

REVIEW OF PLANS, POLICIES AND PROGRAMMES

National Networks – Overarching

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
International		
EU Rural Development Policy 2007 – 2013		
<p>This policy is all about meeting the challenges faced by rural areas and unlocking their potential, and is focused on three thematic axes:</p> <ul style="list-style-type: none"> • Improving the competitiveness of the agricultural and forestry sector • Improving the environment and the countryside • Improving the quality of life in rural areas and encouraging diversification of the rural economy. <p>To help ensure a balanced approach to policy, Member States and regions are obliged to spread their rural development funding between all three of these thematic axes.</p> <p>A new feature for this policy is a greater emphasis on coherent strategy for rural development across the EU as a whole. This is being achieved through the use of National Strategy Plans which must be based on EU Strategic Guidelines. This approach should help to:</p> <ul style="list-style-type: none"> • Identify the areas where the use of EU support for rural development adds the most value at EU level • Make the link with the main EU priorities • Ensure consistency with other EU policies, in particular those for economic cohesion and the environment • Assist the implementation of the new market-oriented common agricultural policy and the necessary restructuring it will entail in the old and new Member States. 	<p>There are no specific targets or indicators of relevance.</p>	<p>The national networks have the potential to connect the country contributing to economic growth and sustainable communities, which also have positive quality of life effects.</p> <p>The three thematic axes from the policy are of direct relevance to the NPS for national networks.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Assess how the NPS ensures that the issues addressed in this policy are, where relevant, integrated into the development of the NPS. • Include objects relating to environmental protection, landscape, and impacts on rural areas.

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The European Spatial Development Perspective (ESDP) (European Commission, 1999)		
<p>The document includes a series of principles that should be used as guidelines when considering initiatives for the spatial development of Europe:</p> <ul style="list-style-type: none"> • Policies and decisions especially economic ones with implications for spatial development, concerning mainly human settlements, agriculture, transport, energy, tourism and industry must not have negative impacts on sustainable development and its objectives. • To achieve this, and before making such decisions with spatial implications, it will be necessary to undertake SEAs on long term ecological effects and to monitor ecological changes with appropriate indicators. • As land-use may have detrimental effects on the climate, spatial planning should be used as an effective tool for combating local and global climate change. • Ecological equilibrium of the landscape implies taking into account the interactions and the balance between complex natural and man-made systems, avoiding one-sided approaches. 	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that complement the principles of the ESDP. This would include the topics of ecology, flooding, land erosion, soil, water and air contamination, geomorphology, landscape and culture and effects on climate change. It is also important to use the precautionary principle when undertaking the assessment. The ESDP clearly identifies the role of SEA in assessing strategic decisions. <p>Although this is a very high level document, the principles are of importance at the national and local level and should be considered when preparing the NPS.</p>
UK		
The Planning Act 2008		
<p>This legislation builds on the proposals set out in the Planning White Paper, published on 21 May 2007, and introduces a new system for nationally significant infrastructure planning, alongside further reforms to the Town and Country Planning system.</p> <p>This legislation established National Policy Statements (NPSs), aimed at providing clear long-term strategic direction for nationally significant infrastructure development and to provide the basis for decision-making on those developments.</p> <p>Each NPS sets out Government policy for the infrastructure it covers and the reasons for that policy. This includes the</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>An appraisal of sustainability of the policy set out in the NPS should be undertaken. This AoS will therefore meet this requirement.</p>

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<p>need for new infrastructure; the relative weight to be given to specified criteria such as the benefits of new infrastructure and the adverse impacts that it might have; and, when action should be taken to mitigate adverse impacts. NPSs can set out criteria to be used in deciding whether a location is suitable for a type of infrastructure. They can also identify specific locations that are or might be suitable or unsuitable for a type of infrastructure¹.</p> <p>Setting out a clear Government policy in this way establishes clear Ministerial accountability for the policy choices that underlie planning decisions on nationally significant infrastructure schemes. It also:</p> <ul style="list-style-type: none"> • reduces the need for discussion at public inquiries about what is or should be Government policy – avoiding a situation in which an attempt is made to determine what the national need is on a case by case basis; and, • gives prospective infrastructure providers clarity as to what proposals are or are not in line with Government policy. <p>This legislation also introduced the independent Infrastructure Planning Commission (IPC), to take decisions on major infrastructure projects (transport, energy, water and waste). The Localism Act 2011 has, however, since abolished the Infrastructure Planning Commission and restores the responsibility for taking decisions on national networks infrastructure projects to the Secretary of State for Transport. It also ensures the NPSs which will be used to guide decisions by ministers, can be voted on by the Parliament.</p>		
Planning for a Sustainable Future: White Paper (CLG, 2007)		
This White Paper sets out detailed proposals for reform of the planning system. The vision is for a planning system which supports vibrant, healthy sustainable communities,	There are no specific targets or indicators of relevance	The AoS objectives should include, to the extent practicable so far as reasonably practicable: <ul style="list-style-type: none"> • A comprehensive assessment of the potential strategic

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<p>promotes the UK's international competitiveness, and enables the infrastructure which is vital to our quality of life to be provided, in a way that is integrated with the delivery of other sustainable development objectives, and ensures that local communities and members of the public can make their views heard.</p> <p>It aims to ensure the whole planning system is able to cope with the following long-term challenges for planning:</p> <ul style="list-style-type: none"> • Meeting the challenge of climate change • Supporting sustainable economic development • Increasing the supply of housing • Protecting and enhancing the environment and natural resources • Improving our local and national infrastructure • Maintaining security of energy supply <p>It proposes reforms on how decisions are taken on nationally significant infrastructure projects including energy, waste, waste-water and transport, responding to the challenges of economic globalisation and climate change. It proposes further reforms to the Town and Country Planning system, building on the recent improvements to make it more efficient and more responsive. It proposes to improve accountability, and it also sets out proposals for improving and extending public and community engagement in the system.</p> <p>It is envisaged that such reforms will help to deliver a wide range of benefits:</p> <ul style="list-style-type: none"> • More and better jobs as a result of sustainable economic development • Better infrastructure so people have access to reliable transport, clean and secure energy, clean water supplies, and better local amenities • Continued protection and enhancement of the natural 		<p>environmental effects of the NPS.</p>

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<p>and historic environment</p> <ul style="list-style-type: none"> • Places shaped by their communities where people are proud to live • More efficient and timely systems in which controls are proportionate to impact and unnecessary costs are eliminated • A more transparent and accountable planning system in which national and local government work together to ensure decisions at every level deliver the best outcomes for all 		
UK Government Sustainable Development Strategy: Securing the Future (HM Government, 2005)		
<p>The strategy for sustainable development aims to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations.</p> <p>As a result of the 2004 consultation to develop new UK sustainable development strategy, the following issues have been highlighted as the main priority areas for immediate action:</p> <ul style="list-style-type: none"> • Sustainable consumption and production - working towards achieving more with less • Climate change and energy - confronting the greatest threat • Natural resource protection and environmental enhancement - protecting the natural resources on which we depend • From local to global - building sustainable communities - creating places where people want to live and work, now and in the future. <p>In addition to these four priorities, changing behaviour also forms a large part of the Government's thinking on sustainable development.</p> <p>The following principles will be used to achieve the sustainable development purpose, and have been agreed by the UK Government, Scottish Executive, Welsh</p>	<p>Although there are no specific targets within this Strategy, it makes reference to targets set in related Public Service Agreements (PSA) and other relevant policy statements. It also lists 68 high level UK government strategy indicators, which will be used to measure the success with which the above objectives are being met. The most relevant to this study are:</p> <ul style="list-style-type: none"> • Greenhouse gas emissions: Kyoto target and CO₂ emissions • CO₂ emissions by end user: industry, domestic, transport (excluding international aviation), other • Energy supply: UK primary energy supply and gross inland energy consumption • Water resource use: total abstractions from non-tidal surface and ground water sources • Waste: arisings by (a) sector (b) method of disposal • Bird populations: bird population indices (a) farmland birds (b) woodland birds (c) birds of coasts and estuaries (d) wintering wetland birds • Biodiversity conservation: (a) priority species status (b) priority habitat status • River quality: rivers of good (a) biological (b) chemical quality <p>Air quality and health: (a) annual levels of particles and ozone (b) days when air pollution is moderate or higher.</p>	<p>The AoS should aim to include objectives that complement the priorities and principles of this Strategy. The NPS should ensure, so far as reasonable practicable, that the key principles of the Strategy are considered throughout the preparation of the NPS. The process of developing the AoS and NPS should consider avoiding likely adverse effects on natural and environmental resources. The AoS should include objectives regarding climate change, flood risk, biodiversity, the use of previously undeveloped land and access to employment.</p>

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<p>Assembly Government WAG, and the Northern Ireland Administration:</p> <ul style="list-style-type: none"> • Living within environmental limits • Ensuring a strong, healthy, and just society • Achieving a sustainable economy • Promoting good governance • Using sound science responsibly 		
UK Marine Policy Statement (MPS) (Defra, 2011)		
<p>This document provides the framework for marine planning and taking decisions affecting the UK marine area. It outlines the UK Administrations' vision for the UK marine area, general principles for decision making and the high level approach to marine planning that will contribute to delivering this vision and so achievement of sustainable development. It sets out the environmental, social and economic considerations that need to be taken into account.</p> <p>It also sets out the policy objectives for the key activities taking place in the marine environment. These objectives are the policy specific outcomes which the UK Administrations are seeking to achieve through the sustainable development of the UK marine area. Marine Plans will need to align with and contribute to delivery of these objectives, and marine plan authorities and decision makers will need to consider pressures and impacts associated with these activities.</p>	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives for the protection of water resources; • Include objectives relating to access to employment and regeneration areas and access to services.
National Infrastructure Plan 2011 (HM Treasury, 2011); National Infrastructure Plan Update 2012 (HM Treasury 2012) and Investing in Britain's Future (HM Treasury, 2013)		
<p>This National Infrastructure Plan sets out a new strategy for meeting the infrastructure needs of the UK economy.</p> <p>The plan outlines:</p> <ul style="list-style-type: none"> • A plan for the UK's infrastructure • A new strategy for coordinating public and private investment • New investment in critical infrastructure projects 	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives which take into consideration access to rural areas, employment areas and regeneration areas; • Consider the environmental performance of any changes to the National Networks; • Consider the impacts of National Networks on flood risk;

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<ul style="list-style-type: none"> • A new focus on delivery <p>In addition, the Government has identified a set of ambitions for improving infrastructure performance which include detailed commitments in the following areas:</p> <ul style="list-style-type: none"> • improving the performance, capacity, connectivity and environmental impacts of the UK's transport networks including maintaining the status of the UK as an international hub for aviation; • achieving a secure, diverse and reliable energy supply for the UK while reducing the carbon intensity of electricity generation at least cost to consumers; • increasing superfast broadband and mobile coverage, and ensuring adequate spectrum availability to support a thriving communications industry; • maintaining the security and performance of the water and sewerage system while reducing its environmental impacts; • mitigating the impacts of flooding and coastal erosion as part of a well-managed, coordinated and affordable risk management system; and • reducing waste sent to landfill, increasing recycling rates and moving towards a zero-waste economy <p>Progress on this Plan was published in 2012 in the National Infrastructure Plan (update 2012).</p> <p>In June 2013 the Government published Investing in Britain's Future which outlines the strategic long term plan for infrastructure spending. This includes commitment to the biggest programme of investment in roads since the 1970s.</p>		<ul style="list-style-type: none"> • Include objectives for the encouragement of waste recycling from the construction and operation of the National Networks.
<p>Localism Act 2011</p>		
<p>The Act aims to shift power from central government to the hands of individuals, communities and councils.</p> <p>Moreover, the Act aims to push power downwards and</p>	<p>No specific indicators or targets.</p>	<p>The Act is of key relevance to the planning process of National Networks, however, its objectives are not applicable to the AoS.</p>

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<p>outwards to the lowest possible level, including individuals, neighbourhoods, professionals and communities as well as local councils and other local institutions.</p> <p>The Localism Act includes five key measures that underpin the Government's approach to decentralisation:</p> <ul style="list-style-type: none"> • Community rights: which ensure that community organisations have a fair chance to bid to take over land and buildings that are important to them; • Neighbourhood planning: new rights will allow local communities to shape new development by coming together to prepare neighbourhood plans; • Housing: councils will get a higher flexibility to manage their housing stock for meeting local demand. • General power of competence: local authorities will have the legal capacity to do anything an individual could do that isn't specifically prohibited • Empowering cities and other local areas: public functions will be transferred to local authorities in order to improve local accountability or to promote economic growth <p>Furthermore, the Act is of key relevance to National Networks as the Act abolishes the Infrastructure Planning Commission and restores its responsibility for taking decisions on national networks infrastructure projects to the Secretary of State for Transport. It also ensures the national policy statements, which will be used to guide decisions by ministers, can be voted on by the Parliament.</p>		
Rural Economy Growth Review (Defra, 2011)		
<p>The review includes a package of new measures that aim to stimulate sustainable growth in the rural economy and help rural businesses to reach their full potential by addressing a set of key rural barriers determined by the review and helping rural businesses take advantage of the opportunities available to them. The proposed measures fall into five main themes:</p>	<p>No specific indicators or targets.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that encourage improving access and public transport facilities to rural areas and to areas of employment opportunities.

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<ul style="list-style-type: none"> • Enabling rural businesses to grow and diversify by providing new funding opportunities, consulting on how to make it easier for farmers to put redundant farm buildings to appropriate alternative business uses and improving broadband access. • Supporting rural tourism. • Expanding the food and drink sector for boosting exports while promoting innovation and encouraging further growth. A joint Government / Industry export action plan will be launched in January 2012. • Delivering green growth by launching a £15m fund to help communities tap into the renewable energy potential of rural areas, and introducing a new initiative to improve skills in the Forestry sector. • Reducing regulation on farms by acting on specific recommendations in the Macdonald Review of Farming Regulation in relation to the Nitrates Directive and Earned Recognition. 		

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Coalition Agreement (Cabinet Office, 2010)		
<p>The Coalition Agreement outlines the Coalition Government's programme of policies over the next five years for the following: banking, business, civil liberties, communities and local government, consumer protection, crime and policing, culture, Olympics, media and sport, defence, deficit reduction, energy and climate change, environment, food and rural affairs, equalities, Europe, families and children, foreign affairs, government transparency, immigration, international development, jobs and welfare, justice, national security, NHS, pensions and older people, political reform, public health, schools, social action, social care and disability, taxation, transport, universities and further education.</p> <p>For transport, the Coalition Agreement sets out make the sector greener and more sustainable, with tougher emission standards and greater support for new transport technologies.</p>	No specific targets or indicators.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives for the reduction of emissions; • Include objectives for the promotion of sustainable travel; • Include objectives for better access to National Networks, in terms of an improved network and its affordability; • Include objectives for the development of security and safe travel.
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (SI 2009/2264)		
<p>These Regulations set out the required pre- and post-application publicity procedures for a proposed application for development consent for certain types of nationally significant transport, energy, water, waste and waste-water infrastructure projects (including with regard who must be consulted in addition to the persons and bodies specified in the Planning Act 2008); provide for the making of the application itself; and set out the application form to be used in Schedule 2.</p>	No specific targets or indicators.	<p>The Regulations are of key relevance to the planning process of National Networks; however, its objectives are not applicable to the AoS.</p>

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The Highway and Railway (Nationally Significant Infrastructure Project) Order 2013		
<p>This order amends the criteria for nationally significant road and rail projects as set out in the Planning Act 2008 (sections 22 and 25). The purpose of the amendment is to speed up delivery and to reduce the cost of transport projects. The following have been included:</p> <ul style="list-style-type: none"> • The construction or alteration of a highway is only considered a nationally significant infrastructure project (NSIP) where the secretary of state is the highway authority; • Thresholds for NSIPs – Over 15 ha for motorways, over 12.5ha for trunk roads where the speed limit is expected to be 50mph or greater and over 7.5ha for all other trunk roads.; • Highway related development for which orders were made prior to 1st March 2010 and a further order is needed for this development, the development will not be considered an NSIP provided that the new order is applied for within seven years of the making of the earlier order; • Any highway alterations to be carried out as part of a development which has already been granted planning permission will not be an NSIP; • The construction or alteration of a railway will only be classed as an NSIP if the construction or alteration is wholly in England, the railway is part of a network operated by an approved operator and the construction or alteration is not covered by permitted development rights; • Construction or alteration of railways is only considered to be an NSIP if the work includes more than a continuous stretch of 2km on land that is not railway operational land before the start of the project; and • If a railway development falls under section 25 of the Planning Act 2008, development consent requirement will not be required for works to be done on existing railway operational land. 	<p>No specific targets or indicators.</p>	<p>The Order is of key relevance to the planning process of National Networks; however, its objectives are not applicable to the AoS.</p>

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England		
Natural Environment and Rural Communities Act 2006		
<p>The Act is primarily intended to implement key aspects of the Government's Rural Strategy published in July 2004; it also addresses a wider range of issues relating broadly to the natural environment.</p> <p>The Act establishes an independent body – Natural England – responsible for conserving, enhancing and managing England's natural environment for the benefit of current and future generations.</p> <p>The Act makes provision in respect of biodiversity, pesticides harmful to wildlife and the protection of birds, and in respect of invasive non-native species. It alters enforcement powers in connection with wildlife protection, and extends time limits for prosecuting certain wildlife offences.</p>	<p>There are no specific targets or indicators of relevance</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to increased access to rural areas and to the minimisation of impacts to the environment.
The National Planning Policy Framework and Sustainable Development		
<p>At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision-taking. For plan-making this means that:</p> <ul style="list-style-type: none"> • local planning authorities should positively seek opportunities to meet the development needs of their area; • Local Plans should meet objectively assessed needs, with sufficient flexibility to adapt to rapid change, unless: <ul style="list-style-type: none"> ○ any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or ○ specific policies in this Framework indicate development should be restricted. For 	<p>There are no specific targets or indicators of relevance.</p>	<p>Sustainable development and the protection of environmental resources are the key principles of the AoS process. Transport is key in helping to deliver sustainable development. The AoS should be developed to ensure that environmental, economic and social effects will be fully assessed.</p>

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<p>decision-taking this means:</p> <ul style="list-style-type: none"> • approving development proposals that accord with the development plan without delay; and • where the development plan is absent, silent or relevant policies are out of date, granting permission unless: <ul style="list-style-type: none"> ○ any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or <p>specific policies in this Framework indicate development should be restricted.</p>		
The National Planning Policy Framework and Rural Areas		
<p>The Core Principles of the NPPF include (paragraph 17): taking account of the different roles and character of different areas, promoting the vitality of our main urban areas, protecting the Green Belts around them, recognising the intrinsic character and beauty of the countryside and supporting thriving rural communities within it.</p> <p>Paragraph 28 states that Planning policies should support economic growth in rural areas in order to create jobs and prosperity by taking a positive approach to sustainable new development.</p>	There are no specific targets or indicators of relevance.	The AoS should include objectives relating to the use of previously undeveloped land access to rural areas. They should address the need to protect the countryside by assessing the effects on biodiversity, pollution to water and air. The AoS should assess how the NPS has sought to contribute to the Government's objectives for rural areas, by increasing the accessibility to rural areas and improving access to employment areas. Furthermore, objectives within the AoS should take into consideration severance.
The Countryside in and Around Towns: A Vision for Connecting Town and Country in the Pursuit of Sustainable Development (The Countryside Agency/Groundwork, 2005)		
<p>This document was jointly published by the Countryside Agency and Groundwork, in 2005. The document presents a new vision for a very extensive and often overlooked resource – the countryside in and around England's towns and cities. It promotes sustainable living through a number of provisions relating to the countryside (e.g. links between urban and countryside areas, health benefits and sustainable waste management).</p> <p>The vision at the heart of the challenge to reduce the pressures that urban life places on the local and global environment is: <i>'the need to ensure a high quality of life for all while at the same time reducing our collective impact on</i></p>	There are no specific targets or indicators of relevance.	National Networks have the potential to have adverse effects on biodiversity, water, soil and air. Therefore, the AoS objectives should fully consider environmental effects in order to reduce impacts on the environment.

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<i>the resources we share'.</i>		
Local Development Framework Documents		
Local Development Frameworks (LDF) are folders of local development documents prepared by district councils, unitary authorities or national park authorities that outline the spatial planning strategy for the local area.	LDF documents do include targets, which are reported upon in an Annual Monitoring Report (AMR), which will include a range of local and standard (Core Output) indicators. It should also highlight if any adjustments to the Local Development Scheme are required. These targets and indicators are relevant at a local level and not at the NPS scale. The NPPF encourages the production of Local Plans, rather than the LDF approach.	These objectives cannot be taken on board in the AoS because they are too local a geographical level.
State of the Countryside (Commission for Rural Communities) 2010		
<p>The State of the Countryside reports provide a broad picture of social, economic and environmental conditions and change across rural England.</p> <p>They aim to raise the profile of rural issues, to develop understanding of the rural dimension and to generate and influence debate about the challenges and choices ahead.</p>	<p>The report presents annual data on numerous topics, including specific indicators within themes such as the population demographics, the environmental quality and the economic state of rural England.</p> <p>The latest report (February 2011) considers the importance of Market Towns and the challenges faced by them.</p>	Data, information, and trends contained within these reports will be considered during the development of the AoS baseline.
Sustainable Communities Act 2007 (Level: England)		
The principal aim of this Act is to promote the sustainability of local communities. In this Act references to promoting the sustainability of local communities, in relation to a local authority, are references to encouraging the improvement of the economic, social or environmental well-being of the authority's area, or part of its area. Social well-being includes participation in civic and political activity.	There are no specific targets or indicators of relevance.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that promote access to rural areas, access to employment areas, protect the environment and encourage the development of the local economy.

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Wales		
National Strategy for Flood and Coastal Erosion Risk Management in Wales (2012)		
<p>The National Strategy provides a national framework for flood and coastal erosion risk management in Wales and contains four overarching objectives for managing flood and coastal erosion risk:</p> <ul style="list-style-type: none"> • Reducing the consequences for individuals, communities, businesses and the environment from flooding and coastal erosion; • Raising awareness of and engaging people on flood and coastal erosion risk; • Providing an effective and sustained response to flood and coastal erosion events; and • Prioritising investment in the most at risk communities. 	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the impacts of network improvements on flood risk and the vulnerability of the network to flood risk.
National Transport Plan (2010)		
<p>Through the Wales Transport Strategy and this Plan, the Welsh Assembly Government will ensure that the targets for ensuring GHG reductions for transport will be met. The Strategy groups the 17 long-term outcomes for transport into five strategic priorities over the next five years:</p> <ul style="list-style-type: none"> • Reducing greenhouse gas emissions and other environmental impacts; • Integrating local transport; • Improving access between key settlements and sites; • Enhancing international connectivity; • Increasing safety and security. 	<ul style="list-style-type: none"> • To improve the reliability, quality and speed of north-south rail links; • To improve reliability, journey time and safety along the north-south road corridors; • To continue to develop the most appropriate, and sustainable, solutions to transport issues in south-east and north-east Wales. 	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the transboundary impacts of network improvements on neighbouring countries.
Towards Zero Waste - The Overarching Waste Strategy Document for Wales (2010)		
<p>This document sets out how the Welsh Assembly Government will build on Wise About Waste - The National Waste Strategy for Wales (2002). It sets out a long term framework for resource efficiency and waste management between now and 2050. It identifies the outcomes they wish to achieve, sets high level targets and lays out their general approach to delivering these targets and other key actions.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The improvement of national networks may generate construction waste that will need appropriate management.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Take account of the fact that waste will be created which will have to be managed.

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Planning Policy Wales (2012)		
Planning Policy Wales sets out the land use planning policies of the Welsh Government. It is supplemented by a series of Technical Advice Notes. Procedural advice is given in circulars and policy clarification letters. It translates the Welsh Government's commitment to sustainable development into the planning system so that it can play an appropriate role in moving towards sustainability.	There are no specific targets or indicators of relevance.	Sustainable development and the protection of environmental resources are the key principles of the AoS process. Transport is key in helping to deliver sustainable development. The AoS should be developed to ensure that environmental, economic and social effects will be fully assessed.
River Basin Management Plans – Severn River Basin District (2009) and Dee River Basin District (2009)		
These plans focus on the protection, improvement and sustainable use of the water environment. River basin management is the approach the Environment Agency is using to ensure the improvement needed in the River Dee and Severn River Basin District. River basin management is a continuous process of planning and delivery. The Water Framework Directive introduces a formal series of 6 year cycles.	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives to address the protection of the water quality environment, including protecting aquatic ecosystems and associated wetlands, promoting the sustainable consumption of water, reducing pollution and reducing the effects of floods and droughts; • Assess how the NPS seeks to avoid and minimise adverse impacts upon the river basin and should ensure that risk associated with storm surges and flooding are considered.

National Networks – Environmental

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International		
Environmental Liability Directive 2004/35/EC		
The Directive focuses upon the prevention and remedying of environmental damage – specifically damage to habitats and species protected by EC law, damage to water resources and land contamination which presents a threat to human health. The Directive is based on the polluter pays principle. Polluters would, therefore, be responsible for remediating the damage they cause to the environment or for measures to prevent imminent threat of damage. Local authorities would be responsible for enforcing the regime in	Annex I of the Directive includes criteria for determining whether effects are significant.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives on the prevention of environmental damage.

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<p>the public interest. The Directive provides specific criteria to determine when damage is significant. The Directive has subsequently been amended but none of the amendments are relevant to this AoS.</p>		
Ambient Air Quality Directive (2008/50/EC)		
<p>The Directive establishes a framework under which the EC agree air quality limit values for specified pollutants.</p> <p>This Directive consolidates existing air quality legislation apart from Directive 2004/107/EC, which will be brought within the new Directive at a later date; provides a new regulatory framework for PM2.5; and makes provision under Article 22 for Member States to postpone attainment deadlines and allow an exemption from the obligation to limit values for certain pollutants, subject to strict conditions and assessment by the European Commission.</p>	<p>Thresholds for pollutants are included in the directive.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address the protection of air quality.
Air Quality Directives (2004/107/EC)		
<p>This Directive establishes a target value for the concentration of arsenic, cadmium, nickel and benzo(a)pyrene in ambient air so as to avoid, prevent or reduce harmful effects of arsenic, cadmium, nickel and polycyclic aromatic hydrocarbons on human health and the environment as a whole.</p>	<p>Thresholds for pollutants are included in the directive.</p>	<p>The improvement of National Networks has the potential to affect emissions to air.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address the impact of National Networks on air quality.
EU Thematic Strategy on Air Quality (2005)		
<p>The CAFÉ Programme forms the basis of the Thematic Strategy for Air Pollution for the EU. The Strategy sets health and environmental objectives and emission reduction targets for the main pollutants.</p> <p>The aim of the CAFE Programme is to establish a long-term, integrated strategy to tackle air pollution and to protect against its effects on human health and the environment.</p> <p>CAFÉ's objectives are:</p> <ul style="list-style-type: none"> • To develop, collect and validate scientific information on the effects of air pollution. • To support the correct implementation and review the 	<p>There are no specific targets or indicators of relevance.</p>	<p>The enhancement of national networks has the potential to affect emissions to air.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address the impact of National Networks on air quality.

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<p>effectiveness of existing legislation and to develop new proposals as and when necessary.</p> <ul style="list-style-type: none"> To ensure that the requisite measures are taken at the relevant level, and to develop structural links with the relevant policy areas. <p>To develop an integrated strategy to include appropriate objectives and cost-effective measures.</p> <p>The thematic strategy on air quality identifies that despite significant improvements in air quality across the EU, a number of serious air quality issues still persist. The strategy promotes an approach, which focuses upon the most serious pollutants, and that more is done to integrate environmental concerns into other policies and programmes. The objective of the strategy is:</p> <ul style="list-style-type: none"> To attain levels of air quality that do not give rise to significant negative impacts on and risks to human health and the environment. <p>The strategy emphasises the need for a shift towards less polluting modes of transport and the better use of natural resources to help reduce harmful emissions. A review of the strategy commenced in 2011 and was on-going in 2013.</p>		
National Emissions Ceiling Directive (2001/81/EC)		
<p>This Directive sets upper limits for the total emissions of the pollutants that each Member State is responsible for (sulphur dioxide, nitrogen oxides, volatile organic compounds (VOCs) and ammonia). These ceiling levels must be met by 2010.</p> <p>Under the Directive, all Member States are required to draw up national programmes in order to demonstrate how they propose to meet the national emissions ceilings by 2010. The Directive leaves it up to each individual Member State to decide upon which measures to take in order to comply. The first national programme was required in 2002 and the second in 2006.</p> <p>The NECD is currently under review to produce new emissions ceilings targets for 2020.</p>	<p>The Directive sets out the national emissions ceilings for the pollutants.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> Include objectives on environmental protection such that they complement the Directive's targets that aim to address pollution to air, ground and water. . Assess how issues relating to environmental impacts through pollution emissions and greenhouse gas emissions as a result of transport are considered during the development of the NPS.

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Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)		
<p>The UK ratified the Bern Convention in 1982.</p> <p>The main objectives of the Convention are to conserve wild flora and fauna and their natural habitats, especially those species and habitats whose conservation requires the co-operation of several States, and therefore the Convention promotes such co-operation. Particular emphasis is given to endangered and vulnerable species, including migratory species.</p> <p>In order to achieve this the Convention imposes legal obligations on contracting parties, protecting over 500 wild plant species and more than 1000 wild animal species.</p> <p>Each Contracting Party s obliged to:</p> <ul style="list-style-type: none"> • Promote national policies for the conservation of wild flora, wild fauna and natural habitats, with particular attention to endangered and vulnerable species, especially endemic ones, and endangered habitats, in accordance with the provisions of this Convention. • Undertake, in its planning and development policies and in its measures against pollution, to have regard to the conservation of wild flora and fauna. • Promote education and disseminate general information on the need to conserve species of wild flora and fauna and their habitats. 	<p>There are no specific targets or indicators of relevance.</p>	<p>If inappropriately managed or improved, national networks have the potential to adversely affect wildlife and habitats both directly and indirectly.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective which protects biodiversity, including protected habitats and species.
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)		
<p>The Convention on the Conservation of Migratory Species of Wild Animals (also known as the Bonn Convention) was adopted in Bonn, Germany in 1979, and is an intergovernmental treaty under United Nation’s Environment Programme. The aim is for contracting parties to work together to conserve terrestrial, marine and avian migratory species and their habitats (on a global scale) by providing strict protection for endangered migratory species.</p> <p>The overarching objectives are:</p> <ul style="list-style-type: none"> • Promote, co-operate in and support research relating to migratory species. • Endeavour to provide immediate protection for migratory species included in Appendix I. 	<p>There are no specific targets or indicators of relevance.</p>	<p>If inappropriately managed or improved, national networks have the potential to adversely affect wildlife and habitats both directly and indirectly.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to protect biodiversity.

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<ul style="list-style-type: none"> • Endeavour to conclude Agreements covering the conservation and management of migratory species included in Appendix II. 		
Council Directive on the Conservation of European Wild Birds (79/409/EEC) (The Birds Directive)		
<p>This Directive relates to the conservation of all species of naturally occurring birds in the wild state in the European territory of the Member States to which the Treaty applies, including the designation of certain habitats as Special Protection Areas (SPA). It covers the protection, management and control of these species and lays down rules for their exploitation, and also the prevention of pollution / deterioration of habitats or any disturbances affecting the birds. The main provisions are the maintenance of Favourable Conservation Status (FCS) of all wild bird species, the identification and classification of Special Protection Areas for rare/vulnerable species and the establishment of schemes for the protection of wild birds.</p> <p>Special Protected Areas (SPAs) as classified by the UK Government under Article 4 of the EC Wild Birds Directive. SPAs are areas of the most important habitat for rare (listed on Annex I to the Directive) and migratory birds within the European Union. SPAs in terrestrial areas and territorial marine waters out to 12 nautical miles are classified under the Wildlife and Countryside Act 1981. Protection of SPAs is underpinned by SSSI designation.</p> <p>The overarching objectives are:</p> <ul style="list-style-type: none"> • To conserve all birds naturally occurring in the European territory; applies to birds, eggs, nests and habitats. • Preserve, maintain or re-establish a sufficient diversity and area of habitats. • Maintain populations of species taking into account ecological, scientific, economic and cultural requirements. • Pay particular attention to wetlands, especially those of international importance. 	<p>Member States are required to define Special Protection Areas for rare or vulnerable species listed in the Directive.</p> <p>The Directive includes targets to achieve Favourable Conservation Status of protected sites and species. The Water Framework Directive requires that, for water dependent interests, FCS is achieved by 2015.</p>	<p>If inappropriately managed or improved, national networks have the potential to adversely affect wildlife and habitats both directly and indirectly.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to protect biodiversity.
Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (The EC Habitats Directive)		
<p>The objective of the Directive is to contribute towards ensuring the conservation of natural habitats and of wild fauna and flora within the European Community.</p>	<p>The Habitats Directive introduces for the first time for protected areas, the precautionary principle; that is that projects can only be permitted having ascertained no adverse effect on the integrity of the</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address issues such as protection of biodiversity and habitats.

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<p>The target for Member States is to take measures to maintain or restore at favourable conservation status, natural habitats and species of Community importance. This includes Special Areas of Conservation, Special Protection Areas and it is usually accepted as also including Ramsar sites. These are known as European Sites. In undertaking these measures Member States are required to take account of economic, social and cultural requirements and regional and local characteristics. Plans that may adversely affect the integrity of European Sites may be required to be subject to Appropriate Assessment under the Directive.</p>	<p>site. Projects may still be permitted if there are no alternatives, and there are imperative reasons of overriding public interest.</p>	
Espoo Convention on Environmental Impact Assessment in a Transboundary Context (1991)		
<p>The Convention was adopted in 1991 and entered into force in September 1997. The UK is party to the Convention.</p> <p>The Convention sets out the obligations of Parties to assess the environmental impact of certain activities at an early stage of planning. It also lays down the general obligations of Parties to consult each other on all major projects under consideration that are likely to have significant transboundary effects. A revision to the Convention in 2004 indicated that affected Parties should be allowed to participate in scoping as appropriate.</p> <p>The Protocol on SEA (Kiev, 2003) augments the Espoo Convention and requires Parties to assess the environmental effects of their plans and programmes. The protocol also proposes extensive public participation in Government decision-making.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives which cover the topics of biodiversity, flooding, soil, water, air quality landscape, culture and heritage and the interactions between all of these topics and indirect effects on climate change.
Environment 2010: Our Future, Our Choice - EU 6 th Environmental Action Plan (2002 – 2012) (EU 2002)		
<p>The EAP reviews the significant environmental challenges and provides a framework for European environmental policy up to 2012.</p> <p>The four priority areas are:</p> <ul style="list-style-type: none"> • Climate change • Nature and biodiversity • Environment and health • Natural resources and waste <p>The action plan highlights that ambitious action is needed to reduce</p>	<p>This includes a long term objective which states: “to achieve reduction of the number of people regularly affected by long-term high noise levels from an estimated 100 million in 2000 by around 10% in 2010, and by 20% in 2020.”</p>	<p>The identification and enhancement of national networks has the potential to adversely affect biodiversity resources both directly and indirectly developed.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address the protection of biodiversity, reducing GHG emissions, adapting to climate change, the sustainable use of resources and impacts on human health.

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<p>global emissions particularly after 2012 when Kyoto's targets expire. This is needed to limit global warming to 2 degrees Celsius.</p> <p>Protecting, conserving, restoring and developing the functioning of natural systems, natural habitats, wild flora and fauna is needed to halt desertification and the loss of biodiversity, including the diversity of genetic resources, both in the European Union and on a global scale.</p> <p>There is a need to contribute to the high level of quality of life for citizens by providing an environment where the level of pollution does not give rise to harmful effects on human health and the environment. Sustainable urban development should also be promoted.</p> <p>Better resource efficiency and resource and waste management is needed to bring about more sustainable production and consumption patterns, thereby de-coupling the use of resources and the generation of waste from the rate of economic growth and aiming to ensure that the consumption of renewable and non-renewable resources does not exceed the carrying capacity of the environment.</p> <p>The Action Plan introduced the concept of developing thematic strategies for particular fields that build upon the existing EU regulatory framework and include new knowledge on threats to the environment and human health. The fields for which the strategies are developed are:</p> <ul style="list-style-type: none"> • Air • Waste prevention and recycling • Marine environment • Soils • Pesticides • Natural resources • The urban environment <p>The European Parliament adopted a resolution in April 2012 to prepare the 7th on the review of the 6th Environment Action Programme and the setting of priorities for the 7th Environment Action Programme</p>		

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OSPAR Biological Diversity and Ecosystems Strategy (OSPAR, 2003)		
<p>This strategy seeks to protect and enhance the ecosystems and the biological diversity of the maritime area, which are, or could be affected as a result of human activities.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>National Network improvement has the potential to adversely affect wildlife and habitats both directly and indirectly.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to biodiversity.
Ramsar Convention on Wetlands of International Importance Especially as Waterfowl Habitat (1971)		
<p>The Convention on Wetlands of International Importance was signed in Ramsar, Iran in 1971. It is an inter-governmental treaty, which provides the framework for national action and international co-operation for the conservation and wise use of wetlands and their resources, as a means to achieving sustainable development throughout the world.</p> <p>There are presently 160 Contracting Parties to the Convention, with 1,967 wetland sites, totalling around 190 million hectares, designated for inclusion in the Ramsar List of Wetlands of International Importance.</p> <p>The original emphasis was on the conservation and wise use of wetlands primarily to provide habitat for waterbirds. However, over the years the Convention has broadened its scope to incorporate all aspects of wetland conservation and wise use, recognising wetlands as ecosystems that are extremely important for biodiversity conservation and for the well being of human communities.</p> <p>'The Convention's mission is the conservation and wise use of all wetlands through local, regional and national actions and international cooperation, as a contribution towards achieving sustainable development throughout the world' (Ramsar COP8, 2002).</p> <p>The general objectives of the Ramsar Strategic Plan 2009-2015 are:</p> <ul style="list-style-type: none"> • The wise use of wetlands: To simulate and assist all 	<p>There are no specific targets and indicators in the document.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to address the protection of biodiversity.

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<p>Contracting Parties to develop, adopt and use the necessary and appropriate instruments and measures to ensure the wise use of all wetlands within their territories.</p> <ul style="list-style-type: none"> • Wetlands of International Importance: To stimulate and support all Contracting Parties in the appropriate implementation of the Strategic Framework and guidelines for the future development of the List of Wetlands of International Importance, including the appropriate monitoring and management of listed sites as a contribution to sustainable development. • International cooperation: To promote international cooperation through the active application of the guidelines for international cooperation under the Ramsar Convention and in particular to mobilise additional financial and technical assistance for wetland conservation and wise use. • Implementation capacity: To ensure that the Convention has the required implementation mechanisms, resources and capacity to achieve its mission. • Membership: To progress towards the accession of all countries to the Convention. 		
UN Convention on Biological Diversity (1992)		
<p>This was one of the main outcomes of the 1992 Rio Earth Summit. The key objectives of the Convention are:</p> <ul style="list-style-type: none"> • The conservation of biological diversity • The sustainable use of its components • The fair and equitable sharing of the benefits arising from the use of genetic resources <p>The achievement of the objectives in the Convention relies heavily upon the implementation of action at the national level.</p> <p>The tenth meeting of the Conference of the Parties, held from 18 to 29 October 2010, in Nagoya, Aichi Prefecture, Japan, adopted a revised and updated Strategic Plan for Biodiversity, including the Aichi Biodiversity Targets, for the 2011-2020 period.</p> <p>There are 20 Aichi Biodiversity Targets that aim to achieve the following five strategic goals:</p> <ul style="list-style-type: none"> • Addressing the underlying causes of biodiversity loss by 	<p>Among others, the Aichi Targets include the following:</p> <ul style="list-style-type: none"> • At least halve and, where feasible, bring close to zero the rate of loss of natural habitats, including forests; • Establish a conservation target of 17% of terrestrial and inland water areas and 10% of marine and coastal areas; • Restore at least 15% of degraded areas through conservation and restoration activities • Make special efforts to reduce the pressures faced by coral reefs. 	<p>The enhancement of national networks has the potential to adversely affect biodiversity resources.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to the protection of biodiversity. • Obtain data about internationally designated sites and nature conservation through the baseline data collation process.

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<p>mainstreaming biodiversity across government and society</p> <ul style="list-style-type: none"> • Reducing the direct pressures on biodiversity and promote sustainable use • Improving the status of biodiversity by safeguarding ecosystems, species and genetic diversity • Enhancing the benefits to all from biodiversity and ecosystem services • Enhancing implementation through participatory planning, knowledge management and capacity building 		
Renewable Energy Directive (RED) 2009/28/EC and Fuel Quality Directive (FQD) 2009/30/EC		
<p>The RED will require member states to ensure a proportion of their energy comes from renewable energy by 2020 The FQD will require member states to ensure a 6% GHG reduction from Transport Sector by 2020</p>	<p>The UK target is 15% renewable energy overall for all sectors including transport, electricity heat, there is also a separate 10% target for renewable energy in transport which will include biofuels, electric cars, hydrogen, etc.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Take into consideration the impact of National Networks to reduce greenhouse gas emissions.
2020 Climate and Energy Package (EC, 2008)		
<p>This package of far-reaching proposals aims to deliver the EU's ambitious commitments to fight climate change and promote renewable energy up to 2020 and beyond. The main aim is to help transform Europe into a low-carbon economy and increase its energy security. The EU is committed to reducing its overall emissions to at least 20% below 1990 levels by 2020, and is ready to scale up this reduction to as much as 30% under a new global climate change agreement when other developed countries make comparable efforts. It has also set itself the target of increasing the share of renewables in energy use to 20% by 2020. The "Climate action and renewable energy package" sets out the contribution expected from each Member State to meeting these targets and proposes a series of measures to help achieve them. Central to the strategy is a strengthening and expansion of the Emissions Trading System (EU ETS), the EU's key tool for cutting emissions cost-effectively. Emissions from the sectors covered by the system will be cut by 21% by 2020 compared with levels in 2005. A single EU-wide cap on ETS emissions will be set, and free allocation of emission allowances will be progressively replaced by auctioning of allowances by 2020. Emissions from sectors not included in the EU ETS – such as transport, housing, agriculture and waste – will be</p>	<p>Emissions from sectors not included in the EU ETS – such as transport, housing, agriculture and waste – will be cut by 10% from 2005 levels by 2020.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective relating to the reduction of greenhouse gas emissions. • Include objectives on tackling climate change.

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<p>cut by 10% from 2005 levels by 2020. Each Member State will contribute to this effort according to its relative wealth, with national emission targets ranging from -20% for richer Member States to +20% for poorer ones. The national renewable energy targets proposed for each Member State will contribute to achieving emissions reductions and will also decrease the European Union's dependence on foreign sources of energy. These include a minimum 10% share for biofuels in petrol and diesel by 2020. The package also sets out sustainability criteria that biofuels will have to meet to ensure they deliver real environmental benefits. The package also seeks to promote the development and safe use of carbon capture and storage (CCS), a suite of technologies that allows the carbon dioxide emitted by industrial processes to be captured and stored underground where it cannot contribute to global warming. Revised guidelines on state aid for environmental protection will enable governments to support CCS demonstration plants.</p>		
<p>Kyoto Protocol to the UN Framework Convention on Climate Change (agreed in 1997, ratified in 2005)</p>		
<p>The Kyoto Protocol agreed in 1997 was designed to address the fact that greater cuts in emissions were needed to prevent serious interference with the climate. It has been ratified by over 166 countries. It sets legally binding emissions reductions targets on the developed countries that have ratified it (including the UK).</p> <p>There have been several Conferences of the Parties, the latest of which will take place in November- December 2011 in Durban, South Africa.</p>	<p>Developed countries agreed to reduce their collective emissions of greenhouse gases by 5.2% from 1990 levels by the period 2008 to 2012. The UK target is to reduce emissions to 12.5% below 1990 levels by 2012 (note that the UK has imposed further targets upon itself notable through the Climate Change Act 2008, since then). Countries can achieve their Kyoto targets by:</p> <ul style="list-style-type: none"> • Reducing greenhouse gas emissions in their own country. • Implementing projects to reduce emissions in other countries. • Trading in carbon. Countries that have achieved their Kyoto targets will be able to sell their excess carbon allowances to countries finding it more difficult or too expensive to meet their targets. 	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective relating to the reduction of greenhouse gas emissions; • Assess issues relating to greenhouse gas emissions as a result of the NPS.

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Strategy on Climate Change: Control Measures Through Until 2020 and Beyond (EC, 2007)		
<p>This assesses the costs and benefits of combating climate change and recommends a package of measures to limit global warming to 2° C. Some of the measures apply to the EU, such as the binding target to reduce greenhouse gas emissions and measures on energy, and others have a broader international scope, such as negotiating an international agreement.</p>	<p>The Strategy calls for the EU to set the target in international negotiations of reducing greenhouse gas emissions in developed countries by 30% (compared to 1990 levels) by 2020. Until an international agreement is made, and without prejudice to the position it will take in these negotiations, the EU should immediately make the resolute and independent commitment to reduce its own emissions by at least 20% by 2020. The Commission recommends taking the following measures on energy:</p> <ul style="list-style-type: none"> • improving the EU's energy efficiency by 20% by 2020 • increasing the share of renewable energy to 20% by 2020 • developing an environmentally safe carbon capture and geological storage policy. 	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives on tackling climate change.
The UN Millennium Declaration and Millennium Development Goals (2002)		
<p>At the 2000 Millennium Summit, the international community adopted the Millennium Declaration, committing itself to a global project designed to definitively reduce the many aspects of extreme poverty.</p> <p>There are eight Millennium Development Goals (MDG) with specific targets related to the Millennium Declaration:</p> <ul style="list-style-type: none"> • eradicating extreme poverty and hunger • achieving universal primary education • strengthening gender equality • reducing child mortality • improving maternal health • combating HIV/AIDS, malaria and other diseases • ensuring environmental sustainability • developing a global partnership for development 	<p>The European Union (EU) made specific commitments to achieve these goals by 2015.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address social aspects, such as health inequality, poverty in addition to environmental sustainability objectives.

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EC Green Paper on Adaptation to Climate Change in Europe (2007)		
<p>On 29 June 2007, the European Commission adopted its first policy document on adapting to the impacts of climate change. This Green Paper "adaptation to climate change in Europe - options for EU action" builds upon the work and findings of the European Climate Change Programme.</p> <p>A four pronged approach is proposed, focussing on the following priority areas:</p> <ol style="list-style-type: none"> 1. Early action in the EU 2. Integrating EU actions into EU external action 3. Reducing uncertainty by expanding the knowledge base through integrated climate research 4. Involving European society, business and public sector in the preparation of coordinated and comprehensive adaptation strategies 	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives on tackling climate change.
UN Framework Convention on Climate Change (2008)		
<p>The Convention sets an overall framework for intergovernmental efforts to tackle the challenge posed by climate change. It acknowledges that the climatic system is affected by many factors and is a shared system. Under the Convention governments have to:</p> <ul style="list-style-type: none"> • Gather and share information on greenhouse gas emissions • Launch national strategies for climate change • Co-operate in preparing for adaptation to the impacts of climate change. 	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address climate change, flooding and the need to reduce greenhouse gas emissions. • Obtain baseline evidence relating to these issues. • Assess how the NPS considers adaptation to the impacts of climate change, such as to flood risk.
Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment (Strategic Environmental Assessment - SEA Directive)		
<p>The purpose of the SEA-Directive is to ensure that environmental consequences of certain plans and programmes are identified and assessed during their preparation and before their adoption. The public and environmental authorities can give their opinion and all results are integrated and taken into account in the course of the planning procedure. After the adoption of the plan or programme the public is informed about the decision and the way in which it was made. In the case of likely transboundary significant effects the affected Member State and its public are informed and have the</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS will be prepared to meet the standards set out in the SEA Directive.</p>

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<p>possibility to make comments which are also integrated into the national decision making process.</p> <p>SEA will contribute to more transparent planning by involving the public and by integrating environmental considerations. This will help to achieve the goal of sustainable development.</p>		
European Landscape Convention (EC, 2000)		
<p>The aims of the European Landscape Convention are to promote European landscape protection, management and planning, and to organise European co-operation on landscape issues. The Convention is part of the Council of Europe's work on natural and cultural heritage, spatial planning, environment and local self-government, and establishes the general legal principles, which should serve as a basis for adopting national landscape policies and establishing international co-operation in such matters.</p> <p>The UK is a signatory to this Convention and the Convention came into force in the UK on 1 March 2007.</p> <p>Natural England is leading the implementation of the ELC in England and has worked with Defra and English Heritage to produce European Landscape Convention: A Framework for Implementation in England: published in October 2007.</p> <p>Natural England's first ELC Action Plan: (695kb) was published in 2008/09 and focussed on three broad categories: existing work in progress; newly established work and scoping new work. The Plan will enable Natural England to monitor cumulative progress, map achievements and bank the results of our national and regional landscape work, showing the impact and success of the ELC activity.</p> <p>The Action Plan was subsequently revised for 2009/10. European Landscape Convention: Natural England's 2009/10 Action Plan.</p> <p>English Heritage and the National Forest Company have also produced action plans highlighting actions that show how implementing the ELC is being integrated into their work.</p>	<p>There are no specific indicators and targets of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives related to the use of previously undeveloped areas, landscape and townscape protection • Gather information about the location of areas of high landscape quality, for example National Parks, AONBs as part of the baseline • Assess how the National Networks NPS seeks to, where possible; reduce potential impacts on landscape, which could lead to changes in views especially landscape resources like National Parks.

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EU Thematic Strategy for Soil Protection (EC, 2004)		
<p>Eight main threats to soil are identified which are:</p> <ul style="list-style-type: none"> • Erosion • Organic matter decline • Contamination • Salinisation • Compaction • Soil biodiversity loss • Sealing • Landslides and flooding <p>The thematic strategy calls for a framework directive and hence advocates higher levels of protection to the soil resource.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The improvement of national networks has the potential to lead to soil contamination and appropriate consideration should be given to potential impacts on soils and how they can be addressed.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective to minimise the impact on soil resources.
EU Soil Framework Directive (Proposed)		
<p>This Directive has not yet been finalised but will include objectives to protect soil.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective to minimise the impact on soil resources.
Directive on the Landfill of Waste (99/31/EC)		
<p>The Directive is intended, by way of stringent operational and technical requirements on the waste and landfills, to prevent or reduce the adverse effects of the landfill of waste on the environment, in particular on surface water, groundwater, soil, air and human health.</p>	<p>The Directive establishes guidelines and targets for the quantities of biodegradable waste being sent to landfill. These are not directly relevant to this study.</p>	<p>The improvement of national networks may generate construction waste that will need appropriate management.</p> <p>The AoS should aim to</p> <ul style="list-style-type: none"> • Take account of the fact that waste will be created which will have to be managed.
EU Directive 2002/49/EC Relating to the Assessment and Management of Environmental Noise - The Environmental Noise Directive (EU, 2002)		
<p>The aim of the Directive is to define a common approach intended to avoid, prevent or reduce the harmful effects including annoyance due to exposure to environmental noise. Each Member State is expected to determine exposure to environmental noise through noise mapping, ensure that information on environmental noise and its effects is made available to the public and to adopt action plans based upon noise mapping results with a view to preventing and reducing environmental noise where necessary, and particularly where exposure effects could induce harmful effects on human health.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>National Network enhancement could result in noise disturbance to local populations. Noise and vibration can affect human health and disturb wildlife.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider noise and vibration impacts, with suitable objectives developed as part of the AoS Framework.

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Guidelines for Community Noise (WHO, 2000)		
This provides guideline noise levels at which critical health effects can occur, including LA _{eq} levels for outdoor living areas, dwelling indoors, inside bedrooms and sound pressure levels for impulse sounds: toys, firearms, fireworks.	This sets specific standards to prevent health impacts.	The AoS should aim to: <ul style="list-style-type: none"> Consider the impacts on health and public health as a result of the National Networks, including the impact of noise on health. .
Directive 2006/7/EC Concerning the Management of Bathing Water Quality and Repealing Council Directive 76/160/EEC		
The Directive sets standards for the monitoring and classification of bathing water quality, the management of bathing water quality and the provision of information to the public on bathing water quality.	Classifications in accordance with the new Directive must be carried out by 2015.	The AoS should aim to: <ul style="list-style-type: none"> Include objectives and baseline information relating to water resources and quality
Directive on the Assessment and Management of Flood Risks (2007/60/EC)		
This Directive aims to establish a framework for the assessment and management of flood risks, aiming at the reduction of the adverse consequences for human health, the environment, cultural heritage and economic activity associated with floods in the community. It requires Member States to assess whether all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these areas, and to take adequate and coordinated measures to reduce this flood risk. It also reinforces the rights of the public to access this information and to have a say in the planning process. The Directive shall be carried out in coordination with the Water Framework Directive, most notably through flood risk management plans and river basin management plans, and also through coordination of the public participation procedures in the preparation of these plans.	The Directive establishes a timetable for the preparation and review of preliminary flood risk assessments (by 22/12/2011), flood hazard maps and flood risk maps (by 22/12/2013) and flood risk management plans (by 22/12/2015). These are then reviewed by 22/12/2018, 22/12/2019 and 22/12/2021 respectively and then every 6 years after that.	The AoS should aim to: <ul style="list-style-type: none"> Include objectives that promote the reduction and management of flood risk. Gather information in relation to flooding, etc. through the baseline data collection process. Consider the resilience of the National Networks in terms of flooding.
Drinking Water Directive (98/83/EC)		
The Directive sets standards for a range of drinking water quality parameters.	The Directive includes standards that constitute legal limits.	The AoS should aim to: <ul style="list-style-type: none"> Include objectives to address the protection of water resources and water quality.
Freshwater Fish Directive (78/659/EEC) (updated in 2006 by Directive 2006/44/EC on the Quality of Fresh Waters Needing Protection or Improvement in Order to Support Fish Life)		
The objective of this Directive relates to the protection of fresh waters needing protection or improvement to support fish life. Member States are required to designate freshwaters needing protection or improvement to support fish life and have a duty to produce action plans to ensure compliance with standards.	The Directive sets out physical and chemical parameters, which are used by Member states as guideline standards for salmonid and cyprinid waters.	Whilst the particular focus of this Directive is not directly relevant to this study, the principle of protecting water quality is important. The AoS should aim to:

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In 2013 the Directive will be repealed and waters currently designated, as Freshwater Fish Directive Waters will be protected areas under the Water Framework Directive.		<ul style="list-style-type: none"> • Include an objective to address the protection of water quality.
Groundwater Directive (GWD) (80/68/EEC)		
<p>This Directive prohibits the direct or indirect discharge into groundwater of List I substances and limits discharges of List II substances so as to avoid pollution.</p> <p>The Directive does not apply to discharges of domestic effluents from isolated dwellings not connected to a sewerage system</p> <p>The Directive is to be repealed with effect from 22 December 2013.</p>	There are no specific targets or indicators of relevance.	<p>Potential groundwater pollution is an issue, which needs to be carefully considered and mitigated.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to the protection of water resources.
"New" Groundwater Directive (GWD) (2006/118/EC)		
<p>The Water Framework Directive sets objectives for groundwater quality, including an objective to meet "good chemical status" by 2015, an objective on pollution trends, and an objective to prevent or limit the input of pollutants to groundwater. Clarification of the objectives, however, is left to the daughter directive.</p> <p>The Directive is designed to prevent and combat groundwater pollution. Its provisions include:</p> <ul style="list-style-type: none"> • criteria for assessing the chemical status of groundwater • criteria for identifying significant and sustained upward trends in groundwater pollution levels, and for defining starting points for reversing these trends • preventing and limiting indirect discharges (after percolation through soil or subsoil) of pollutants into groundwater 	Threshold values are established by Member States, the first of which must be complete by 22 December 2008. The Directive sets out physical and chemical parameters which are used by Member states as guideline standards	<p>Whilst the particular focus of this Directive is not directly relevant to this study, the principle of protecting water quality is important.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to address the protection of water quality.
Recommendation of the European Parliament and of the Council of 30 May 2002, Concerning the Implementation of Integrated Coastal Zone Management in Europe (2002/413/EC)		
<p>From 1996 to 1999, the Commission operated a Demonstration Programme on Integrated Coastal Zone Management (ICZM), in order to determine the measures necessary to stimulate ICZM in Europe.</p> <p>Following this, the Commission adopted two documents. In 2000 a Communication on Integrated Coastal Zone Management: A Strategy for Europe was adopted. Its aim was to promote a collaborative approach to planning and management of the coastal</p>	There are no specific targets or indicators of relevance.	<p>The quality of the coastal environment has a major impact upon the tourist industry and upon quality of life.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Address potential impacts on water resources; • Assess how the NPS seeks to avoid and minimise adverse impacts upon the coastal environment

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<p>zone, through governance with civil society. In 2002 the above Recommendation was adopted, outlining the steps which the Member States should take to develop national strategies for ICZM. The national strategies were due in 2006. A consultation seeking views on how best to promote and implement an CZM in England, was published in 2006. The responses to this consultation have helped to finalise the ICZM Strategy for England, in 2008 'A strategy for promoting an integrated approach to the management of coastal areas in England'</p> <p>The Recommendation sets out 8 principles, which define the essential characteristics of ICZM, to be used to formulate national strategies and measures to ensure good coastal zone management. The principles specify that coastal zone management should be based on:</p> <ul style="list-style-type: none"> a) A broad overall perspective (thematic and geographic), which will take into account the interdependence and disparity of natural systems and human activities with an impact on coastal areas; b) A long-term perspective which will take into account the precautionary principle and the needs of present and future generations; c) Adaptive management during a gradual process which will facilitate adjustments as problems and knowledge develop. This implies the need for a sound scientific basis concerning the evolution of the coastal zone; d) Local specificity and the great diversity of European coastal zones, which will make it possible to respond to their practical needs with specific solutions and flexible measures; e) Working with natural processes and respecting the carrying capacity of ecosystems, which will make human activities more environmentally friendly, socially responsible and economically sound in the long run; f) Involving all the parties concerned (economic and social partners, the organisations representing coastal zone residents, non-governmental organisations and the business sector) in the management process, for example by means of agreements and based on shared responsibility; g) Support and involvement of relevant administrative bodies at 		<p>and ensures that risks associated with storm surges and flooding are assessed, considered and mitigated.</p>

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<p>national, regional and local level between which appropriate links should be established or maintained with the aim of improved coordination of the various existing policies. Partnership with and between regional and local authorities should apply when appropriate;</p> <p>h) Use of a combination of instruments designed to facilitate coherence between sectoral policy objectives and coherence between planning and management.</p> <p>During 2006 and 2007 the Commission reviewed the implementation of the Recommendation and issued a Communication. The Report to the European Parliament and the Council: An evaluation of Integrated Coastal Zone Management in Europe presents the conclusions of this evaluation exercise and sets out the policy directions for further promotion on ICZM in Europe.</p>		
Shellfish Waters Directive (2006/113/EC)		
<p>This Directive aims to protect the quality of coastal and brackish waters designated for protection or improvement to support particular shellfish populations.</p> <p>This Directive will be repealed in 2013 by the EC Water Framework Directive.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>Whilst the particular focus of this Directive is not directly relevant to this study the principle of protecting water quality is important.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective in the AoS framework to address the protection of water quality.
Urban Waste Water Treatment (91/271/EEC)		
<p>Due to their volume, discharges of urban waste water are the second most serious cause of the pollution of waters by eutrophication. In some cases, road drainage may discharge to urban waste water systems, which overflow to receiving waters when it rains heavily. This Directive seeks to harmonise measures relating to the treatment of such waters at Community level.</p> <p>This Directive concerns the collection, treatment and discharge of urban waste water and the treatment and discharge of waste water from certain industrial sectors. Its aim is to protect the environment from any adverse effects due to discharge of such waters.</p> <p>Annex II requires Member States to draw up lists of sensitive and less sensitive areas which receive the treated waters. These lists</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective to address water quality broadly, which may include the release of wastewater.

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must be updated regularly.		
Water Framework Directive (2000/60/EC)		
<p>The purpose of this Directive is to establish a framework for the protection of inland surface waters, transitional waters, coastal waters and groundwater which:</p> <ul style="list-style-type: none"> • Prevents further deterioration and protects and enhances the status of aquatic ecosystems and, with regard to their water needs, terrestrial ecosystems and wetlands directly depending on the aquatic ecosystems • Promotes sustainable water use based on a long-term protection of available water resources • Aims to enhance protection and improvement of the aquatic environment, inter alia, through specific measures for the progressive reduction of discharges, emissions and losses of priority substances and the cessation or phasing-out of discharges, emissions and losses of the priority hazardous substances • Ensures the progressive reduction of pollution of groundwater and prevents its further pollution • Contributes to mitigating the effects of floods and droughts 	<p>Objectives for surface waters:</p> <ul style="list-style-type: none"> • Achievement of good ecological status and good surface water chemical status by 2015 • Achievement of good ecological potential and good surface water chemical status for heavily modified water bodies and artificial water bodies • Prevention of deterioration from one status class to another • Achievement of water-related objectives and standards for protected areas <p>Objectives for groundwater:</p> <ul style="list-style-type: none"> • Achievement of good groundwater quantitative and chemical status by 2015 (quantity is a significant issue for groundwater – there is only a certain amount of re-charge into groundwater each year and this re-charge is needed to supported connected ecosystems) • Prevention of deterioration from one status class to another • Reversal of any significant and sustained upward trends in pollutant concentrations and prevent or limit input of pollutants to groundwater • Achievement of water related objectives and standards for protected areas <p>This Directive sets the deadline of 2015 for achieving Favourable Conservation Status for Protected Areas, such as Natura 2000 sites.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that promote the protection and enhancement of the water quality and quantity. This includes water usage as well as a need to assess indirect effects such as dependent aquatic and terrestrial ecosystems and flooding; • Gather information about the water environment through the baseline data collection process; • Assess how the NPS considers the impact of national networks on water resources and how any effects on water resources, in terms of quality and quantity might affect other receptors.
Environmental Quality Standards Directive 2008/105/EEC		
<p>This Directive lays down environmental quality standards (EQS) for priority substances and certain other pollutants as provided for in Article 16 of Directive 2000/60/EC, with the aim of achieving good</p>	<p>Sets out annual average and maximum allowable concentrations for inland surface waters and other surface waters for priority substances and certain</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective that relates to water quality.

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<p>surface water chemical status.</p> <p>Member States shall:</p> <ul style="list-style-type: none"> • apply the EQS for bodies of surface water • arrange for the long-term trend analysis of concentrations <p>establish an inventory, including maps, if available, of emissions, discharges and losses of all priority substances and pollutants for each river basin district or part of a river basin district lying within their territory</p>	<p>other pollutants.</p>	
European Convention on the Protection of the Archaeological Heritage (Valetta, 16.I.1992)		
<p>The aim of this (revised) Convention is to protect the archaeological heritage as a source of the European collective memory and as an instrument for historical and scientific study.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the protection archaeological heritage and include objectives accordingly.
UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)		
<p>The Convention requires that cultural and natural heritage is identified, protected, conserved, presented and transmitted to future generations. It also requires that effective and active measures are taken to protect and conserve cultural and natural heritage.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the protection of both cultural and natural heritage and include objectives accordingly; • Gather data about the existing baseline conditions; • Assess how the NPS seeks to avoid adverse effects on cultural and natural heritage.
Priority Substances Directive (2008/105/EEC)		
<p>The Directive sets Environmental Quality Standards for Priority Substance and other pollutants in the aquatic environment, as required by Article 16(8) of the Water Framework Directive.</p>	<p>The Directive provides targets for Annual Average and Maximum Allowable Concentrations for Priority Substances and other pollutants.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective that relates to water quality.
Directive on Pollution Caused by Certain Dangerous Substances Discharged into the Aquatic Environment of the Community (2006/11/EEC)		
<p>The aim of the directive is to eliminate, or to reduce, the pollution of water by certain dangerous substances listed in the directive. This directive lays down rules for protection against, and prevention of, pollution resulting from the discharge of certain substances into the aquatic environment. It applies to inland surface water, territorial waters and internal coastal waters.</p> <p>To combat the pollution of these waters, two lists have been set out</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Assess whether the National Networks will have impacts on water quality, for example discharges of surface water.

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<p>containing dangerous substances that need to be controlled:</p> <ul style="list-style-type: none"> • pollution from substances in list I, which must be eliminated; • pollution from the products in list II, which must be restricted. <p>The directive sets quality objectives and emission limit values for list I substances based on the best available techniques. These limit values are mandatory unless the Member States can ascertain that the quality objectives are being met and continuously maintained.</p>		
EU 2020 Biodiversity Strategy (EC, 2011)		
<p>The strategy outlines six main targets and 20 actions to help Europe reach its goal of halting the loss of biodiversity and ecosystem services in the EU by 2020. The targets include:</p> <ul style="list-style-type: none"> • Full implementation of EU nature legislation to protect biodiversity • Better protection for ecosystems, and more use of green infrastructure • More sustainable agriculture and forestry • Better management of fish stocks • Tighter controls on invasive alien species • A bigger EU contribution to averting global biodiversity loss 	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that promote the protection of the natural environment and biodiversity.
EU Report: Review of the Implementation of Directive 2002/49/EC on environmental noise (May 2010)		
<p>Report, commissioned by the EU Directorate-General for the Environment and written by Milieu, Risk and Policy Analysts (RPA) and TNO, which reviews the implementation of the EU Environmental Noise Directive 2002/49/EC, with particular regard to the main problems and difficulties that were experienced by the 27 EU Member States and their competent authorities.</p>	No specific targets or indicators.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives for the reduction of noise from National Networks.
UK		
The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (Defra, 2007)		
<p>This Strategy sets out air quality objectives and policy options to further improve air quality in the UK from today into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.</p> <p>This updated strategy provides a clear, long-term vision for</p>	<p>The Strategy sets objectives and targets for each air quality pollutant, e.g. to achieve and maintain 40µg.m-3 of annual average nitrogen dioxide.</p>	<p>The enhancement of national networks has the potential to affect emissions to air.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address the protection of air quality.

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<p>improving air quality in the UK and offers options for further consideration to reduce the risk to health and the environment from air pollution. It sets out a way forward for work and planning on air quality issues, details objectives to be achieved, and proposes measures to be considered further to help reach the objectives. This review of the previous Air Quality Strategy (2003) proposes potential new policy measures to improve air quality, and examines their costs and benefits, the impact on exceedances of the strategy's air quality objectives, the effect on ecosystems and also the qualitative impacts.</p> <p>This strategy sets out an agenda for the longer term, in particular the need to find out more about how air pollution impacts on people's health and the environment, to help inform options and future policy decisions. It sets out a framework to achieve cleaner air that will bring health and social benefits.</p> <p>In October 2009, The draft Greater London Authority Air Quality Strategy "Clearing the Air" was published. It outlines the key sources of London's airborne pollutants and proposes an action plan to reduce emissions. The pollutants of particular concern are nitrogen dioxide (NO₂) and fine particulate matter (PM₁₀) - road transport is the main source of emissions.</p>		
National Emission Ceiling Regulations 2002		
<p>These Regulations transpose EU Directive 2001/81/EC into UK legislation and set maximum emission limits for SO₂, NO_x, VOC and NH₃ in the UK.</p>	<p>These Regulations set out the national emissions ceilings for the pollutants.</p>	<p>The enhancement of national networks has the potential to affect emissions to air.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address the protection of air quality.
Wildlife and Countryside Act (England and Wales) 1981 as amended by Wildlife and Countryside (Amendment) Act 1991		
<p>Protection of wildlife (birds, animals and plants), countryside, national parks, public rights of way and the designation of protected areas such as Sites of Special Scientific Interest or limestone pavement orders.</p>	<p>No measurable targets and indicators.</p>	<p>National corridor Improvements could have the potential to adversely affect wildlife and habitats both directly and indirectly.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address issues such as protection of biodiversity and habitats.

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The Conservation (Natural Habitats, &c.) Regulations 1994 as amended by The Conservation (Natural Habitats, &c.) (Amendment) (No. 2) Regulations 2009		
<p>The Conservation (Natural Habitats, &c.) Regulations 1994 transpose RAMUK Habitats Directive) into national law. The Regulations came into force on 30 October 1994, and have been subsequently amended in 1997 and (in England only) 2000. Containing five Parts and four Schedules, the Regulations provide for the designation and protection of 'European sites', the protection of 'European protected species', and the adaptation of planning and other controls for the protection of European Sites.</p>	No measurable targets and indicators.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address the conservation of natural habitats and of wild fauna and flora.
Carbon Pathways: Informing Development of a Carbon Reduction Strategy for Transport (DfT, 2008)		
<p>This paper takes forward the analysis originally promised in TaSTS. It updates projections of transport CO₂ emissions, clarifying the scale of the challenge facing transport. It considers the drivers of transport demand which should help in the identification of options for CO₂ reduction.</p>	No measures or indicators identified.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to the reduction of greenhouse gas emissions.
UK Climate Change Risk Assessment: Government Report (2012)		
<p>This report outlines the UK Government's views on the main issues raised in the Climate Change Risk Assessment (CCRA) Evidence Report (an independent analysis funded by UK Government and Devolved Governments), to highlight actions already in place to manage the risks identified in the CCRA, and to outline UK Government plans for the future.</p> <p>This report sets out the main priorities for adaptation in the UK under five key themes identified in the CCRA Evidence Report: Natural Environment; Buildings & Infrastructure; Health & Wellbeing; Business & Services; and Agriculture & Forestry and describes the policy context in each area.</p>	There are no specific targets or indicators of relevance.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that would promote an improved resilience of National Networks.
Climate Change – The UK Programme 2006: Tomorrow's Climate Today's Challenge (House of Commons Environmental Audit Committee, 2006)		
<p>Aims to improve business use of energy, use renewable sources of electricity, cut emissions from the transport sector, continue cutting emissions from agriculture, improve energy efficiency and to ensure the public sector takes a leading role, for example by developing green travel plans.</p>	<p>This programme contains further commitments to help achieve our national goal of reducing carbon dioxide by 20 per cent below 1990 levels by 2010 and, in the long-term, reduce emissions by 60 per cent by 2050.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to the reduction of greenhouse gas emissions.

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	The Government target is now to reduce the UK's Greenhouse Gas emissions by at least 80% (compared to 1990 levels) by 2050 (Climate Change Act 2008).	
Climate Change Act 2008		
The UK Government is committed to addressing both the causes and consequences of climate change and has therefore introduced a Climate Change Act. The Act creates a new approach to managing and responding to climate change in the UK through: setting ambitious targets, taking powers to help achieve them, strengthening the institutional framework, enhancing the UK's ability to adapt to the impact of climate change and establishing clear and regular accountability to the UK, Parliament and devolved legislatures.	The Government has a target to reduce the UK's Greenhouse Gas emissions by at least 80% (compared to 1990 levels) by 2050.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives relating to the reduction of greenhouse gas emissions.
Building a Low-Carbon Economy – The UK's Contribution to Tackling Climate Change (Committee on Climate Change, 2008) and the Fourth Carbon Budget: Reducing Emissions Through the 2020s (CCC, 2010)		
<p>This report explains why the UK should aim for an 80% reduction in CO₂ emissions by 2050 and how that is attainable, and recommends the first three budgets that will define the path to 2022. In addition, the Fourth Carbon Budget outlines the emission targets for the 2023-2027 time period. Both of the reports make recommendations how these targets could be reached while cutting carbon emissions across a range of sectors.</p> <p>Both of the reports indicate that the necessary carbon emission reductions in the transport sector could be achieved through technology innovation, i.e. through the use of battery electric and plug-in hybrid electric cars and vans and potentially the electrification of rail.</p>	To cut emissions by at least 80% below 1990 levels by 2050.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives that cover climate change and the reduction of CO₂ emissions; • Include objectives that promote the transformation to a low carbon economy.
Energy Act 2004 as partially repealed or amended by Energy Act 2008 and Energy Act 2011 respectively		
<p>The Act implements the legislative aspects of the 2007 Energy White Paper: Meeting the Energy Challenge. It updates the legislative framework by setting out new legislation to:</p> <ul style="list-style-type: none"> • Reflect the availability of new technologies (such as Carbon Capture and Storage and emerging renewable technologies) • Correspond with our changing requirements for security of supply infrastructure (such as offshore gas storage) 	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives relating to the minimisation of greenhouse gas emissions.

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<ul style="list-style-type: none"> • Ensure adequate protections for the environment and the tax payer as our energy market changes <p>This policy is driven by the two long-term energy challenges faced by the UK: tackling climate change by reducing carbon dioxide emissions, and ensuring secure, clean and affordable energy. The Energy Act, alongside the Planning and Climate Change Acts, seeks to ensure the legislation underpins the long-term delivery of the energy and climate change strategy. The following issues are addressed in the Act:</p> <ul style="list-style-type: none"> • Offshore gas supply infrastructure • Carbon Capture and Storage • Renewables • Decommissioning of offshore renewables and oil and gas installations • Improvements to offshore oil and gas licensing • Nuclear waste and decommissioning financing • Offshore electricity transmission • Housekeeping 		
UK Renewable Energy Road Map, 2011 and Update 2012		
<p>The Renewable Energy Roadmap (the Roadmap) shows both strong growth in renewable electricity deployment over the last year and that the UK is on track to meet the first interim target on the way to the ambitious target of 15% renewable energy consumption by 2020. The 2012 update sets out the progress and changes delivered in the sector over the past year, and set out the challenges and actions for the year ahead. In 2011, renewable energy accounted for 3.8% of energy consumption, up from 3.2% in 2010. The Road Map expects it to increase to over 4% in line with the first interim target on the way to 2020.</p>	<p>Interim transport target as defined by the Renewable Transport Fuel Obligation, of around 5% by 2013/2014.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective relating to the use of renewable energy, as part of tackling climate change.
Environment Act 1995		
<p>The main purpose of the Environment Act is to protect and preserve the environment and guard against pollution to air, land or water. The Act adopts an integrated approach to environmental protection and outlines where authorisation is required from relevant authorities to carry out certain procedures as well as outlining the responsibilities of the relevant authorities.</p>	<p>No measurable targets and indicators.</p>	<p>The improvement of national networks could have an adverse impact on the environment.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that relate to environmental protection.

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Marine and Coastal Access Act 2009 (HM Government, 2008)		
The Act aims to ensure clean healthy, safe, productive and biologically diverse oceans and seas, by putting in place better systems for delivering sustainable development of marine and coastal environment.	No measures/indicators identified.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives and baseline information to protect water resources; • Assess how the National Networks NPS has considered impacts on water quality.
Shoreline Management Plans (SMPs) (Environment Agency)		
There are 22 SMPS, which cover the entire coastline of England and Wales. These high level strategic documents aim to provide the latest information on coastal changes, including social, economic and environmental data. They also contain flood and coastal erosion risk management policies for 20, 50 and 100 years into the future.	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Address potential impacts on the coastal environment if relevant.
River Basin Management Plans (Environment Agency)		
<p>The main functions of the plans are:</p> <ul style="list-style-type: none"> • They act as an inventory and documentation mechanism for the information gathered including: environmental objectives for surface and ground waters, quality and quantity of waters, and the impact of human activity on water bodies. • They co-ordinate programmes of measures and other relevant programmes within the river basin district. • They form the main progress reporting mechanism to the EC as required by the Water Framework Directive Article 15. 	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives to address the protection of the water quality environment, including protecting aquatic ecosystems and associated wetlands, promoting the sustainable consumption of water, reducing pollution and reducing the effects of floods and droughts; • Gather data in relation to the characteristics of the basin environment as part of the baseline data collation process; • Assess how the NPS seeks to avoid and minimise adverse impacts upon the river basin and should ensure that risk associated with storm surges and flooding are considered.
The Pitt Review: Learning Lessons from the 2007 Floods (Pitt, 2008)		
<p>The review looks at the lessons to be learnt from the floods and highlights a long list of failings.</p> <p>The review states that planning or flooding should have the same priority as terrorism or flu prevention</p>	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives that promote the reduction and management of flood risk; • Gather information in relation to floodplains, etc. through the baseline data collection process; • Consider the ability of national networks to avoid,

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The review stresses that flooding is only likely to get worse and society needs to adapt. It goes on to make 87 recommendations and argues that the public have to be better prepared.		reduce and adapt to the impacts of flood risk.
Enterprise and Regulatory Reform Act 2013		
Given Royal Assent in April 2013, this legislation includes four heritage protection reforms aimed at improving efficiency without affecting protection. Some of them were promoted in the draft Heritage Protection Bill (2) in 2008 that failed to enter Parliament through lack of time. They were also recommendations of the Penfold Review of non-planning consents.	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives relating to the protection of the historic environment; • Assess how the NPS seeks to avoid adverse impacts on cultural heritage features and resources.
Ancient Monuments and Archaeological Areas Act 1979		
<p>This is the main legislation concerning archaeology in the UK. This Act, building on legislation dating back to 1882, provides for nationally important archaeological sites to be statutorily protected as Scheduled Ancient Monuments.</p> <p>Section 61(12) defines sites that warrant protection due to their being of national importance as 'ancient monuments'. These can be either Scheduled Ancient Monuments or "any other monument which in the opinion of the Secretary of State is of public interest by reason of the historic, architectural, traditional, artistic or archaeological interest attaching to it".</p> <p>The Act also provides for taking monuments into the care of the Secretary of State - the concept of 'guardianship' where a monument remains in private ownership but the monument is cared for and (usually) opened to the public by the relevant national heritage body.</p> <p>The Act introduced the concept of Areas of Archaeological Importance (AAI), areas of historic significance which receive further protection by requiring prior notification of any operations (including operations which disturb the ground) within the AAI.</p>	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives relating to the protection of the historic environment. • Assess how the NPS should seek to avoid adverse impacts on Ancient Monuments and Areas of Archaeological Importance.
Town and Country Planning Act 1990		
This Act was passed to better regulate the way in which large and small scale developments were approved by local authorities in England and Wales. It provides local planning authorities the power to take steps requiring land to be cleaned up when conditions adversely affect the amenity of an area.	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Consider the impacts of network improvements on towns/cities where relevant

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Clean Neighbourhoods and Environment Act 2005		
This Act is related to problems associated with local environmental quality.	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Include an objective relating to the reduction of negative impacts on local environment. • Assess how the NPS seeks to avoid adverse impacts on local environmental quality.
Environmental Protection Act 1990		
This makes provision for the improved control of pollution arising from certain industrial and other processes.	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Include overall objectives for the protection of the environment.
Control of Pollution Act 1974		
This makes further provision with respect to waste disposal, water pollution, noise, atmospheric pollution and public health.	There are no specific targets or indicators of relevance.	It is considered unlikely that this is an issue that would need to be considered within the scope of the NPS or AoS.
Environmental Permitting (England and Wales) Regulations 2007 as modified by Environmental Permitting (England and Wales) Regulations 2009 and its amendments and extended by Environmental Permitting (England and Wales) Regulations 2010 and its amendments		
<p>The Environmental Permitting Regime covers facilities previously regulated under the PPC Regulations and Waste Management Licensing and exemptions; it extends to England and Wales. Activities previously regulated under the PPC Regime will remain as Part A1, Part A2 or Part B, and will continue to be regulated by the Environment Agency (for Part A1 activities) or the local authority (for Part A2 and Part B activities).</p> <p>The aims of the Regime are to:</p> <ul style="list-style-type: none"> • protect the environment; • deliver permitting and compliance effectively and efficiently in a way that provides increased clarity and minimises the administrative burden on both the regulator and the operators of facilities; • encourage regulators to promote best practice in the operation of regulated facilities; and • continue to fully implement European legislation. 	There are no specific targets or indicators of relevance.	The AoS should aim to: <p>Include overall objectives for the protection of the environment.</p>

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Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996 (SI 428) as amended by The Noise Insulation (Railways and Other Guided Transport Systems) (Amendment) Regulations 1998		
These Regulations apply to railway, tramway and other guided transport systems which have been authorised by or under statute. They impose a duty on the authority responsible for constructing the transport system concerned, or for adding to an existing system, to provide certain buildings with insulation against noise or to pay grant for insulation work to be carried out to such buildings.	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Include an objective on noise prevention and reduction.
Catchment Flood Management Plans		
There are 68 Catchment Flood Management Plans that cover England (9 cover Wales). These high level strategic flood risk management plans identify sustainable flood risk management policies for inland flooding for the next 100 years. They include economic, social and environmental assessments of current and future flood risk.	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Contribute to delivering sustainable flood risk management; • Consider risks associated with all forms of flooding.
Flood and Water Management Act 2010		
The Flood and Water Management Act will: <ul style="list-style-type: none"> • deliver improved security, service and sustainability for people and their communities; • make clear who is responsible for managing all sources of flood risk; • protect essential water supplies by enabling water companies to control more non-essential uses of water during droughts; • modernise the law for managing the safety of reservoirs; • encourage more sustainable forms of drainage in new developments; and • make it easier to resolve misconnections to sewers. The overall effect will be a healthier environment, better service and greater protection for people, their communities and businesses.	There are no specific targets or indicators of relevance.	The AoS should aim to: <ul style="list-style-type: none"> • Consider the impacts of network improvements on flood risk.
Flood and Coastal Defence Appraisal Guidance FCDPAG3 Economic Appraisal Supplementary Note to Operating Authorities – Climate Change Impacts, October 2003		
This supplementary note provides interim policy guidance prior to the wider ranging review in Making Space for Water (MSfW), and supports the publication of Planning Policy Statement 25 (PPS25) 'Development and Flood Risk'. It aims to:	The note sets out the net sea level rise allowances and rainfall intensities to be used when accounting for climate change in calculating flood risk.	The NPS should aim to: <ul style="list-style-type: none"> • Account for climate change when determining the flood risk caused by network improvements.

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<ul style="list-style-type: none"> • Inform appraisers and decision makers of new climate change allowances and sensitivity ranges, and broadly how these should be applied. • Remind appraisers and decision makers that Defra expects this supplementary guidance note to be applied to all future appraisals, strategies and management plans that are started from October 2006. 		
Coast Protection Act 1949		
<p>The Coast Protection Act is administered by the Department of the Environment, Food and Rural Affairs and is broadly intended to allow coastal authorities to carry out capital works, whilst routine maintenance and general husbandry of the coast is regarded as a non-statutory local function. The Act makes no specific provisions for amenity or conservation works and is confined solely to defence structures.</p>	<p>Responsibility for management and prevention of coastal erosion rests with the landowner of the site concerned. Schemes proposed by landowners require the consent of the Coast Protection Authority. Road, rail and harbour authorities are exempt from the requirement to gain such consent but must instead give notice to the Coast Protection Authority of any works they propose to carry out.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the impacts of network improvements on flood risk and coastal erosion
Carbon Plan (DECC, 2011)		
<p>The Carbon Plan is a Government-wide plan of action on climate change, including domestic and international activity. It sets out department by department actions and deadlines for the next five years. The plan represents on-going and planned cross-Government action on climate change with specific deadlines providing for both internal accountability and public transparency.</p> <p>The three most critical objectives however, have been identified as:</p> <ul style="list-style-type: none"> • Transforming the generation of energy by moving towards low carbon alternatives • Changing the way how buildings are heated by better insulation the use of low carbon energy alternatives • Changing the transportation sector by means of better public transport, reducing emissions from petrol and diesel engines and moving towards alternative technologies such as electric vehicles. <p>The specific aims directly related to National Networks include:</p> <ul style="list-style-type: none"> • Consolidating existing support mechanisms for low and ultra-low emission vehicle research and development 	<p>No specific indicators or targets.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that would promote the reduction of emissions from National Networks and transformation to a low carbon economy; • Include objectives for reducing the generation of waste; • Include objectives for protecting the natural environment.

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<ul style="list-style-type: none"> • Reforming the way transport projects are assessed and funding prioritisation decisions are made so that the benefits of low carbon proposals are fully recognised. • Developing nationwide strategy to promote the installation of electric vehicle infrastructure, • Releasing second round funding to successful bidders [for Plugged in Places pilots programme to encourage the establishment of electric vehicle recharging infrastructure] • Agreeing waste goals for 2014/20 and setting the path towards a 'zero waste' economy through a review of waste policies • Publishing a Natural Environment White Paper setting out measures to: protect wildlife, promote green spaces and wildlife corridors; value natural capital, complementing national accounts; and produce an analysis of the state of the UK's natural asset base (the National Ecosystems Assessment) 		
Natural Environment White Paper (Defra, 2011)		
<p>This White Paper outlines the Government's vision for the protection of the natural environment over the next 50 years by:</p> <ul style="list-style-type: none"> • Facilitating greater local action to protect and improve nature by establishing Local Nature Partnerships, Nature Improvement Areas and through reforms of the planning system that would guide development to the best locations, encourage greener design and enable development to enhance natural networks. • Creating a green economy, in which economic growth and the health of our natural resources sustain each other, and markets, business and Government better reflect the value of nature; • Strengthening the connections between people and nature to the benefit of both; and • Showing leadership in the European Union and internationally, to protect and enhance natural assets globally. 	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that promote the protection of the natural environment.

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BIS Climate Change Adaptation Plan 2010		
<p>BIS's Climate Change Adaptation Plan sets out how BIS will begin to address the challenges of the impacts of climate change. The report outlines five aims:</p> <ul style="list-style-type: none"> • Engaging with stakeholders in order to ensure the research on risks and opportunities of climate change is communicated as it becomes available. • Addressing initial priority actions to sectors such as retail and construction and resilience and promote adaptation to climate change along with low carbon technology and reducing emissions • Encouraging green innovation • Increasing the supply of Science, Technology, Engineering and Mathematics (STEM) skills at all levels and developing mechanisms for transferring them to new industrial contexts to ensure there are more people with the necessary environmental expertise 	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that would promote an improved resilience of National Networks; • Include objectives that would promote transformation to a low carbon economy.
National Planning Policy Framework and the historic environment		
<p>Local planning authorities should set out in their Local Plan a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. In doing so, they should recognise that heritage assets are an irreplaceable resource and conserve them in a manner appropriate to their significance. In developing this strategy, local planning authorities should take into account:</p> <ul style="list-style-type: none"> • the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; • the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; • the desirability of new development making a positive contribution to local character and distinctiveness; and • opportunities to draw on the contribution made by the historic environment to the character of a place. 	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that promote the protection and preservation of cultural heritage sites.

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Air Quality Standards Regulation 2010		
<p>The new regulation transposes the new Air Quality Directive 2008/50/EC and its 4th daughter air quality directive 2004/107/EC.</p> <p>The regulation transposes standards and requirements for a variety of pollutants that are considered harmful to human health and the environment. These standards include limit values, which are legally binding and must not be exceeded. These limit values comprise a concentration value for the pollutant, an averaging period over which it is measured, the date by which the limit values are to be achieved and in some cases an allowable number of exceedances of the value per year. The regulation also includes target values, which are set out in the same manner as limit values, but which are to be attained where possible by taking all measures that do not entail disproportionate costs and therefore are not legally binding.</p> <p>The following pollutants are covered by the regulation:</p> <ul style="list-style-type: none"> • Arsenic • Benzene • Cadmium • Carbon Monoxide • Lead • Nickel • Nitrogen Dioxide (NO₂) • Ozone • Particulate Matter (PM₁₀ and PM_{2.5}) • Polycyclic Aromatic Hydrocarbons (PAH) <ul style="list-style-type: none"> • Sulphur Dioxide 	<p>Limit and target values have been set for Arsenic, Benzene, Cadmium, Carbon Monoxide, Lead, Nickel, Nitrogen Dioxide (NO₂), Ozone, Particulate Matter (PM₁₀ and PM_{2.5}), Polycyclic Aromatic Hydrocarbons (PAH) and Sulphur Dioxide.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives for promoting the reduction of air pollution.
Air Pollution: Action in a Changing Climate (Defra, 2010)		
<p>The key messages from this document are:</p> <ul style="list-style-type: none"> • There is a link between air pollution and climate change as these originate from similar activities, for example transport and electricity generation. These links should be considered when managing policy; • The UK's commitment to build a low carbon economy by 	<p>No specific indicators or targets are included within Air Pollution: Action in a Changing Climate, however it sets out the need to meet air quality objectives.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives regarding air pollution and climate change.

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<p>2050 will reduce air pollution but choices made to achieve this will impact upon the extent of air quality improvements;</p> <ul style="list-style-type: none"> • Air quality/climate change co-benefits could be achieved by promoting actions such as low-carbon vehicles. However, benefits for climate change may have negative impacts on air pollution and vice versa which need to be taken into consideration; and • Action will be required at international, national, regional and local levels to ensure that policies regarding air pollution and climate change are aligned to maximise co-benefits. 		
Energy Act 2011		
<p>The Act provides for some key elements of the Coalition's Programme for Government and its first Annual Energy Statement. Moreover, it provides for a step change in the provision of energy efficiency measures to homes and businesses, and makes improvements to the framework to enable and secure low-carbon energy supplies and fair competition in the energy markets.</p> <p>The Act includes provisions on:</p> <ul style="list-style-type: none"> • The Green Deal • Private rented sector • Energy Company Obligation <p>In addition, the Act also includes measures to :</p> <ul style="list-style-type: none"> • Improve energy efficiency and energy security • Enable low-carbon technologies • Extend the role of the Coal Authority • Repeal the Home Energy Conservation Act 1995 in Scotland and Wales 	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that would promote resource efficiency, including energy efficiency; • Include objectives that would promote the reduction of emissions from National Networks; • Include objectives that would promote transformation to a low carbon economy.

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Overarching National Policy Statement for Energy (EN-1) (DECC, 2011) Fossil Fuel Electricity Generating Infrastructure NPS (EN-2) Renewable Energy Infrastructure NPS (EN-3) Gas Supply Infrastructure and Gas and Oil Pipelines NPS (EN-4) Electricity Networks Infrastructure NPS (EN-5) Nuclear Power Generation NPS volume I Nuclear Power Generation NPS volume II (EN-6)		
EN-1 sets out national policy for the energy infrastructure. It has effect, in combination with the relevant technology-specific NPS (EN-2, EN-3, EN-4, EN-5, EN-6), on the decisions by the Infrastructure Planning Commission (IPC) on applications for energy developments that fall within the scope of the NPSs. For such applications this NPS, when combined with the relevant technology-specific energy NPS, provides the primary basis for decisions by the IPC.	No specific indicators or targets.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives that would promote resource efficiency, including energy efficiency; • Include objectives that would promote the reduction of emissions from National Networks; • Include objectives that would promote transformation to a low carbon economy.
DECC Action Plan: National Renewable Energy Action Plan for the United Kingdom – Article 4 of the Renewable Energy Directive 2009/28/EC		
Action Plan, from the Department of Energy and Climate Change (DECC), which demonstrates how the UK will radically increase its use of renewable energy in order to meet its 2020 target (of 15% of energy consumption to be from renewable sources), as required under the EU Renewable Energy Directive 2009 (2009/28/EC).	Lead scenario predicts that 10% of transport energy could come from renewable sources by 2020.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives to promote a transformation to a low carbon economy.
The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (SI 2011/1824)		
These Regulations implement the requirements of the EU Environmental Impact Assessment (EIA) Directive 85/337/EEC, as amended, into the English planning system, consolidating with amendments the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (SI 1999/293) with subsequent amending instruments.	No specific targets or indicators.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives to promote environmental impact reduction that would be relevant to transport related projects irrespective of whether or not they require EIA.
The Conservation of Habitats and Species (Amendment) Regulations 2011 (SI 2011/625)		
These Regulations amend the Conservation of Habitats and Species Regulations 2010 (SI 2010/490) to ensure that certain plans or projects are subject to the requirements of the EU Habitats Directive 92/43/EEC, and to make technical changes to reflect the new marine licensing regime.	No specific targets or indicators.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives to promote the preservation of habitats and protection of biodiversity. Screening under the Habitats Regulations will also be undertaken and the AoS will cross reference this work and take the conclusions and

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		recommendations into account.
England		
The Air Quality (England) Regulations 2000 and The Air Quality (England) (Amendment) Regulations 2002		
<p>The Regulations state the air quality objectives for the following substances: Benzene; 1,3 –Butadiene; Carbon monoxide; Lead, Nitrogen dioxide; PM₁₀; Sulphur dioxide.</p> <p>There are air quality objectives for each substance listed in the table of the Schedule, determined by reference to the quality of air at locations:</p> <p>(a) which are situated outside of buildings or other natural or man-made structures above or below ground; and</p> <p>(b) where members of the public are regularly present.</p>	Air quality objective levels are included in these regulations.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives for promoting the reduction of air pollution.
The Contaminated Land (England) Regulations 2006 (HMSO, 2006) as amended by the Contaminated Land (England) (Amendment) Regulations 2012		
<p>These Regulations, which apply to England only, also set out provisions relating to the identification and remediation of contaminated land under Part 2A of the Environmental Protection Act 1990.</p>	No measures/indicators identified.	<p>The enhancement of national networks has the potential to lead to land contamination and appropriate consideration should be given to potential impacts and how they can be addressed.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to the identification of possible sources, pathways and receptors of contamination.
Delivery Plan 2008-2012 England's Trees, Woods and Forests (Forestry Commission 2008)		
<p>This Delivery Plan translates the Strategy for England's Trees, Woodlands and Forests Strategy into action and results on the ground. It is a national plan that overarches the nine Regional Forestry Frameworks.</p> <p>The Strategy identified five aims and the Delivery Plan is structured around these. For each aim the document sets out an assessment of the situation now and the outcomes being sought to achieve by 2020. It sets objectives for the plan period and some of the key activities to be undertaken.</p>	There are no relevant targets or indicators in this strategy.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the protection of important trees, woods and forests through objectives to protect the landscape.

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The National Planning Policy Framework and Green Belts		
<p>Paragraph 79 states that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.. Green Belt serves five purposes:</p> <ul style="list-style-type: none"> • to check the unrestricted sprawl of large built-up areas; • to prevent neighbouring towns merging into one another; • to assist in safeguarding the countryside from encroachment; • to preserve the setting and special character of historic towns; and • to assist in urban regeneration, by encouraging the recycling of derelict and other urban land. 	<p>There are no relevant targets or indicators included in this document.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the protection of the Green Belt, having regard to the purposes of the Green Belt.
Taylor Review of Government Planning Practice Guidance (2012)		
<p>An independent practitioners group, led by Lord Taylor of Goss Moor have reviewed all 7,000 pages of guidance which support the implementation of national planning policy. The aim was to enable the production of an accessible and more effective set of practice guidance, dramatically reducing the amount of existing guidance and ensuring that new guidance supports effective planning.</p>	<p>Priorities for new and updated guidance are given, including Duty to Co-operate, viability, Strategic Housing Market Assessment, flooding, sustainability appraisal and climate change; several of which may be relevant to the NPS should guidance be changed in the near future.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the environmental performance of any changes to the National Networks; • Consider the impacts of National Networks on flood risk; • Include objectives that address climate change, flooding and the need to reduce greenhouse gas emissions.
The National Planning Policy Framework and Biodiversity		
<p>The planning system should contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> • recognising the wider benefits of ecosystem services; • minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. 	<p>There are no relevant targets or indicators in this document.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider potential land use conflicts with key biodiversity sites when developments are being proposed; • Include strategies to protect and where possible enhance natural habitats for wildlife and ecosystems.
Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within the Planning System (ODPM, 2005)		
<p>This circular provides administrative guidance on the application of the law relating to planning and nature conservation as it applies in England. It complements the expression of national planning policy</p>	<p>There are no relevant targets or indicators in this document.</p>	<p>Not directly relevant to the AoS as the Circular is a guidance document on the application of the law.</p>

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in the NPPF and the accompanying Planning for Biodiversity and Geological Conservation: A Guide to Good Practice (which is still extant at the time of undertaking this review).		
Countryside and Rights of Way Act (CRoW) (ODPM, 2000)		
<p>The purpose of the Act is to create a statutory right of access on foot to certain types of open land, to modernise the public rights of way system, to strengthen nature conservation legislation, and to facilitate better management of areas of outstanding natural beauty. It is divided into separate subsections which include their own objectives:</p> <ul style="list-style-type: none"> • Access to the countryside - The Act provides for a new right of access on foot to areas of open land comprising: <ul style="list-style-type: none"> ○ Mountain (land over 600 metres) ○ Moorland ○ Heath ○ Downland ○ Registered common land • Public rights of way and road traffic – authorities must take into account the needs of less able people when authorising stiles and gates to allow easier access • Nature conservation – strengthens legal protection for threatened species and brings up to date the Wildlife and Countryside Act 1981 • Areas of outstanding natural beauty – requires local authorities in whose areas AONBs are located to prepare and publish a management plan for the area 	<p>Schedule 9 of the Act, Part 3 of the Natural Environment places a duty on all public bodies to further conservation and enhancement of SSSIs, to reduce effects of pollution on SSSIs and to protect non-statutory nature conservation sites. .</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the protection of threatened species of wildlife and areas of outstanding natural beauty before implementing plans for development.
Environmental Noise (England) Regulations 2006 SI 2238 as amended by Environmental Noise (England) (Amendment) Regulations 2009 and 2010		
<p>These regulations transpose the requirements under Directive 2002/49/EC of the European Parliament and of the Council of 25 June 2002 (often known as the Environmental Noise Directive (END)). The END requires:</p> <ul style="list-style-type: none"> • The use of harmonised noise indicators and computational measures so that data can be collected and compared in a standardised way • Common protocols for noise mapping • The drawing up of noise maps 	<p>There are no relevant targets or indicators included in the regulations.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to identify those potentially affected by noise as a result of the national networks NPS and consider measures to protect them.

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<ul style="list-style-type: none"> • Making information available to the public • The drawing up of local action plans • Collection of data by the Commission to inform future Community policy. <p>The Regulations will help identify:</p> <ul style="list-style-type: none"> • The extent to which people are exposed to high levels of noise • What areas of relative quiet we might or could have to enable the development of measures to protect them and not have the noise environment inadvertently eroded 		
The National Planning Policy Framework and Noise		
<p>Paragraph 109 The planning system should contribute to and enhance the natural and local environment by: preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability.</p> <p>Paragraph 123 states that planning policies and decisions should identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.</p>	There are no relevant targets or indicators in the document.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to assess adverse noise impacts.
Rural Development Programme for England 2007-2013 (Defra, 2007)		
<p>The guidelines in the programme refer to the multifunctional role which farming plays in relation to the richness and diversity of landscapes, food products and cultural and natural heritage. In England these principles are recognised in the Government's Sustainable Farming and Food Strategy. This strategy has the long term goals of:</p> <ul style="list-style-type: none"> • Building profitable, innovative and competitive farming and food sectors that meet the needs of consumers • Enabling farming to fulfil its unique role in the countryside, by making a net positive contribution to the environment, managing its risks, especially animal health risks, effectively • Contributing to the long-term sustainability of rural communities <p>The programme also includes guidelines to protect biodiversity and</p>	There are no relevant targets or indicators included in this document.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the protection of vulnerable rural communities from environmental damage and health risks.

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
forestry within rural England.		
PPS 10 Planning for Sustainable Waste Management (ODPM, 2005 and revised in March 2011)		
<p>This PPS remains extant and will be replaced by National Waste Planning Policy.</p> <p>Positive planning has an important role in delivering sustainable waste management through the development of appropriate strategies for growth, regeneration and the prudent use of resources, and by providing sufficient opportunities for new waste management facilities of the right type, in the right place and at the right time. Local authorities should:</p> <ul style="list-style-type: none"> • Help deliver sustainable waste management through driving waste management up the waste hierarchy, addressing waste as a resource and looking to disposal as the last option but one which must be catered for • Provide a framework in which communities take more responsibility for their own waste • Help implement the national waste strategy, and supporting targets • Help secure the recovery or disposal of waste without endangering human health and without harming the environment • Reflect the concerns and interests of communities, the needs of waste collection authorities, waste disposal authorities, business, and encourage competitiveness • Protect greenbelts but recognise the particular locational needs of some types of waste management facilities when defining detailed greenbelt boundaries and in determining planning applications. These locational needs, together with the wider environmental and economic benefits of sustainable waste management, are material considerations that should be given significant weight in determining whether proposals should be given planning permissions • Ensure the design and layout of new development supports sustainable waste management. 	<p>There are no relevant targets or indicators in this document.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to recommend that waste generated following any national network improvement is dealt with in a sustainable manner, consistent with the waste hierarchy, taking into consideration of the interests of neighbouring communities.

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
The planned provision of new capacity should be based on clear policy objectives.		
Updated National Waste Planning Policy: Planning for Sustainable Waste Management, Consultation July 2013		
<p>This document sets out detailed waste planning policies. It should be read in conjunction with the National Planning Policy Framework and National Policy Statements for Waste Water and Hazardous Waste.</p> <p>The policy provides guidance to local planning authorities in planning for future facilities and determining planning applications.</p>		<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to recommend that waste generated following any national network improvement is dealt with in a sustainable manner, consistent with the waste hierarchy, taking into consideration of the interests of neighbouring communities.
The National Planning Policy Framework and Planning and Pollution Control		
<p>The NPPF states at paragraph 123 that To prevent unacceptable risks from pollution and land instability, planning policies and decisions should ensure that new development is appropriate for its location. The effects (including cumulative effects) of pollution on health, the natural environment or general amenity, and the potential sensitivity of the area or proposed development to adverse effects from pollution, should be taken into account. Where a site is affected by contamination or land stability issues, responsibility for securing a safe development rests with the developer and/or landowner.</p> <p>The NPPF states at paragraph 125 that by encouraging good design, planning policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.</p>	There are no relevant targets or indicators in this document.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that incorporate the prevention of pollution, including light pollution.
The National Planning Policy Framework and Climate Change		
Local planning authorities should adopt proactive strategies to mitigate and adapt to climate change, taking full account of flood risk, coastal change and water supply and demand considerations.	There are no relevant targets or indicators in this document.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the objectives of the NPPF to help reduce the impacts of climate change; • Include objectives to promote sustainability in any improvement to national networks and support the sustainable movement of people and freight to minimise the negative impacts of climate change on communities.

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
The National Planning Policy Framework and Renewable Energy		
<p>To help increase the use and supply of renewable and low carbon energy, local planning authorities should recognise the responsibility on all communities to contribute to energy generation from renewable or low carbon sources.</p> <p>Local authorities should:</p> <ul style="list-style-type: none"> • have a positive strategy to promote energy from renewable and low carbon sources; • design their policies to maximise renewable and low carbon energy development while ensuring that adverse impacts are addressed satisfactorily, including cumulative landscape and visual impacts; • consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure the development of such sources. 	<p>There are no relevant targets or indicators in this document.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the guidelines of the NPPF and encourage the use of renewable energy; • Include objectives to promote the use of renewable energy (where appropriate).
The National Planning Policy Framework and Land Quality		
<p>Paragraph 109 of the document states that the planning system should contribute to and enhance the natural and local environment by:</p> <ul style="list-style-type: none"> • protecting and enhancing valued landscapes, geological conservation interests and soils; • preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by unacceptable levels of soil, air, water or noise pollution or land instability; and • remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. 	<p>There are no relevant targets or indicators included in this document.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to land quality.
The National Planning Policy Framework and Coastal Areas		
<p>In coastal areas, local planning authorities should take account of the UK Marine Policy Statement and marine plans and apply Integrated Coastal Zone Management across local authority and land/sea boundaries, ensuring integration of the terrestrial and marine planning regimes.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that address coastal issues such as water quality, biodiversity, landscape and heritage.

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
National Planning Policy Framework and Flood Risk		
<p>Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere. Local Plans should be supported by Strategic Flood Risk Assessment and develop policies to manage flood risk from all sources, taking account of advice from the Environment Agency and other relevant flood risk management bodies, such as lead local flood authorities and internal drainage boards. Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change.</p>	<p>There are no specific targets or indicators of relevance. Note: The Environment Agency monitors planning decisions regarding flood risk and produces the results in Agency's High Level Target 5 Report.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives for managing flood risk from all sources through location, layout and design of the national networks.
Planning (Listed Buildings and Conservation Areas) Act 1990 as amended		
<p>The Planning (Listed Buildings and Conservation Areas) Act 1990 is an Act of Parliament of the United Kingdom that altered the laws on granting of planning permission for building works, notably including those of the listed building system and within Conservation Areas in England and Wales.</p> <p>The Planning (Listed Buildings and Conservation Areas) (Amendment No. 2) (England) Regulations 2009 were made on 6 October 2009 and came into force on 2 November 2009. They amend The Planning (Listed Buildings and Conservation Areas) (England) Regulations 1990 as amended ('the 1990 Regulations'), by substituting Schedule 4 of the 1990 Regulations (notices that a building has become listed or that a building has ceased to be listed), to reflect the fact that English Heritage now compiles lists of buildings of special architectural or historic interest and the Secretary of State (SoS) is responsible for approving them.</p> <p>The Act is divided in two distinct parts:</p> <ul style="list-style-type: none"> • Listed Buildings – it set out regulations on the following: <ul style="list-style-type: none"> - compiling lists of special buildings; - authorization of works affecting Listed Buildings; - rights of owners; - Listed Building enforcement notice and 	<p>The target is to preserve and enhance Listed Buildings and Conservation Areas around England and Wales.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives which ensure the preservation of Listed Buildings and Conservation Areas.

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
<p>- prevention of deterioration and damage of Listed Buildings.</p> <ul style="list-style-type: none"> • Conservation Areas – includes rules and regulations on: <ul style="list-style-type: none"> - designations of Conservation Areas; - general duties of planning authorities; - control of demolition in Conservation Areas and - grants and town schemes. 		
Biodiversity 2020: a Strategy for England's Wildlife and Ecosystem Services (Defra, 2011)		
<p>This biodiversity strategy for England builds on the Natural Environment White Paper and outlines how international and EU commitments are being implemented. It sets out the strategic direction for biodiversity policy for the next decade on land (including rivers and lakes) and at sea.</p> <p>The Strategy includes the following priorities:</p> <ul style="list-style-type: none"> • Creating 200,000 hectares of new wildlife habitats by 2020. • Securing 50% of SSSIs in favourable condition, while maintaining at least 95% in favourable or recovering condition. • Trialling new approaches to setting fishing quotas to reduce discards. • Encouraging more people to get involved in conservation by supporting wildlife gardening and outdoor learning programmes. • Introducing a new designation for local green spaces to enable communities to protect places that are important to them. 	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that promote the protection and preservation of the natural environment and biodiversity.
The National Flood and Coastal Erosion Risk Management Strategy for England (FCERM) (Environment Agency, 2011)		
<p>The strategy was developed by the Environment Agency due to the legislative requirement set by the Flood and Water Management Act 2010.</p> <p>The strategy sets out a statutory framework that will help communities, the public sector and other organisations to work together to manage flood and coastal erosion risk. It aims to support local decision-making and engagement in FCERM, making sure that risks are managed in a co-ordinated way across catchments and along each stretch of coast. This includes the</p>	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the impacts of network improvements on flood risk and the vulnerability of the network to flood risk.

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
development of local flood risk management strategies by lead local flood authorities, as well as a strategic overview of all sources of flooding and coastal erosion.		
Waste (England and Wales) Regulations 2011		
<p>The new Waste (England and Wales) Regulations 2011 came into force on 29 March 2011 and update some aspects of waste controls.</p> <p>In summary, the regulations implement the revised Waste Framework Directive and;</p> <ul style="list-style-type: none"> • require businesses to confirm that they have applied the waste management hierarchy when transferring waste and to include a declaration on their waste transfer note or consignment note; • require a new permit waste hierarchy permit condition and where appropriate a condition relating to mixing of hazardous waste; • introduce a two-tier system for waste carrier and broker registration, which includes those who carry their own waste, and introduces a new concept of a waste dealer; • make amendments to hazardous waste controls and definition; • exclude some categories of waste from waste controls, notably animal by-products whilst include a small number of radioactive waste materials. <p>The waste hierarchy aims to ensure that waste is dealt with in the priority order of:</p> <ul style="list-style-type: none"> • prevention; • preparing for re-use; • recycling; • other recovery (for example, energy recovery); • disposal 	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that promote the reduction of waste sent for disposal and encourage re-use, recycling and recovery of waste associated with construction, maintenance and operation of the network.
Future Water: the Government's Water Strategy for England (Defra, 2011)		
This strategy report focuses on developing a strategy for a continuous adaptation to climate change and other pressures embedded across the water sector, resulting in sustainable delivery of secure water supplies and an improved and protected water environment. The report outlines a detailed vision for the future water sector by year 2030 and proposes an action plan for coping	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that promote water efficiency and the improvement of water quality; • Consider the impacts of network improvements on flood risk; • Include objectives that would promote the

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
<p>with current issues and reaching the set objectives. The objectives and action plan have been set to address issues in the following areas:</p> <ul style="list-style-type: none"> • Water demand • Water supply • Water quality in the natural environment • Surface water drainage • River and coastal flooding • Greenhouse gas emissions • Charging for water • Regulatory framework, competition and innovation 		<p>reduction of greenhouse gas emissions associated with construction, maintenance and operation of the network.</p>
Government Review of Waste Policy in England 2011		
<p>This report reviews all aspects of waste policy and delivery in England and includes a series of actions for the future, including the following commitments:</p> <ul style="list-style-type: none"> • Work with businesses on a range of measures to prevent waste occurring wherever possible, ahead of developing a full Waste Prevention Programme by December 2013; • Explore the potential for new voluntary responsibility deals to drive waste prevention and recycling, including in the hospitality sector and with the waste management industry and for direct mail, textiles, and construction waste; • Launch a grant funding scheme for innovative reward and recognition schemes which could incentivise people to do the right thing; • Encourage councils to sign new Recycling and Waste Services Commitments, setting out the principles they will follow in delivering waste services to households and businesses. • Provide technical support to councils and businesses who want to see recycling-on-the-go schemes grow, • Consult on the case for increased recovery targets for packaging waste, in time for a final decision in the 2012 Budget; • Consult on introducing a restriction on the landfilling of wood waste and review the case for introducing landfill 	<p>No specific indicators or targets.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that promote the reduction, recycling and recovery of waste from the construction and operations of National Networks.

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
<p>restrictions on other materials, including textiles and biodegradable waste;</p> <ul style="list-style-type: none"> Scrap unfair bin fines and taxes while bringing in powers to deal with repeat fly-tipping offenders and genuine nuisance neighbours. 		
<p>The National Adaptation Programme – Making the country resilient to a changing climate (2013)</p>		
<p>The National Adaptation Programme (NAP) contains a register of actions which includes all the actions agreed in the programme so far. It also aligns risks identified in the Climate Change Risk Assessment to actions being undertaken or to be undertaken and the timescales according to each theme.</p> <p>The NAP is divided into chapters looking at the following:</p> <ul style="list-style-type: none"> Built environment, Infrastructure, Healthy and resilient communities, Agriculture and forestry, Natural environment, Business and local government. <p>The National Adaptation Programme (NAP) illustrates how the adaptation challenge is being addressed and highlights good practice from transport organisations. The NAP sets actions for the next 5 years for both the Department for Transport (DfT) and the transport sector as a whole.</p>	<p>The HA is using its Climate Change Adaptation Strategy and Framework to incorporate climate change into its business through 6 major activities:</p> <ul style="list-style-type: none"> maintaining a safe and serviceable network; monitoring the rate of climate change and subsequent effects on particular assets; updating operating procedures; developing future proof designs; undertaking contingency planning; applying retro fit solutions. 	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> Include objectives that would promote an improved resilience of National Networks; Include objectives that address climate change.
<p>The Environmental Noise (England) (Amendment) Regulations 2010 (SI 2010/340)</p>		
<p>These Regulations amend the Environmental Noise (England) Regulations 2006 (SI 2006/2238, as amended by SI 2008/375 and SI 2009/1610) so that the incorporation of subsequent amendments to the EU Environmental Noise Directive 2002 (2002/49/EC) in any references to EU Directive 2002/49/EC in SI 2006/2238 is limited to certain technical aspects (relating to Annexes I and VI, and Annex IV, paragraph 7, of EU Directive 2002/49/EC).</p>	<p>No specific targets or indicators.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> Include objectives for the reduction of noise from National Networks.
<p>Noise Policy Statement for England (DEFRA, 2010)</p>		
<p>The Noise Policy Statement aims to promote good health and a good quality of life through the effective management of noise</p>	<p>No specific targets or indicators.</p>	<p>The AoS should aim to:</p>

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
<p>within the context of Government policy on sustainable development. The statement outlines the following three objectives for noise policy:</p> <ul style="list-style-type: none"> • avoid significant adverse impacts on health and quality of life; • mitigate and minimise adverse impacts on health and quality of life; and • where possible, contribute to the improvement of health and quality of life. 		<ul style="list-style-type: none"> • Include objectives for the reduction of noise from National Networks.

National Networks – Economic

Key Objectives /Requirements of the Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
International		
Internalisation of Transport External Costs (EC, 2008)		
<p>In 2006, the European Parliament asked the Commission to present by June 2008 "a generally applicable, transparent and comprehensible model for the assessment of all external costs to serve as the basis for future calculations of infrastructure charges". Furthermore, "this model shall be accompanied by an impact analysis of the internalisation of external costs for all modes of transport and a strategy for a stepwise implementation of the model for all modes of transport". The Commission services are working in the preparation of a Communication to be adopted in June 2008 which will provide a general framework of reference for the internalisation of external costs in the transport sector.</p>	<p>There are no specific indicators or targets of relevance.</p>	<p>Not directly relevant as this document will provide a general framework of reference for the internalisation of external costs in the transport sector.</p>
UK		
The Eddington Transport Study (Eddington, 2006)		
<p>The Eddington study identified significant potential costs of poor road and rail infrastructure provision:</p> <ul style="list-style-type: none"> • a conservative estimate of the increase in the cost of congestion to businesses amounts to £10 billion 	<p>There are no specific indicators or targets of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives related to economic growth, productivity and stability.

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<p>per annum in 2025 on England’s roads alone, with an increase in the value of lost time to other travellers of £12 billion;</p> <ul style="list-style-type: none"> forecast increases in the demand for rail travel could amplify and exacerbate the estimated £400 million-£1 billion business costs of poor punctuality and unreliability on the rail networks, as well creating substantial overcrowding pressures. 		
Stern Review of the Economics of Climate Change (Stern, 2007)		
<p>The review examines the evidence on the economic impacts of climate change and explores the economics of stabilising greenhouse gases in the atmosphere. The second part of the review considers the complex policy challenges involved in managing the transition to a low-carbon economy and in ensuring that societies are able to adapt to the consequences of climate change.</p> <p>The document clearly identifies that adaptation is the only available response for impacts that will occur over the next few decades.</p> <p>The Review makes it clear that catastrophic climate change would have a huge economic cost, as well as damaging people’s lives and the planet.</p> <p>Stern says developed countries must cut CO₂ emissions by at least 60 per cent by 2050, but that this can be achieved at a material, but manageable, global cost of 1 per cent of GDP, provided the right policies are put in place, although for developed countries like the UK this cost could be higher. This cost is significant, but is far lower than the costs of inaction. Similarly, the costs of failing to adapt to a changing climate would exceed those of taking early action.</p> <p>Stern identified three essential elements of policy for minimising the costs of moving to a low carbon economy and reducing emissions in a way which is</p>	<p>Impact on Climate Change should be assessed.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> Include an objective that encourages minimising greenhouse gas emissions.

Key Objectives /Requirements of the Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
<p>achievable, affordable and consistent with high and sustained economic growth. These elements are: establishing a carbon price associated with the emissions of greenhouse gases; encouraging innovation in low carbon technologies; and removing barriers to action.</p>		
<p>Treasury Green Book (HM Treasury, 2003)</p>		
<p>All new policies, programmes and projects, whether revenue, capital or regulatory, should be subject to comprehensive but proportionate assessment, wherever it is practicable, so as best to promote the public interest. The Green Book presents the techniques and issues that should be considered when carrying out assessments.</p> <p>The purpose of the Green Book is to ensure that no policy, programme or project is adopted without first having the answer to these questions:</p> <ul style="list-style-type: none"> • Are there better ways to achieve this objective? • Are there better uses for these resources? 	<p>The Green Book is a best practice guide for all central departments and executive agencies, and covers projects of all types and size. It aims to make the appraisal process throughout government more consistent and transparent.</p> <p>All appraisals must follow the following stages:</p> <ul style="list-style-type: none"> Justify the Action Setting Objectives Option Appraisal Developing and implementing a solution Evaluation 	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Reflect the principles in the Green Book.
<p>National Planning Policy Framework and Economic Development</p>		
<p>The Government is committed to securing economic growth in order to create jobs and prosperity, building on the country's inherent strengths, and to meeting the twin challenges of global competition and of a low carbon future. The Government is committed to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. Therefore significant weight should be placed on the need to support economic growth through the planning system.</p>	<p>No specific indicators or targets.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that relate to promoting urban and rural renaissance; promoting sustainable development; reducing social exclusion; and promoting economic competitiveness.
<p>Spending Round 2013</p>		
<p>The Spending Review 2013 sets out the spending policies and priorities for the Government for the next four years.</p>	<p>No specific indicators or targets.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives on economic performance; • Include objectives that would promote the reduction of emissions from congestion on the National Networks.

Key Objectives /Requirements of the Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
<p>Objectives of the 2013 Spending Round include an overall reduction in public spending, prioritising growth, and investment in infrastructure to support economic growth. There is also a commitment to the protection of spending on health, schools and overseas development.</p>		
<p>Enabling the Transition to a Green Economy: Government and business working together (HM Government, 2011)</p>		
<p>This report outlines the Government’s vision for the future green economy where value and growth are maximized across the whole economy and natural assets are exploited sustainably. Moreover, the report sets out a range of commitments for developing the green economy, the main objectives of which include:</p> <ul style="list-style-type: none"> • Developing a green policy framework • Promote the UK as a global leader in green exports and encourage green inward investment. • Provide accessible advice and support for businesses • Ensure the skills system responds to the demand for skills • Support the development of greener products, services, and technologies • Encourage investment in infrastructure and ensure that infrastructure supports the green economy • Build UK-based supply chains. • Procure products that meet cost-effective sustainability standards. • Help businesses understand the value of and their impact on the natural environment. 	<p>No specific indicators or targets.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that promote the transformation to low carbon, green economy; • Include objectives that promote the development of resource efficiency; • Include objectives that promote the reduction of carbon emissions from the construction and operations of National Networks; • Include objectives that encourage the consideration of the natural environment.
<p>England</p>		
<p>Good Practice Guide on Planning for Tourism (Department for Communities and Local Government (DCLG), 2006)</p>		
<p>The document is intended to:</p> <ul style="list-style-type: none"> • Ensure that planners understand the importance of tourism and fully into account when preparing development plans and taking planning decisions • Ensure that those involved in the tourism industry 	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives addressing the protection and enhancement of areas of landscape, cultural and nature importance.

Key Objectives /Requirements of the Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AoS
<p>understand the principles of national planning policy as they apply to tourism and how these can be applied when preparing individual planning applications</p> <ul style="list-style-type: none"> • Ensure that planners and the tourism industry work together effectively to facilitate, promote and deliver new tourism developments in a sustainable way. <p>The guide highlights the strong link between tourism and the quality of the environment</p>		
National Planning Policy Framework and Tourism		
<p>As part of a prosperous rural economy the NPPF states that planning policies should (para 28): support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of tourist and visitor facilities in appropriate locations where identified needs are not met by existing facilities in rural service centres.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Assess the extent to which the NPS enables sustainable tourism through access to national networks.

National Networks – Social

Key Objectives /Requirements of the Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives might be taken on Board in the AoS
International		
Children's Environment and Health Action Plan for Europe (CEHAPE, 2004)		
<p>The CEHAPE aims to ensure that EU Member States put children's environmental health at the top of the political agenda and proposes specific actions to address the main environmental risk factors that</p>	<p>The proposed child-specific actions address fourteen different environmental risk factors: indoor/outdoor air pollution, poor water supply and inadequate sanitation, inadequate dietary intake, food contamination,</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the health impacts which children may face from the improvements of national networks.

Key Objectives /Requirements of the Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives might be taken on Board in the AoS
<p>children are exposed to in their daily lives. It recognises that children are particularly vulnerable to environmental pollutants because of their immature metabolism, greater exposure to pollutants relative to their body weight, and longer time to develop chronic diseases that take several decades to appear.</p> <p>The CEHAPE addresses the particular needs of individual Member States by providing tools for priority-setting, institutional development, building partnerships, and information, education and communication (IEC) that will allow them to adapt the Plan according to their own circumstances. It also proposes a set of children's environmental health indicators for monitoring the implementation of the Plan.</p>	<p>inadequate building standards and materials, hazardous chemicals, radiation and electromagnetic fields (EMF), ultraviolet radiation (UV), noise, mobility and transport, environmental emergencies, occupational risks and specific adverse social environments, such as child labour (including its most hazardous forms) and out of family children.</p> <p>The CEHAPE proposes actions which include:</p> <ul style="list-style-type: none"> • enactment and enforcement of legislation • improvement of service delivery and infrastructure • promotion of the active involvement of children, care givers and professionals in policy-making for children's environment and health (CEH) • monitoring of environmental exposures, increasing the knowledge base by promotion of research to ensure evidence-based policy-making • promotion of health and educational programmes <p>It also includes criteria to address the environmental risks of children in Member States:</p> <ul style="list-style-type: none"> • the number of children at risk • the nature and severity of the health effect arising from the environmental exposure particularly when these effects are irreversible • evidence of increases in the prevalence of disorders deriving from the environment • the affordability of the solution in terms of financial and human resources • the cost of action versus inaction • the technical feasibility of the action required or the possibility of applying methods such as health impact assessments, cost benefit analysis and risk assessments • the relevance of the issue of environmental justice or injustice (i.e. who pays and benefits from the suggested actions) 	

Key Objectives /Requirements of the Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives might be taken on Board in the AoS
Aarhus Convention (Convention on Access to Information, Public Participation in Decision Making and Access to Justice in Environmental Matters) (1998)		
<p>The Aarhus Convention grants the public rights regarding access to information, public participation and access to justice, in governmental decision-making processes on matters concerning the local, national and transboundary environment. It links environmental rights and human rights. Furthermore, it establishes that sustainable development can be achieved only through the involvement of all stakeholders. The Convention is not only an environmental agreement, it is also a Convention about government accountability, transparency and responsiveness.</p>	<p>The Convention contains three broad themes or 'pillars':</p> <ul style="list-style-type: none"> • access to information • public participation • access to justice <p>Its overarching objective is to include the public in all significant aspects of governmental decision-making.</p>	<p>Where appropriate, the AoS and NPS will be consulted upon.</p>
Health Effects of Transport-Related Air Pollution (WHO, 2005)		
<p>This WHO report highlights the dangers which transport-related air pollution poses to people and society. Based on a substantial amount of evidence, it notes that an increase in car use across the world disproportionately affects the most vulnerable social groups, such as children and the elderly. The effects highlighted in the report mainly relate to those presented by air pollutants such as particulate matter (PM) and volatile organic compounds (VOCs). However, it also highlights the increased risk of road accidents and fatalities with increased car use.</p>	<p>Transport-related air pollution must be reduced before its effects on health can be prevented, and this requires:</p> <ul style="list-style-type: none"> • combining the development of cleaner transport technologies with the implementation of effective policies to manage the demand for transport • selecting modes of transport that are safer for health and the environment 	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to the health risks associated with transport-related pollution.
Transport, Environment and Health (WHO, 2000)		
<p>This report primarily focuses on increasing road transport, noting that road users generate excessive costs to themselves, other individuals and society - through noise, pollution and accidents - in the form of illness, injuries, deaths and damage to mental health and social relationships. The challenge is to promote healthy and sustainable transport alternatives to prevent the negative effects of transport systems on human health. Meeting this challenge requires commitment and action from governments. It summarises the latest scientific evidence on the impact</p>	<p>The report highlights the need for policy-makers to address the following issues:</p> <ul style="list-style-type: none"> • transport-related noise pollution • transport-related air pollution • the effects of transport of mental health and wellbeing • identifying key groups affected by transport health risks • improving provisions for cycling and walking 	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives related to protecting the health of those living close to national networks

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of transport-generated air pollution, noise and accidents on behaviour and physical and mental health. The report also highlights the potential health benefits from non-motorised forms of transport, such as cycling and walking.		
Council Directive 2000/43/EC: Implementing the Principle of Equal Treatment Between Persons Irrespective of Racial or Ethnic Origin – EU Directive for a Race Quality Framework		
<p>The directive presents a framework to tackle discrimination based on racial or ethnic identity within the EU by putting into effect the principle of equal treatment. Reasserting racial and ethnic equality as fundamental values of the EU, it confirms that this legislation applies in all areas of employment, education, provision of healthcare and access to all other provision of goods or services. It also outlines social dialogue and dialogue with non-governmental organisations to encourage the use of equal treatment in these areas. The key principles of the directive include:</p> <ul style="list-style-type: none"> • Defining discrimination based on racial or ethnic identity • Establishing a legal framework to tackle such discrimination • Methods to foster the use of equal treatment in the scope areas 	There are no specific targets or indicators of relevance.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Assess how the NPS reflects that policies and schemes in relation to national networks ensure equal consideration and treatment of people from all racial and ethnic backgrounds.
Collaboration between the Health and Transport Sectors in Promoting Physical Activity (WHO, 2006)		
This report presents collection of practical examples aimed at supporting EU Member States in promoting physical activity as part of sustainable transport policies. The examples emphasise collaboration between various sectors that promote physical activity, especially health and transport. The aim is to encourage policy-makers to implement measures to increase sustainable modes of travel in their own states.	The overarching target for the report is to increase the provision for sustainable travel to improve the health and wellbeing of European citizens.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to encourage the improvement of health of people living near and using national networks

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Joint Report on Social Protection and Social Inclusion (Council of European Union, 2008)		
<p>This report outlines that Europe's policies on social protection and social inclusion have improved but still face major challenges. A key message is the need for a more strategic approach to the formation of National Action Plans (NAPs), with a strong focus on reducing poverty and the 'multiple exclusion' faced by young people from ethnic minorities in poor neighbourhoods. There is also mention of improving access to jobs and healthcare.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to equality and inclusion.
Closing the Gap: Social Determinants of Health (World Health Organisation, 2008)		
<p>This report aims to:</p> <ul style="list-style-type: none"> • Improve daily living conditions • Tackle inequitable distribution of power, money and resources • Measure and understand the problem and assess the impact on action <p>Recommendations are made to tackle inequalities. A review is currently being undertaken to see how the report relates to England and what practical steps can be taken, to be published in late 2009.</p>	<p>There are no relevant targets or indicators in this document.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to encourage the improvement of health equity
Transport, Health and the Environment, Pan-European Programme (The PEP, UNECE)		
<p>The Transport, Health and Environment Pan European Programme (The PEP) was set up to address the key challenges to achieve more sustainable transport patterns and a closer integration of environmental and health concerns into transport policies.</p>	<p>The PEP priority goals are:</p> <ul style="list-style-type: none"> • To contribute to sustainable economic development and stimulate job creation through investment in environment- and health-friendly transport. • To manage sustainable mobility and promote a more efficient transport system. • To reduce emissions of transport-related greenhouse gases, air pollutants and noise. • To promote policies and actions conducive to healthy and safe modes of transport 	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to sustainable economic development; • Include objectives that promote the reduction of greenhouse gases, air pollutants and noise; • Include objectives relating to the promotion of healthy and safe modes of transport.

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UK		
The Disability Discrimination Act (DDA) 1995 as partially repealed and amended by the Disability Discrimination Act 2005		
<p>The Disability Discrimination Act (DDA) 1995 aims to end the discrimination that many disabled people face. This Act has been significantly extended, including by the Disability Discrimination Act 2005. It now gives disabled people rights in the areas of:</p> <ul style="list-style-type: none"> • Employment • Education • Access to goods, facilities and services, including larger private clubs and transport services • Buying or renting land or property, including making it easier for disabled people to rent property and for tenants to make disability-related adaptations • Functions of public bodies, for example issuing of licenses <p>The Act requires public bodies to promote equality of opportunity for disabled people. It also allows the government to set minimum standards so that disabled people can use public transport easily.</p>	<p>There are no relevant targets or indicators in this document.</p>	<p>The NPS should take into account the Disability Discrimination Act and seek to ensure that policies, plans and schemes do not discriminate against any group or person on the grounds of the disability. In addition, the NPS should include an objective to ensure that any new or existing employment opportunities, especially those generated within the national networks environment will not discriminate on the grounds of disability.</p>
The Human Rights Act 1998		
<p>The Human Rights Act 1998 came into full force on 2 October 2000. The aim of the Act is to ensure that a set of basic human rights, which are listed in the Act, are fully respected and enforced in the UK. The Act fundamentally changes the way the UK system of justice works, and makes public authorities more accountable for their decisions. The effect of the Act is to put human rights at the centre of the UK legal system, for the first time. Under the Human Rights Act, everyone is entitled to expect that the government, and all public agencies and organisations should have respect for their basic human rights. If they consider that their rights have been ignored, they can bring a</p>	<p>There are no relevant targets or indicators in this document.</p>	<p>The NPS should take into account the Human Rights Act and seek to ensure that policies, plans and schemes do not breach basic human rights as set out in the Act.</p>

Key Objectives /Requirements of the Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives might be taken on Board in the AoS
<p>case in the UK courts to challenge an action or a decision by any public authority on the grounds that it interferes with their rights – for example their right to express their views freely, or their right to privacy, or their right to a fair trial in court.</p> <p>The rights that are brought into effect by the Human Rights Act are the rights laid down in an international treaty, the European Convention on Human Rights (the Convention), which was signed by the UK in 1951. That treaty permits individuals who believe that their human rights have been violated to bring a case before an international court in Strasbourg, the European Court of Human Rights. This court is part of an international organisation, the Council of Europe, which is a distinct organisation, separate from the European Union.</p>		
Young People and Transport: Understanding their Needs and Requirements (DfT, 2006)		
<p>This document highlights some important findings in relation to young people and their transport needs and requirements. The study explores the importance of travel in young people's lives, patterns of travel behaviour, experiences of travel and barriers to travel by different modes of transport. Key findings included that cost and accessibility issues can act as a barrier for young people attempting to access further education, jobs and key services. They were generally in favour of inter-city trains, although they were perceived as expensive. Local trains were thought to be crowded with poor quality rolling stock. Concern was expressed at the lack of security on quiet trains and at night on platforms, with some young people stating they would not travel by public transport alone at night due to fear of crime. A number of barriers also prevent young people from cycling by what they perceived as poor facilities, fear of crime and fear for personal safety. Walking is a key mode for young people especially for short trips where it was seen as a quicker and more reliable mode than the bus.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider how the NPS addresses the particular needs and requirements of the younger population.

Key Objectives /Requirements of the Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives might be taken on Board in the AoS
Older People: Their Transport Needs and Requirements (DfT, 2001)		
<p>This document is not a strategy or policy but highlights some important findings in relation to older people and their transport needs and requirements. The study explores the importance of travel in older people's lives, patterns of travel behaviour, experiences of travel and barriers to travel by different modes of transport. Key findings included:</p> <ul style="list-style-type: none"> • Transport provides an essential link to friends, family and the wider community - a vital lifeline to maintaining independence. • Amongst the largest barriers to mobility are physical difficulties associated with walking and accessing public transport. • Older people worry more about their safety because they are likely to be more severely injured • A poor attitude of transport providers and drivers and their failure to meet customer needs. • Cost is a significant factor determining people's ability to travel as often as they would like. The high cost of rail fares, compounded by the inaccessibility of many railway stations is a major deterrent to using a train. Fuel and car insurance prices are also impacting on the travel patterns of older people using cars. • For those with more severe mobility impairments, community transport provides a valuable service, but often has barriers of its own, such as long advance booking times, a restricted choice of destinations, limited operating hours and anxiety over completing the return trip. • Improvements in accessibility will go some way towards increasing the availability of public transport. 	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider how the NPS addresses the particular needs and requirements of the older population.
Tackling Health Inequalities – A Programme for Action 2003 (Including the 2007 Status Report on the Programme for Action) (Department of Health, 2003 & 2007)		
<p>This document sets out plans to tackle health</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p>

Key Objectives /Requirements of the Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives might be taken on Board in the AoS
<p>inequalities in the UK. It establishes the foundations required to achieve the challenging national target for 2010 to reduce the gap in infant mortality across social groups, and raise life expectancy in the most disadvantaged areas faster than elsewhere. The focus is on addressing the inequalities that are found across different geographical areas, between genders and different ethnic communities, and between different social and economic groups.</p> <p>The intention is to improve the health of the poorest fastest and five discrete principles are identified that will guide how health inequalities are tackled:</p> <ul style="list-style-type: none"> • Preventing health inequalities getting worse by reducing exposure to risks and addressing the underlying causes of ill health • Working through the mainstream by making services more responsive to the needs of disadvantaged populations • Targeting specific interventions through new ways of meeting need, particularly in areas resistant to change • Supporting action from the centre by clear policies effectively managed • Delivering at a local level and meeting national standards through diversity of provision <p>The policy outlines how transport policies and measures how transport related policies that could address health inequalities. For example, developing consistent transport and land use planning policies that improve people's ability to access work and key services and encourage greater exercise.</p> <p>NHS England, working as part of the NHS Equality and Diversity Council, has invited views to inform the development of a strategy to promote equality and</p>		<ul style="list-style-type: none"> • Include an objective for the development of the national network environment to seek to reduce illness and death caused by accidental injury and provides better access to health services.

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reduce health inequalities which will embed the principles of the NHS Constitution and the NHS Change Model (NHS Change Model 2013; NHS England 2013).		
Working for a Healthier Tomorrow –(Dame Carol Black’s Review of the Health of Britain’s Working Age Population, 2008) and the Government’s Response: Improving Health and Work: Changing Lives 2008		
<p>This review looks at the health of working age people and “a concern to remedy the human, social and economic costs of impaired health and well-being in relation to working life in Britain”. The report states that around 175 million working days were lost to illness in 2006 and it is estimated that the overall costs of sickness absence and health-related worklessness among those of working age is in excess of £100 billion per year.</p> <p>The report has 3 principal objectives:</p> <ul style="list-style-type: none"> • Prevention of illness and promotion of health and well-being • Early intervention for those who develop a health condition • An improvement in the health of those out of work – so that everyone with the potential to work has the support they need to do so <p>It looks at wide ranging challenges for change and makes key recommendations in the following areas:</p> <ul style="list-style-type: none"> • the role of the workplace in health and well-being • changing perceptions of fitness for work • developing a new model for early intervention • helping workless people • developing professional expertise for working age health <p>The Review recognises the human, social and economic costs of impaired health and well-being in relation to working life in Britain. The aim of the Review is not to offer a utopian solution for improved health in working life, but more to identify the factors that stand in the way of good health and to elicit interventions</p>	<p>Although there are no relevant targets within the Review, it presents a number of indicators of working age health (Life expectancy, Mortality during working age, Percentage of the working age population being in good, fairly good or poor health etc).</p>	<p>The national network environment has the potential to impact upon human health in a number of different ways.</p> <p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that seek to protect human health.

Key Objectives /Requirements of the Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives might be taken on Board in the AoS
(including services, changes in attitudes, behaviours and practices) that can help to overcome them.		
Equality Act (2006), partially amended and repealed by the Equality Act (2010)		
<p>This act outlines measures to establish the Commission for Equality and Human Rights and dissolve the Equal Opportunities Commission, Commission for Racial Equality and the Disability Rights Commission. It confirms the role of the new commission and outlines the importance of encouraging and understanding of equality, diversity and rights, enforcing equality enactments, and eliminating unlawful discrimination and harassment. The act also reasserts the importance for the respect of human rights within the UK.</p> <p>The key principles of the act include:</p> <ul style="list-style-type: none"> • Outlining the role of the new Commission for Equality and Human Rights • Clarifying when discrimination is unlawful • Clarifying discrimination based on sexual orientation, disability, race, religion and belief 	There are no specific targets or indicators of relevance.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that seek to ensure that policies, plans and schemes do not discriminate against any group or person on the grounds of the race, religion, belief, disability or sexual orientation.
A New Approach to Fighting Crime 2011		
<p>This document sets out the Coalition's approach to fighting crime. Key initiatives are:</p> <ul style="list-style-type: none"> • The police and their partners will be given more freedom to do their jobs and use their discretion. • The public will have more power to hold the police and community safety partnerships to account and feel empowered to reclaim their communities. • There will be a new focus on serious and organised crime at national level. 	There are no specific targets or indicators of relevance.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective that seeks to work in partnership with relevant organisations to minimise crime located in and around the national network environment especially crime related to anti-social behaviour and youth.
Health is Global: An Outcomes Framework for Global Health 2011-2015 (Department for International Development, March 2011).		
The framework will focus the UK Government's efforts to drive forward the global health agenda by 2015. It defines twelve global health outcomes in three	There are no specific targets or indicators of relevance.	The national network environment has the potential to impact upon human health in a number of different ways.

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overarching areas for action: global health security, international development and trade.		The AoS should aim to: <ul style="list-style-type: none"> • Include objectives that seek to protect human health.

National Networks – Transport

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AOS
International		
Freight Logistics - The Key to Sustainable Mobility (EU, 2006)		
<p>This communication aims to improve the efficacy of the European transport system through logistics. It also promotes multi-modality as the way to make freight transport more environmentally friendly, safer and more energy efficient.</p> <p>This reiterates the need to balance security and the free flow of transport. It is in favour of dovetailing logistics into transport policy so that logistics becomes an underlying factor in decision-making.</p>	<p>There are no specific indicators or targets of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider issues related to freight logistics by road and rail.
White Paper 2011 Roadmap to a Single European Transport Area - Towards a competitive and resource efficient transport system (EC, 2011)		
<p>This White Paper adopts a roadmap of 40 concrete initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.</p>	<p>By 2050, key goals will include:</p> <ul style="list-style-type: none"> • No more conventionally-fuelled cars in cities. • 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions. • A 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport. <p>All of which will contribute to a 60% cut in transport emissions by the middle of the century.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to promote the transformation to low carbon economy; • Include objectives for the reduction of emissions from the construction and operations of National Networks.
Greening transport package (EC, 2008)		
<p>This three-pronged proposed Commission package seeks to steer the European transport sector towards enhanced sustainability. It includes a strategy to ensure that the prices of transport better reflect their real cost</p>	<p>No specific indicators or targets.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to promote the transformation to low carbon economy and sustainable development; • Include objectives for the reduction of emissions from

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<p>to society in terms of environmental damage and congestion; a proposal to enable Member States to help make this happen through more efficient and greener road tolls for lorries; and a proposal for reducing noise pollution from rail freight.</p> <p>The package has five parts:</p> <ul style="list-style-type: none"> • Greening Transport Communication: summarises the whole package and sets out what new initiatives the Commission will take in this field until the end of 2009 • Greening Transport Inventory: describes the large amount of EU action already taken to green transport and on which this package builds • Strategy to Internalise the External Costs of Transport: focuses on making transport prices better reflect their real cost to society so that environmental damage and congestion can be reduced while boosting the efficiency of transport and ultimately the economy as a whole. • Proposal for a Directive on road tolls for lorries: would enable Member States to reduce environmental damage and congestion through more efficient and greener road tolls for lorries. Revenue from the tolls would be used to reduce environmental impacts and cut congestion. • Rail Transport and Interoperability communication: sets out how to reduce the perceived noise from existing rail freight trains by 50% and the measures the Commission and other stakeholders will need to take in the future to achieve this 		<p>the construction and operations of National Networks;</p> <ul style="list-style-type: none"> • Include objectives that promote the reduction of noise pollution from National Networks.
EU Directive 2011/76/EU: Amending Directive 1999/62/EC on the charging of heavy goods vehicles for the use of certain infrastructures		
This EU Directive amends the EU Road Charging	No specific targets or indicators.	The AoS should aim to:

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('Eurovignette') Directive 1999/62/EC, which charges heavy goods vehicles to use roads on the trans-European network, so as to give Member States the option to calculate tolls based not only on infrastructure costs but also the cost of traffic-based air pollution and noise.		<ul style="list-style-type: none"> • Include objectives for the reduction of emissions from the construction and operations of National Networks. • Include objectives for the reduction of noise from National Networks.
EU Regulation 510/2011/EU: Setting emission performance standards for new light commercial vehicles as part of the Union's integrated approach to reduce CO2 emissions from light-duty vehicles		
This EU Regulation establishes carbon dioxide (CO2) emissions performance requirements for new light commercial vehicles (such as vans) with a target of 175 grammes per kilometre (g/km) average CO2 emissions between 2014 and 2017, reducing to an average of 147 g/km from 2020.	Standards for light commercial vehicle CO2 emissions.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives for transformation to low carbon economy. • Include objectives for the reduction of carbon emissions.
EU Directive 2010/40/EU: On the framework for the deployment of Intelligent Transport Systems in the field of road transport and for interfaces with other modes of transport		
This EU Directive establishes a framework to support the coordinated and coherent deployment and use of Intelligent Transport Systems (ITS) within the EU, where it is expected that the application of information and communication technologies to the road transport sector (and its interfaces with other modes of transport) will allow users to make more informed decisions for a safer, more coordinated and 'smarter' use of transport, and thereby improving environmental performance, efficiency (including energy efficiency), and safety and security of road transport (including the transport of dangerous goods).	No specific targets or indicators.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives for increased efficiency of National Networks, along with improved transport interchange options and security.
UK		
White Paper - Delivering a Sustainable Railway (DfT, 2007)		
The White Paper 'Delivering a Sustainable Railway', published on 24 July 2007 fulfils the remit the Government set itself in 2005 to provide strategic direction for the rail industry. The Railways Act 2005 places a statutory duty on the Government to set out every five years how much public expenditure it wishes to devote to rail and specify what it	The White Paper identifies three long-term agendas for Government and the rail industry working in partnership: <ul style="list-style-type: none"> • increasing the capacity of the railway • delivering a quality service for passengers • fulfilling rail's environmental potential The industry has committed to reducing CO ₂ emissions	The AoS should aim to: <ul style="list-style-type: none"> • Assess how the NPS identifies ways in which it can support and be consistent with the White Paper's long-term agenda in delivering sustainable railways.

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<p>wants the railway to deliver, notably in relation to safety, reliability and capacity. The formal statement, including the High Level Output Specification and Statement of funds available, is contained within the White Paper. It covers the period 1 April 2009 to 31 March 2014. The White Paper looks at the potential future challenges for the railway over a 30-year horizon.</p>	<p>and thus their carbon footprint, however the targets are not yet available.</p>	
<p>Railways Act 2005 Statement, July 2012</p>		
<p>This Railways Act 2005 Statement fulfils the requirements of UK legislation by setting out for the Office of Rail Regulation (ORR) the information about:</p> <ul style="list-style-type: none"> • What the Secretary of State wants to be achieved by railway activities during the review period covering 1 April 2014 to 31 March 2019 (the High Level Output Specification or HLOS2); and • The public funds that are or are likely to be available to secure delivery (the Statement of Funds Available or SoFA). <p>HLOS2 has been defined by the Secretary of State to include safety, reliability, capacity and environment. It also sets out the high level specification of certain major projects. These include:</p> <ul style="list-style-type: none"> • The creation of the “Electric Spine”, a high capacity passenger and freight electric corridor running from the South Coast through Oxford, Bedford and via the Midland Main Line to the East Midlands and South Yorkshire, with a link from Oxford to the West Midlands and the North-West; • Other electrification including the Great West Mainline; • To increase capacity and accelerate journey times between key cities, investing in faster trains (Intercity Express Programme) and route improvements; • To facilitate commuter travel into major urban 	<p>The Statement includes metrics for increases in the numbers of arriving passengers in specified cities during peak hours.</p>	<p>The AoS should aim to: Assess how the NPS identifies ways in which it can support and be consistent with the Statements long-term agenda in delivering sustainable railways and encouraging the industry to consider issues like climate change mitigation and adaptation and environmental sustainability.</p>

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AOS
<p>areas, helping to expand the effective labour market, and helping people to access a wider range of jobs;</p> <ul style="list-style-type: none"> To improve railway links to major ports and airports. <p>The Statement sets out a requirement for the industry to:</p> <ul style="list-style-type: none"> Set itself carbon and energy efficiency objectives; Take account of climate change in its future decision-making processes and investment; Consider its wider environmental impacts. 		
Railways Act 2005		
<p>The main purpose of this Act is to tackle the long-standing structural problems of the railways. The Act gives effect to the proposals that require primary legislation in the White Paper The Future of Rail (2004).</p>	<p>No measures/indicators identified.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> Assess how the NPS identifies ways in which it can tackle structural problems of the railways
Reforming our Railways: Putting the Customer First, March 2012		
<p>This Command Paper sets out the Government's vision for the railways, alongside the policies that are needed to realise that vision.</p>	<p>The Paper identifies four objectives:</p> <ol style="list-style-type: none"> securing value for the passenger; dealing with the fiscal deficit; supporting economic; and delivering environmental goals by reducing carbon emissions from trains and stations and by encouraging passengers to use the train rather than their car. 	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> Include objectives relating to the reduction of carbon emissions.
Road Safety Act 2006		
<p>"An Act to make provision about road traffic, registration plates, vehicle and driver information, hackney carriages and private hire vehicles, and trunk road picnic areas."</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> Consider safety issues related to the improvements of national networks.
The Gallagher Review of the Indirect Effects of Biofuels Production (Renewable Fuels Agency, 2008)		
<p>This review has been prepared for the UK Government in response to the concerns about the role of biofuels in rising food prices, accelerating deforestation and</p>	<p>Proposes targets for renewable transport fuels of between 5% and 8% (by energy) for the EU for 2020 (including 1-2% from advanced technologies)</p>	<p>Not currently relevant to the AoS however, consideration of the proposed targets for renewable transport fuels should be included in the AoS objectives.</p>

Key Objectives /Requirements of The Plan, Policy or Programme	Key Targets and/or Indicators Relevant to the NPS	How Objectives Might be Taken on Board in the AOS
<p>doubts about the climate benefits</p> <p>The aim was to examine the scale of the indirect effects of current biofuels production, and to propose solutions.</p>		
<p>2007 No. Transport Energy Sustainable and Renewable Fuels: The Renewable Transport Fuel Obligations Order 2007 as amended by The Renewable Transport Fuel Obligations (Amendment) Order 2009</p>		
<p>The renewable transport fuel obligation is imposed on every transport fuel supplier who in a specified period—</p> <p>(a) owns relevant hydrocarbon oil at the time when the requirement to pay the duty of excise with which the oil is chargeable takes effect, and</p> <p>(b) supplies that oil at or for delivery to places in the United Kingdom.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>It is unlikely that this will be of relevance to the AoS</p>
<p>Webtag Guidance (DfT, 2003) and updates February 2013</p>		
<p>WebTag is the guidance provided by the Government on undertaking the appraisal of transport projects and proposals. The guidance should be seen as a requirement for all projects/studies that require government approval. For projects/studies that do not require government approval TAG should serve as a best practice guide.</p> <p>Webtag includes objectives and sub-objectives covering the environment, the economy, safety, accessibility and integration.</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Ensure the WebTag objectives are reflected in the AoS objectives.
<p>National Planning Policy Framework (4. Promoting Sustainable Transport)</p>		
<p>Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable</p>	<p>There are no specific targets or indicators of relevance.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Assess how the NPS, where possible, promotes policies and measures to facilitate sustainable transport for people and freight.

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transport solutions will vary from urban to rural areas. Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.		
Review of Community Rail Development Strategy (DfT, 2004) and Review of Community Rail Development Strategy (DfT, 2007)		
<p>The strategy focuses on improving the financial performance, value for money and social value of rural railways. It represents the opportunity to consider the development of community railways in their own right, separate from the wider rail network. The strategy outlines the costs and benefits of community railways and different approaches to improve customer value. It acknowledges that industry has moved on and there is a need for a re-statement of the Strategy to reflect the changed structure and the learning that has taken place over the first part of its implementation. The revised objectives of the strategy include:</p> <ul style="list-style-type: none"> • Increasing ridership, freight use and revenue; • Managing costs down; • Greater involvement of the local community; • Enabling local rail to play a larger role in economic and social regeneration. <p>The 2007 Review reports the progress made since the launch of the Strategy and suggests further cost reductions for the future.</p>	There are no specific targets or indicators of relevance.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Assess how the NPS recognises the importance of rural railways to communities and the role they play in connecting with national networks and providing access to employment and key services.
The Case for Rail 2007 The First Sustainable Development Review of the Mainline Railways of Great Britain (Rail Safety and Standards Board, 2007)		
<p>This document is the first sustainable development review of the mainline railways of Great Britain undertaken as part of the industry's Sustainable Rail Programme</p> <p>The document</p> <ul style="list-style-type: none"> • Explores sustainability in the context of rail • Summarises the current sustainability performance <p>Illustrates the industry's response to the sustainability challenges and opportunities.</p>	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives on climate change, noise and vibration, air quality, land take, waste and pollution, biodiversity, heritage and visual intrusion, water and material use, economic development, safety and personal security, accessibility, social inclusion and health

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The Rail Industry - A Way Forward on Sustainable Development (Rail Standards and Safety Board, 2006)		
<p>This research pulls together current thinking on sustainable development for the railway in Great Britain. It proposes a three-category classification system describing how sustainability issues can best be addressed. The first category consists of those initiatives that can be undertaken by one business on a business case basis, and that require little or limited coordination with other parts of the industry. The second consists of those initiatives that have a business case, but where the business case requires coordination between different parts of the industry. The third category covers those initiatives that are bought at high cost with no direct benefit to the railway industry but that meet wider policy objectives. The report sets out, in draft form, current and potential actions on sustainable development in the Great Britain rail industry aligned to this three-category concept.</p>	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives social, environmental and economic objectives in order to assess sustainability.
Rail Industry Sustainable Development Current & Potential Further Action Areas (Rail Standards and Safety Board) and Sustainable Rail Programme		
<p>Route Map to the Development of a Sustainable Development Strategy for the Rail Industry</p> <p>The paper sets out current and potential action on sustainable development in the GB rail industry</p> <p>The Sustainable Rail Programme builds on the earlier paper and facilitated the development of the Rail Industry Sustainable Development Principles which represent the core values of the industry. They cover social, economic and environmental issues and provide the key platform for the future work of the SRP; helping to embed sustainability throughout the industry.</p>	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives social, environmental and economic objectives in order to assess sustainability.
Developing Metrics and Benchmarking for Sustainable Development in the Rail Industry (Rail Safety and Standards Board, 2007)		
Develops a range of sustainability metrics (economic, social and environmental) that measure the	<p>Relevant indicators include:</p> <ul style="list-style-type: none"> • Passenger accidental fatalities per billion 	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives social, environmental and economic

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<p>performance of GB rail, and benchmark it against other modes of transport / other European rail operators.</p> <p>The metrics enable the measurement and comparison of different facets of sustainable development; and facilitate the modelling of improvement options and their sustainable development benefits, impacts and costs.</p> <p>The benchmarking identifies the relative strengths and weaknesses of rail.</p>	<p>passenger km</p> <ul style="list-style-type: none"> • Passenger perception of personal Security • Crime against passengers per billion passenger km • Total social cost per vehicle km (passenger and freight) • % Passenger/freight km by mode • Land take of carriageway • Number of reported environmental Incidents • Green House Gas (GHG) emissions <p>Net change in GHG and air emissions due to shift of passenger journeys to rail from other modes of transport</p>	<p>objectives in order to assess sustainability.</p>
<p>Overview of Environmental Noise, Diffuse Pollution and Biodiversity Management in the Great Britain (GB) (Rail Safety and Standards Board, 2007)</p>		
<p>This research summarises the current situation in the management of environmental noise, diffuse pollution and biodiversity. The output of this work is intended to inform the rail industry in the development of a sustainability strategy and inform Department for Transport (DfT) in the development of the long-term strategy for rail.</p>	<p>No specific indicators or targets.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives on environmental noise, diffuse pollution and biodiversity
<p>Office of Rail Regulation (ORR) S Sustainable Development & Environmental Duties (Office of Rail Regulation, 2007)</p>		
<p>This report sets out conclusions on how ORR intends to discharge sustainable development and environmental duties. By:</p> <ul style="list-style-type: none"> • ensuring that the industry monitors its sustainability including environmental performance, and assess and comment on the results. • Reviewing key aspects of industry incentives and processes to ensure that sustainable development concerns are adequately taken into account. • testing Network Rail's plans and the emerging conclusions of the periodic review from a sustainability perspective; • integrating sustainable development policy with other policies, and reviewing sustainable 	<p>No specific indicators or targets.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives social, environmental and economic objectives in order to assess sustainability.

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development performance; and being prepared to use ORRs influence as independent regulator of the rail industry to pursue sustainability objectives.		
Draft Noise Action Plan Railways (including Major Railways), Defra, July 2013		
<p>This Action Plan has been developed by the Department for Environment, Food and Rural Affairs (Defra) as the Competent Authority for preparing and adopting this Action Plan under the terms of the Environmental Noise (England) Regulations 2006, as amended (the Regulations"). The Regulations implement the Environmental Noise Directive (END) in England.</p> <p>The END seeks to manage the impact of environmental noise through strategic noise mapping and the preparation and implementation of Noise Action Plans. The Round 1 Noise Action Plans set the long term strategy regarding the management of railway noise. This section provides an update on progress and details of further actions to be carried out over the next five years.</p>	<p>There are no relevant formal noise limit values in force in England with regard to environmental noise levels from railway systems. However, the Noise Insulation (Railways and Other Guided Transport Systems) Regulations 1996²¹ define a threshold level as part of the eligibility criteria.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include an objective relating to the reduction of noise.
The King Review of Low-Carbon Cars (HM Treasury 2008)		
<p>Examines the vehicle and fuel technologies which over the next 25 years could help to decarbonise road transport, particularly cars. The Review drew on expertise from across both industry, in the UK and internationally, and Government.</p> <p>Part I of the Review sets out the potential for reducing CO₂ emissions from road transport.</p> <p>Part II picked up on these challenges and made a series of recommendations aimed at ensuring that government, industry, the research community and consumers all contribute to realising this potential for reducing CO₂ emissions.</p>	<p>No specific indicators or targets.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that cover climate change and the reduction of CO₂ emissions.

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The Government Response to the King Review of Low-Carbon Cars (2008)		
The Government warmly welcomes Professor King's wide-ranging and comprehensive report, which was published in two parts. This document describes how Government will take forward Professor King's recommendations as part of Government's wider mission to tackle the climate change impacts of the transport sector.	No specific indicators or targets.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives that cover climate change and the reduction of CO₂ emissions.
Making the Connection: the Plug-In Vehicle Infrastructure Strategy (Office for Low Emission Vehicles, DfT, 2011)		
This Strategy sets out the framework for the development of recharging infrastructure across a range of locations to support plug-in vehicles in the UK, including at homes, work places, and in public places.	No specific indicators or targets.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives that would promote transformation to a low carbon economy.
Driving the future today: a strategy for ultra-low emission vehicles in the UK, September 2013		
The Coalition Government's vision is that by 2050 almost every car and van in the UK will be an ultra-low emission vehicle (ULEV), with the UK at the forefront of their design, development and manufacture, making us one of the most attractive locations for ULEV-related inward investment in the world.	No specific indicators or targets.	The AoS should aim to: <ul style="list-style-type: none"> • Consider the role of the NPS in encouraging and enabling the use of ultra-low emission vehicles.
Local Sustainable Transport White Paper; Creating Growth Cutting Carbon (DfT, 2011)		
<p>This White Paper focuses on developing a plan for decarbonising of the local transport system.</p> <p>The objectives of the strategy include:</p> <ul style="list-style-type: none"> • Decentralising decision making and giving more power to local authorities, so that the specific needs and behaviour patterns of local communities could be considered; • Enabling sustainable transport choices; • Promoting partnership working with the Voluntary, Community and Social Enterprises sector and local communities; • Making public transport more attractive; • Managing traffic to reduce carbon emissions and 	No specific indicators or targets.	The AoS should aim to: <ul style="list-style-type: none"> • Include objectives that would promote the reduction of emissions from National Networks; • Include objectives for improving the accessibility of National Networks to the public in terms of ease of access and affordability; • Include objectives that would promote the reduction of traffic levels in urban areas.

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tackling congestion.		
The Cleaner Road Transport Vehicles Regulations 2011 (UK wide (except for Scotland))		
These Regulations implement the Directive 2009/33/EC on the promotion of clean and energy-efficient road transport vehicles and impose requirements on public authorities, utilities and some private sector providers of passenger transport services to take into account energy and environmental impacts, including energy consumption and emissions of carbon dioxide (CO2) and certain other pollutants, when purchasing or leasing road transport vehicles.	No specific indicators or targets.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that consider the efficiency of National Networks in terms of carbon emissions and energy consumption; • Include objectives that would promote the reduction of air pollutants from the construction and operations of National Networks.
Draft Aviation Policy Framework, July 2012 and summary of responses March 2013		
<p>This consultation document is the Government's draft sustainable framework for UK aviation. This Aviation Policy Framework focuses on the benefits of aviation and its environmental impacts. In the short term, to around 2020, a key priority is to continue to work with the aviation industry and other stakeholders to make better use of existing runways at all UK airports. Aviation's environmental impacts are both global (climate change) and local (primarily noise, as well as air pollution and congestion). Chapter 3 covers aviation's climate change impacts. The objective is to ensure that the aviation sector makes a significant and cost effective contribution towards reducing global emissions.</p>	No specific targets or indicators.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Consider the role of the NPS in encouraging more sustainable forms of surface access to Airports.
Business Plan -2015 (DfT, 2010) and update May 2012		
This plan sets out the Department's vision for a transport system that is an engine for economic growth but one that is also greener and safer and improves quality of life in our communities. It details the Department's core priorities with key actions, including start and end dates and milestones, in these priority areas. It provides details of the Department's financial situation and commitment to transparency, setting out	No specific targets or indicators.	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives to promote the transformation to a low carbon economy; • Include objectives to improve the accessibility of National Networks, in terms of network connections and affordability; • Include objectives to encourage sustainable travel; • Include objectives for the reduction of congestion and

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<p>an information strategy and detailing specific indicators that the Department will publish and regularly update.</p> <p>The Business Plan also outlines the Coalition priorities for transport, which include the following:</p> <ul style="list-style-type: none"> • Deliver the Coalition’s commitments on high speed rail • Secure railways for the future by securing the sustainability of the railway and creating capacity for improvement of services while addressing the high cost of the UK railway • Encourage sustainable local travel by making public transport (including light rail) and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion • Tackle carbon and congestion on roads by supporting the early market for electric and other ultra-low emission vehicles, promoting the more effective use of strategic roads • Promote sustainable aviation 		<p>emissions from National Networks.</p>
England		
Strategic Rail Freight Interchange Policy Guidance for England (Dft, 2011)		
<p>This Strategic Rail Freight Policy Guidance outlines the Government’s policy for Strategic Rail Freight Interchange (SRFI) infrastructure.</p> <p>The main objectives of the Government’s policy are to:</p> <ul style="list-style-type: none"> • Reduce road congestion - to deliver goods quickly, efficiently and reliably by rail and help to reduce congestion on our roads; • Reduce carbon emissions – to meet the Government’s vision for a greener transport system as part of a low carbon economy; • Support long-term development of efficient rail freight distribution logistics - to ensure a network of SRFI - modern distribution centres linked into both the rail and trunk road system 	<p>No specific indicators or targets.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives that promote the reduction of congestion; • Include objectives that promote the reduction of emissions from the construction and operation of National Networks; • Include objectives that encourage the development of efficient logistics.

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<p>in appropriate locations to serve our major conurbations;</p> <ul style="list-style-type: none"> Support growth and create employment – through the transfer of freight from road to rail, where this is practical and economic. 		
<p>Long Term Planning Process: Freight Market Study Draft for Consultation April 2013</p>		
<p>The Freight Market Study Draft for Consultation has looked at the overall freight market in Great Britain and has produced demand forecasts for freight over a 10, 20 and 30 year planning horizon. The final Freight Market Study will include preferred routeing of services and the implied requirements in terms of network capacity and capability. Scenarios will be used to reflect market uncertainties. These are outlined for comment in this consultation document. This will then enable the freight market to be considered in the same planning timescales, and at the same level of detail, as the passenger market.</p>	<p>No specific targets or indicators.</p>	<p>The AoS should have regard to the emerging study and implications for the National Networks, e.g. in terms of demand.</p>
<p>The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2011 (SI 2011/2056)</p>		
<p>This Order amends the Town and Country Planning (General Permitted Development) Order 1995 (SI 1995/418) in order to introduce permitted development rights in England for electric vehicle charging points in off street public and private car parking areas, clarify that local authorities can install on-street electric vehicle charging points as permitted development and grant planning permission for the domestic installation of additional types of micro generation equipment (air source heat pumps and wind turbines), subject to certain criteria.</p>	<p>No specific targets or indicators.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> Include objectives to promote the transformation to a low carbon economy.
<p>The Town and Country Planning (Control of Advertisements) (England) (Amendment) Regulations 2011 (SI 2011/2057)</p>		
<p>These Regulations amend the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 (SI 2007/783, as amended) so as to permit, subject to certain conditions, the nameplates of a charging point provider or energy supplier to be displayed on an electric vehicle charging point without</p>	<p>No specific targets or indicators.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> Include objectives to promote the transformation to a low carbon economy.

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the express consent of the local planning authority.		
Action for Roads A Network for the 21 st Century (DfT, 2013)		
<p>Action for Roads highlights the issues faced on the road network and reiterates the need for investment in road infrastructure. It builds on the investment commitments made in the 2013 Spending Round. It outlines the key reforms which will be taken forward to enable the delivery of road investment, including:</p> <ul style="list-style-type: none"> • Mechanisms for funding certainty and flexibility; • A long-term roads investment strategy; • Reforming the Highways Agency to make it a publically owned body; and • New powers for the Highways Agency to operate with greater commercial freedom. <p>It is envisaged that these investments and changes will help to cut congestion, minimise the environmental impact of roads, promote ultra-low emission vehicles and encourage the use of the road network by non-motorised users.</p>	<ul style="list-style-type: none"> • Commitment to upgrading infrastructure; • Implementation of Smart Motorways along certain routes; and • Commitment to new infrastructure. 	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Take into consideration the extent and scale of proposed road infrastructure and the impact that proposals will have on the economy, the environment and social networks.
Transport – an Engine for Growth (DfT, 2013)		
<p>Transport – an engine for growth gives strategic context to the 2013 Spending Round. It sets out what is currently being done to improve the road network and what will be achieved by the end of the next Parliament in order to transform Britain’s transport network. The key areas which are currently being or will be addressed are:</p> <ul style="list-style-type: none"> • Upgrade of the road network including resurfacing, new road infrastructure to tackle congestion and increase capacity, transformation of the Highways Agency and protecting the environment; • Modernising the rail network, primarily electrification but also station upgrades and new trains; • Improving local transport, including providing funding to local projects and investment into London’s transport network and funding for local 	<ul style="list-style-type: none"> • Implementation of Smart Motorways along certain routes; and • Commitment to new infrastructure. • New trains for certain routes to increase capacity; • Upgrading of railway stations; and • Electrification of some railway lines. 	<p>AoS should aim to:</p> <ul style="list-style-type: none"> • Take into consideration the extent and scale of proposed road and rail infrastructure and the impact that proposals will have on the economy, the environment and social networks.

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buses; <ul style="list-style-type: none"> • Providing support for private sector-led investment and improving surface access to international gateways. 		
Door to Door Strategy (DfT, 2013)		
The door to door strategy sets out the vision for integrated sustainable journeys and details what the government want from transport providers in terms of helping to facilitate these journeys. There are four core areas which the strategy focuses on to enable transport users to choose more sustainable modes of transport: <ul style="list-style-type: none"> • Accurate, accessible and reliable information about transport options; • Convenient and affordable tickets for the entirety of a journey; • Regular and straightforward connections including between different modes of transport; and • Safe and comfortable transport facilities. 	<ul style="list-style-type: none"> • Integration of data systems to provide up to date, reliable train information; • Enhance information about bus services; • Improving coordination between different modes of transport, including high quality walking and cycling facilities; and • Enhancing transport facilities, including investments at railway stations. An action plan as a result of the door to door strategy is due to be published towards the end of 2013 which may set out additional and more specific targets.	AoS should aim to: <ul style="list-style-type: none"> • Include objectives relating to crime and fear of crime with respect to National Networks; • Include objectives relating to reliable journeys
Strategic Framework for Road Safety (DfT, 2011) and update September 2012		
The strategic framework for road safety sets out the government's approach to continuing to reduce fatal and seriously injured casualties in the road network. The policy identifies a number of key themes for road safety: <ul style="list-style-type: none"> • Better education and training for both inexperienced drivers and those who commit low level offences ; • Tougher enforcement for motorists who deliberately drive dangerously; • Taking action based upon cost benefit analysis; • More local and community decision making; and • Supporting and building capability by working with the road safety community on better tools to support road safety professionals. 	The Framework aims to reduce the number of fatal accidents on the road network by 41% from 2005-09 levels by 2030.	The AoS should aim to: <ul style="list-style-type: none"> • Take into account accidents and incidents on the road and the impact that these may have on congestion and journey time reliability.
Highway Agency – Climate Change Adaptation Strategy and Framework (2009)		
This Framework provides a systematic process to	Key areas for attention include internal business	The AoS should aim to:

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<p>identify activities that will be affected by a changing climate, determine associated risks, and identify preferred options to address and manage them.</p> <p>The risk appraisal has enabled vulnerabilities to be prioritised for attention. This provides a basis for establishing a forward programme of work to develop and implement adaptation action plans.</p>	<p>management processes, network resilience, investment appraisal, and various specific aspects of the design and maintenance of road pavement, structures and drainage.</p>	<ul style="list-style-type: none"> • Include objectives that would promote an improved resilience of National Networks; • Include objectives that address climate change.
<p>Creating Growth, Cutting Carbon, Making Sustainable Local Transport Happen (DfT, 2011)</p>		
<p>The local transport white paper sets out the government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The white paper also underlines central government's direct support to local authorities, including through the Local Sustainable Transport Fund.</p>	<p>No specific targets or indicators.</p>	<p>The AoS should aim to:</p> <ul style="list-style-type: none"> • Include objectives relating to economic growth and the reduction of carbon emissions.