0	L	0	M	0	M	There are limited details available about the works that would be undertaken. It is assumed that it would not include any major new infrastructure and is not therefore likely to have a significant in terms of greenhouse gas emissions. The smarter choices development/promotion is predominantly office based and will not therefore have an effect on this SEA objective.
8. Promote the development of a sustainable transport system	+	0	+	+	L	0	M	0	M	Slowing road traffic through communities and providing footways etc. may encourage pedestrians and cyclists as the roads will be safer for these users. The smarter choices development and promotion scheme supports National events such as Bike to Work and Walk to School. It also includes road safety education for schools. These initiatives are likely to encourage people to use sustainable methods of transport.

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
9. Provide inclusive access to all services and facilities and reduce severance	++	0	++	++	M	0	M	0	M	Slowing road traffic through communities and providing footways etc. may encourage pedestrians and cyclists as the roads will be safer for these users, therefore improving access to facilities and services by a wider variety of modes. This project package is likely to have a significant positive effect on community severance by slowing traffic and allowing safer and easier road crossing.
10. Protect and promote the general physical and mental well being of the local population	++	0	++	++	M	0	M	0	M	Slowing road traffic through communities and providing footways etc. may reduce severance and encourage pedestrians and cyclists as the roads will be safer for these users, therefore promoting a healthier lifestyle. This project package is likely to have a significant positive effect on road safety by slowing traffic and reducing community severance.
11. Minimise transport related noise and vibration	+	0	+	+	M	0	M	0	M	Slowing traffic through communities is likely to have a significant effect on reducing noise and vibration effects on roads through communities.
12. Ensure the efficient use of natural resources	0	0	0	0	L	0	L	0	L	There are limited details available about the works that would be undertaken. It is assumed that it would not include any major new infrastructure and where materials are used WAG sustainability principles are followed for the procurement of materials. The smarter choices development/promotion is predominantly office based and will not therefore have an effect on this SEA objective. Overall this project package is not likely to have a significant effect in terms of natural resource use.

Project Packages Matrix

RTP Project Packages	<p>Parking</p> <p>Park and Ride (Aberystwyth north and south, Newtown)</p> <p>Community Park and Share Feasibility Study</p> <p>HGV Overnight Parking</p>
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SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
1. Ensure biodiversity is protected and enhanced	?	0	?	?	L	0	M	0	M	<p>This project package may require the construction of some new parking facilities in towns for the park and ride and along highways and in towns for the HGV overnight parking. No significant infrastructure construction would be required for the community park and share. It should also be noted that in the short term this project is office based and would not have a significant impact on this SEA objective.</p> <p>The operation of these schemes are unlikely to have a significant effect on the biodiversity SEA objective as air emissions and journeys made would not be altered to a significant extent and no opportunities would be available to improve access to wildlife and wild places, for management of the transport network in a manner that protects and enhances biodiversity and avoids irreversible losses, allows habitat creation through appropriate design and management of resources or encourages the connectivity of habitats.</p> <p>The construction of the site could potentially have an impact on the biodiversity SEA objective both in a positive or negative way. The impact will be determined at project level by its location and extent. Whichever impact occurs it will be localised and minor in its extent.</p>
2. To safeguard soil quality	+	0	0	+	M	0	H	0	M	<p>Infrastructure construction for these project packages is unlikely to have a major significant positive impact as any opportunities to improve any contaminated soils would be limited to a very local extent. Negative impacts are unlikely on soil quality as sites should be designed to ensure that their use does not cause any soil contamination and sites are likely to be located in previously developed areas.</p> <p>It should be noted that in the short term the Community Park and Share project is a feasibility study and will therefore be office based and would not have a significant impact on this SEA objective.</p>
3. To minimise transport related effects on water resources and reduce the risk of flooding	?	0	0	?	L	0	H	0	M	<p>Infrastructure construction for these project packages could have both positive and negative effects on this SEA objective and sub objectives. The impact and its degree will be determined by the location and exact project details. It is likely that any impact would be limited to a local scale due to the limited nature of any construction in this project package.</p> <p>It should be noted that in the short term the Community Park and Share project is a feasibility study and will therefore be office based and would not have a significant impact on this SEA objective.</p>
4. To minimise transport related air pollution	+	0	0	+	M	0	M	0	M	<p>This project package will have a positive impact on this objective as the park and ride schemes seek to reduce private carbon vehicle use in the major towns and so improve local air quality. The park and ride schemes are however likely to have a negative effect on local air quality in the area of the park and ride scheme.</p> <p>The effect of such facilities on traffic levels will not have a transboundary effect as it would only be on the local scale.</p> <p>Although HGV parking does not positively contribute to this objective the parking is unlikely to negatively impact it either as such facilities are unlikely to alter freight transportation levels.</p> <p>It should be noted that in the short term the Community Park and Share project is a feasibility study and will therefore be office based and would not have a significant impact on this SEA objective at this stage.</p>
5. To protect and enhance landscape and townscape character	?	0	0	?	L	0	M	0	M	<p>This project package could positively impact on this SEA objective and sub objectives. The park and ride schemes should minimise loss of tranquillity and be integrated into the surrounding landscape through sensitive design and appropriate maintenance measures. HGV parking should improve the condition of existing transport infrastructure. However a negative impact could occur if this is not achieved in particular with community park and share schemes parking. In certain areas these may detract from the landscape / townscape as they seek to use existing facilities leaving minimal scope to integrate these facilities into the landscape / townscape.</p> <p>It should be noted that in the short term the Community Park and Share project is a feasibility study and will therefore be office based and would not have a significant impact on this SEA objective.</p> <p>Due to the scale of the schemes within these project packages there effects are likely to be localised.</p>

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6. To protect and enhance the cultural heritage	?	0	0	?	M	0	M	0	M	<p>It is not possible to determine the effect of this project package on cultural heritage at this stage as the exact location of the schemes is unknown. The schemes should be located with consideration to the historic environment.</p> <p>The project package could positively impact on this SEA sub objective to ensure access to areas valued for cultural heritage by alternative modes of transport by providing better access to cultural heritage assets through park and ride schemes e.g. in Aberystwyth.</p> <p>It should be noted that in the short term the Community Park and Share project is a feasibility study and will therefore be office based and would not have a significant impact on this SEA objective.</p>
7. To limit the effects of and adapt to climate change	0	0	0	0	L	0	M	0	M	<p>This project package is unlikely to have a significant effect on the SEA objective. The HGV overnight parking scheme is unlikely to affect freight numbers. The park and ride scheme is also unlikely to significantly reduce vehicle journeys.</p> <p>The limited infrastructure alterations in these schemes are unlikely to have a significant effect in the short term during construction.</p> <p>It should be noted that in the short term the Community Park and Share project is a feasibility study and will therefore be office based and would not have a significant impact on this SEA objective.</p>
8. Promote the development of a sustainable transport system	+	0	0	+	M	0	M	0	M	<p>These project packages to a limited extent would promote this SEA objective through the park and ride schemes as although private motor vehicle would still be in use it would reduce its use. HGV parking sites are unlikely to affect this SEA objective. Due to the localised nature of these schemes its effects would be limited to the scheme area.</p> <p>It should be noted that in the short term the Community Park and Share project is a feasibility study and will therefore be office based and would not have a significant impact on this SEA objective.</p>
9. Provide inclusive access to all services and facilities and reduce severance	+	0	0	+	M	0	M	0	M	<p>HGV parking is unlikely to impact this SEA objective and sub-objective.</p> <p>It has been assumed that park and ride buses and community park and ride schemes will be open to non car owners. This project package would therefore positively impact this SEA objective by improving access to facilities/services and reducing transport related community severance. The extent of this scheme will be limited to the local area where the schemes are situated.</p> <p>It should be noted that in the short term the Community Park and Share project is a feasibility study and will therefore be office based and would not have a significant impact on this SEA objective.</p>
10. Protect and promote the general physical and mental well being of the local population	0	0	0	0	L	0	H	0	M	<p>These project packages are unlikely to impact on this SEA objective and sub-objective. It has been assumed that all facilities will be designed to not decrease the safety and security of the transport system users.</p>
11. Minimise transport related noise and vibration	+/-	0	0	+/-	M	0	M	0	M	<p>HGV parking is unlikely to impact this SEA objective and sub-objective.</p> <p>Park and ride schemes should reduce motor vehicle traffic, particularly in the large urban centres where schemes are proposed. This project package should therefore reduce the number of people being affected by transport noise and vibration and minimise the effects of noise and vibration on sensitive receptors. The effect of these project packages will be limited to those areas/ towns where schemes have been implemented. The park and ride schemes is likely however to have a negative effect in terms of noise and vibration on the area surrounding the schemes due to increased traffic.</p> <p>It should be noted that in the short term the Community Park and Share project is a feasibility study and will therefore be office based and would not have a significant impact on this SEA objective.</p>
12. Ensure the efficient use of natural resources	-	-	-	0	L	-	M	0	M	<p>Construction of Park and Ride facilities and HGV overnight parking will have a natural resource use, through materials required for construction. It is assumed that principles in the <i>Environment Strategy for Wales</i> regarding use of natural resources will be adhered to, such as maximising the use of alternative materials, secondary and recycled aggregates, therefore minimising any effect.</p> <p>It is also assumed that the principle of avoid, reduce, reuse and recycle will be followed for highway construction related waste, therefore minimising the effects. The projects will also require land.</p> <p>The community park and share project is at this stage only a feasibility study, there is therefore likely to be no effect in the short term. In the long term, if the scheme was taken forward, it is not likely to have a negative effect in terms of natural resource use or land take as parking facilities are likely to make use of existing facilities such as village halls. It would also be likely to have a positive effect through a reduction in fuel use.</p>

Project Packages Matrix

RTP Project Packages	Regeneration Related Projects (Aberystwyth, Brecon, Severn Valley Cluster, Teifi Valley, Cambrian Mountains)								
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SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
1. Ensure biodiversity is protected and enhanced	?	?	?	?	L	?	L	0	M	<p>There are limited details available about the works that would be undertaken as a result of this project package.</p> <p>It is assumed that these projects would result in a significant redevelopment of certain local areas providing opportunities for a coordinated approach to the development of an area in terms of infrastructure, facilities and usage.</p> <p>Depending on the projects both positive and negative impacts could result for habitats and species, with regard to people accessing wildlife and sites, managing the transport network in a manner that protects and enhances biodiversity and avoids irreversible losses, allowing habitat creation through appropriate design and management of resources and encouraging the connectivity of habitats</p> <p>These effects could occur at a variety of spatial scaled depending on the species and habitats involved.</p>
2. To safeguard soil quality	?	0	?	?	L	0	H	0	M	<p>At a local level this project package would result in infrastructure improvements. This could have both positive and negative effects on the soil quality objective and sub objectives depending on the exact location and project details e.g. land take may be minimised and appropriately located due to efficient use of available land, contaminated land may be remediated and transport related contamination may result in previously unaffected areas as a result of schemes. Effects are likely to be local. The temporal scale of any effect will also be determined by the project location and details.</p> <p>Soil quality is unlikely to be effected to a significant degree at a regional or national level.</p>
3. To minimise transport related effects on water resources and reduce the risk of flooding	?	0	?	?	L	0	M	0	M	<p>At a local level this project package would result in infrastructure improvements. This could have both positive and negative effects on the water quality objective and sub objectives depending on the exact location and project details e.g. improvements could be made in existing and new infrastructure if it is designed using SUDs to reduce transport related pollution and flooding risks, to both the infrastructure and others. However .if not developed appropriately pollution and flooding could result due to the development and unnecessary or inappropriate usage of the water resource may also occur.</p> <p>Effects are likely to be local however some minor effects could be achieved at the regional or national level although these are unlikely to be significant.</p> <p>The temporal scale of any effect will be determined by the project location and details.</p>
4.To minimise transport related air pollution	?	0	?	?	L	0	M	0	M	<p>At a local level this project package would result in infrastructure improvements. Due to the nature of redevelopment projects it is likely that these projects will increase the amount of travel to and within the area. This could have both positive and negative effects on the air quality objective and sub objectives depending on the exact location, project details and stage of the project. For example during construction air quality may decrease but in the long term it could either be increased or decreased depending on the alterations to transport location, transportation type and usage as a result of the development.</p> <p>Effects are likely to be local however some minor effects could be achieved at the regional or national level although these are unlikely to be significant.</p> <p>The temporal scale of any effect will be determined by the project location and details.</p>
5. To protect and enhance landscape and townscape character	+/-	0	-	+	L	0	H	0	M	<p>This package includes projects that would occur to ensure there are adequate transport links to an area to allow economic and social regeneration and development. As such landscape and townscape should be enhanced.</p> <p>At a local level this project package should result in infrastructure improvements and integration that minimises loss of tranquillity, seeks to reduce visual impact of new roads, use appropriate lighting to minimise light pollution from transport infrastructure, integration of permanent structures into the surrounding landscape through sensitive design and appropriate maintenance measures, improve the condition of existing transport infrastructure.</p> <p>Whilst these projects are implemented it is likely that a negative impact on this objective and sub objective would occur. However in the long term at the local level it is anticipated that this project package will have a positive impact on this objective. The extent of effects on the landscape and townscape objective and sub objectives will be determined on the exact location, project details and stage of the project.</p> <p>Effects are likely to be local with no significant effects at the regional or national level.</p>

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6. To protect and enhance the cultural heritage	?	?	?	?	L	?	L	0	M	<p>At a local level this project package would result in infrastructure improvements. This could have both positive and negative effects on the cultural heritage objective and sub objectives depending on the exact location and project details e.g. development could both enhance access to cultural heritage assets and improve there setting or result in decreased access and a poorer setting.</p> <p>Depending on the cultural heritage asset value any effect could be regional and transboundary not just local in scale. This will be determined by the project location and details.</p> <p>The temporal scale of any effect will also be determined by the project location and details.</p>
7. To limit the effects of and adapt to climate change	?	?	0	+	L	?	L	0	M	<p>This package includes projects that would occur to ensure there are adequate transport links to an area to allow economic and social regeneration and development. As such an opportunity is provided to redevelop an area to limit the effects of and adapt to climate change and therefore this project package will positively affect this objective and first two sub objectives, no significant effect is likely for the third. Due to the nature of climate change effects will be local, regional and national and occur in the long term. The exact impact will be determined by the project location and details.</p>
8. Promote the development of a sustainable transport system	+	+	+	++	L	+	L	0	M	<p>This package includes projects that would occur to ensure there are adequate transport links to an area to allow economic and social regeneration and development. As such it provides an opportunity to improve services, facilities, accessibility and transport systems to and within the area which will benefit those at a local, regional and national level.</p> <p>This project package will therefore positively impact this SEA objective and sub objectives by helping to develop a sustainable transport system. The extent to which this occurs will be determined by the project location and details. It is likely that the effects will be greater in the longer rather than shorter term.</p>
9. Provide inclusive access to all services and facilities and reduce severance	+	+	+	++	L	0	L	0	M	<p>This package includes projects that would occur to ensure there are adequate transport links to an area to allow economic and social regeneration and development. As such it provides an opportunity to improve services, facilities, accessibility and transport systems to and within the area which will benefit those at a local and regional level.</p> <p>This project package will therefore positively impact this SEA objective and sub objectives by helping to develop an integrated sustainable transport system which allows access to all. The extent to which this occurs will be determined by the project location and details.</p> <p>It is unlikely that this project package would have a significant effect outside of the TraCC region.</p>
10. Protect and promote the general physical and mental well being of the local population	?	0	?	?	L	0	L	0	M	<p>This package includes projects that would occur to ensure there are adequate transport links to an area to allow economic and social regeneration and development. It should provide an opportunity to improve services, facilities, accessibility and transport systems to and within the area which will benefit those at a local level. Part of this should include the protection and promotion of the general physical and mental well being of the local population through increased safety and security for all users of the transport system, encouraging walking and cycling to promote healthier lifestyles, improving road safety to reduce casualties and ensuring access to health facilities by a variety of modes.</p> <p>This project package should therefore positively impact this SEA objective and sub objectives by helping to develop access within a sustainable redeveloped area. However a negative impact could occur if services are not provided for within such a development or are in the wrong location or wrong type. The extent to which an impact occurs will be determined by the project location and details.</p> <p>It is unlikely that this project package would have a significant effect outside of the TraCC region.</p>
11. Minimise transport related noise and vibration	-	0	-	?	M	0	M	0	M	<p>This package includes projects that would occur to ensure there are adequate transport links to an area to allow economic and social regeneration and development. It should provide an opportunity to improve services, facilities, accessibility and transport systems to and within the area. This is likely to increase the number of journeys to and within an area. Although this could be via modes of transport that do not have significant noise and vibration impacts due to the current transport development opportunities in the TraCC region it is likely that the increased journeys would result in increased noise and vibration. However the design of such development may mitigate the noise and vibration on humans and other sensitive receptors.</p> <p>In the short term the construction of such projects are likely to negatively impact this SEA objective and sub-objective due to the construction impact noise. In the longer term the impact will be determined by the project location and details.</p> <p>The effects of this project package on noise and vibration are likely to only significantly effect the local area.</p>

SEA Objective and Sub Objectives	Spatial Scale		Temporal Scale		Certainty	Transboundary		Interrelationships		Commentary
	Local	TraCC Region	Short Term	Long Term		Significance	Certainty	Significance	Certainty	
12. Ensure the efficient use of natural resources	+/-	+/-	-	+	L	+/-	L	0	M	<p>There are limited details available about the works that would be involved in this project package. It is assumed that it would involve significant redevelopment of certain areas. This is likely to have a significant natural resource use. It is assumed that principles in the <i>Environment Strategy for Wales</i> regarding use of natural resources will be adhered to, such as maximising the use of alternative materials, secondary and recycled aggregates, therefore minimising any effect.</p> <p>It is also assumed that the principle of avoid, reduce, reuse and recycle will be followed for highway construction related waste, therefore minimising the effects.</p> <p>Redevelopment of areas will also provide the opportunity to develop an integrated approach for the provision of sustainable transport infrastructure and facilities and services, therefore possibly reducing the need to travel by private car and consequently reducing fuel consumption in the long term.</p>