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# SCREENING REPORT

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STEP 1 – DETAILS OF THE PLAN

Responsible Authority:

Glasgow City Council

Title of the plan:

**Local Transport Strategy/Connectivity Plan** as the overarching plan, then a new City Centre (Transport) Transformation Plan and new Liveable Neighbourhoods Plan and revised Active Travel Plan (update of Strategic Plan for Cycling in Glasgow) underneath.

What prompted the plan:

(e.g. a legislative, regulatory or administrative provision)

Transport Scotland guidance recommends local authorities prepare a Local Transport Strategy (LTS) every 3 years, plus certain measures enshrined in legislation e.g. workplace parking levy also have to be justified within an LTS. Glasgow City Council's LTS is out of date (2007-09) and requires updating in this context, and it is also an important document in response to the Connectivity Commission for Glasgow.

Plan subject:

(e.g. transport)

Transport and placemaking.

Screening is required by the Environmental Assessment (Scotland) Act 2005.

Based on Boxes 3 and 4, our view is that:

**An SEA is required, as the environmental effects are likely to be significant:** Please indicate below what Section of the 2005 Act this plan falls within

Section 5(3)

Section 5(4)

**An SEA is not required, as the environmental effects are unlikely to be significant:** Please indicate below what Section of the 2005 Act this plan falls within

Section 5(3)

Section 5(4)

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Date:

12<sup>th</sup> March 2020

STEP 2 – CONTEXT AND DESCRIPTION OF THE PLAN

**Context of the Plan:**

This SEA screening submission covers three new transport-related plans for Glasgow, developed by Glasgow City Council. The Plans are in the context of:

- The requirement for all local authorities in Scotland to have a Local Transport Strategy (LTS) in place with regard to Transport Scotland guidance on this matter. Glasgow City Council’s last LTS dates from 2007 and requires updating.
- The Connectivity Commission for Glasgow’s report which contained a number of recommendations for a stepchange in transport, connectivity and mobility in the city.
- The City’s declaration of a Climate Emergency and related 61 actions, with transport playing a key role in this and achieving carbon neutrality by 2030.

The three new plans are:

- An overarching Local Transport Strategy / Connectivity Plan for Glasgow, covering at least 5 years with a vision to 2030. This plan will pull together also transport-related plans in Glasgow, and sit alongside the Local Development Plan.
- A Liveable Neighbourhoods Plan for Glasgow which responds to the need to put people and place at the heart of how people experience the City.
- A City Centre (Transport) Transformation Plan, which aims to provide a coherent framework for all transport related policies and projects in the city centre, with a central goal of putting people and place at the heart of the city and reducing the impact of vehicular traffic.

The LTS in particular, although not exclusively, will link to and be cognisant of a number of other key plans and policies within Glasgow, including:

- The existing City Development Plan, and fresh work to prepare the next Local Development Plan.
- Plans and policies on active travel, including an update of the existing Cycling Action Plan for Glasgow.
- Other plans and policies on transport e.g. EV Policy.
- Economic development strategies, and the Community Planning focus on inclusive growth.
- Plans on carbon management and sustainable energy.

The Council will be working with partners throughout the process, and Transport Scotland are part-funding the plans via Sustrans.

**Description of the Plan:**

Box 6.

LTS / Connectivity Plan:

- The focus of this document is an overarching framework for transport policies, decision-making and investment over the next 10 years.
- The Plan will cover the City of Glasgow as per the local authority boundary, though analysis of issues will be cognisant of the city region.
- All transport policy areas will be covered. In addition to the topics normally covered by an LTS, specific focus will be given to reducing vehicular traffic in the City and the centre in particular, reducing the carbon impact of transport, reducing the impact of transport on poverty, the role of

technology in transport.

- There are a small number of areas covered in legislation which an LTS must reference to allow the local authority to progress on these issues – these are a Workplace Parking Levy and road user charging. In addition, other elements of the Transport (Scotland) Act 2019 will be addressed in the LTS including the role of any Bus Service Improvement Plan & Partnership in the city.
- The LTS is at an early stage in its development and therefore vision, objectives and outcomes are in progress.
- The LTS will be the Council’s policy document on transport, and will most likely identify transport project priorities. It will highlight the role of non-Council partners in delivery where appropriate.

The Liveable Neighbourhoods Plan (LNP) for Glasgow aims to reduce the city’s dependency on cars and make walking, cycling and public transport the first choice. It is essential that our residents benefit from safer, quieter streets that facilitate play, walking and cycling. Through an area based approach, the LNP will help to limit the city’s contribution to climate change and develop an inclusive network of accessible and revitalised neighbourhoods designed for the benefit of all, with integrated green infrastructure and enhanced public spaces. This will be achieved through a variety of physical interventions and behavioural change measures including filtered permeability, traffic reduction around schools, improvements for walking and cycling, secure bike storage and management of residential parking. Through collaborative and purposeful engagement, the LNP will transform streets and neighbourhoods into more pleasant, safe and attractive environments with noise and air pollution being tackled through measures that encourage active travel, helping to reduce inactivity and ultimately improve public health. Progress towards making sure our neighbourhoods are more protective, comfortable, and enjoyable for people spending time there will be measured through inclusive mechanisms such as the Place Standard Tool.

Glasgow’s City Centre Transformation Plan plans to set out the need for Glasgow to adopt further bold moves around demand management to effectively manage traffic levels in the city. In turn this can assist in reducing commuting by private car and consequential reduction in vehicle emissions related to the City’s Low Emission Zone. In particular, the Plan hopes to provide a coherent and transparent framework for decision-making in the City Centre on issues related to transport, and will be closely aligned with existing frameworks such as the Council’s Strategic Development Frameworks, Local Development Frameworks and District Regeneration Frameworks, as well as other city centre-based strategies.

**What are the key components of the plan?**

The subject of this SEA Screening document is the LTS, as this is the overarching policy framework for transport in the City. Individual projects emerging from the LTS, and from the City Centre and Liveable Neighbourhood Plans, will be subject to environmental assessment at the appropriate level. It should be noted the STAG process is being followed broadly for the development of the LTS and this also requires consideration of environmental impacts. The LTS will also sit alongside the Local Development Plan for the City which has also been

subject to the SEA process, most recently the City Development Plan.

The key components of the LTS will be transport policy for the City including:

- Walking
- Cycling
- Public transport
- Placemaking where active travel and accessibility to services and destinations play a role in this
- Other road-based transport
- Movement of goods

It is also anticipated that a Delivery plan will be developed which will have high-level recommendations on priority projects and initiatives.

It should be noted there are a number of parallel workstreams that will feed into the LTS and the Delivery Plan e.g. individual research projects on specific interventions.

**Have any of the components of the plan been considered in previous SEA work?**

Many elements of transport policy where they have a spatial dimension are covered by Glasgow City Council's City Development Plan, which has been subject to SEA. It should be noted there are also parallel transport appraisal processes ongoing in the city region via the updating of the Regional Transport Strategy (SPT), and the Strategic Transport Projects Review 2 process (Transport Scotland). These processes may also be covering similar topic areas and in some instances, similar interventions, and these are also being subject to SEA to the best of our knowledge.

**In terms of your response to Boxes 7 and 8 above, set out those components of the plan that are likely to require screening:**

We envisage that the impact of the new transport plans will be positive on all criteria. Transport policies and projects in the context of Glasgow is largely within the bounds of the existing transport infrastructure e.g. reallocation of roadspace from cars to active travel and public transport, and the overarching policy drivers influencing the plans are to reduce the environmental and social impacts of transport. That said, we view it as good practice to undertake the SEA process alongside other aspects of our approach to integrated impact assessments (e.g. EqIA, Fairer Duty Scotland assessments) to ensure the LTS benefits from robust evidence and decision-making.

**STEP 3 – IDENTIFYING INTERACTIONS OF THE PLAN WITH THE ENVIRONMENT AND CONSIDERING THE LIKELY SIGNIFICANCE OF ANY INTERACTIONS (Box 10)**

| Plan Components  | Environmental Topic Areas     |                             |      |       |     |                  |                 |                   |           |                           | Explanation of Potential Environmental Effects   | Explanation of Significance   |
|--|-------------------------------|-----------------------------|------|-------|-----|------------------|-----------------|-------------------|-----------|---------------------------|--|---|
|  | Biodiversity, flora and fauna | Population and human health | Soil | Water | Air | Climatic factors | Material assets | Cultural heritage | Landscape | Inter-relationship issues |  |   |
| Connectivity Plan for Glasgow – updated Local Transport Strategy | ✓                             | ✓                           | -    | ✓     | ✓   | ✓                | ✓               | ✓                 | ✓         | ✓                         | The LTS will be placing the sustainable travel hierarchy (walking & wheeling, cycling, public transport) at its heart, and the main focus will be on sustainable transport and modal shift away from vehicles, reducing vehicle and transport emissions, and improving health through more active travel and public transport. As Glasgow is largely an urban area, and the transport interventions we are likely to focus on are unlikely to require landtake of green spaces (and moreover are more likely to focus on existing roadspace), we suggest it is unlikely there will be significant impacts against several SEA criteria. We suggest the cumulative impacts of our LTS will be positive, though it would be remiss not to carry out the SEA process to ensure all issues are | Transport is a major contributor to greenhouse gas emissions and air quality emissions, and physical inactivity. Therefore, policies and projects that seek to reduce these contributions can have a significant positive impact in terms of population and human health, air, climatic factors. Transport is also a cross-cutting issue and makes a significant contribution to other policy areas. Transport can have a lesser impact on biodiversity, water, landscape and cultural heritage and natural assets, depending on the scale of intervention (infrastructure projects may have greater impacts than policies). We propose that the LTS will have minimal impact on soils, though again this depends on any projects emerging from the associated Delivery Plan. |

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|   |   |   |   |   |   |   |   |   |   |   | assessed and documented.   |   |
| Example: Revision of standards for replacement of windows | x | ✓ | x | x | x | ✓ | ✓ | ✓ | x | x | Potential for noise reduction, improved energy efficiency, reduction in greenhouse gas emissions, likely effects for building owners/tenants and potential impacts on properties with value for cultural heritage. | Potential for significant effects identified, particularly given the national and human health focus of the proposal.<br>Potential for significant cumulative effects (positive and negative) also noted for several topic areas, including human health. |

**STEP 4 – STATEMENT OF THE FINDINGS OF THE SCREENING**

**Summary of interactions with the environment and statement of the findings of the Screening:**

(Including an outline of the likely significance of any interactions, positive or negative, and explanation of conclusion of the screening exercise.)

Through a focus on modal shift away from vehicles (particularly for the movement of people for short journeys) and a reduction of vehicles on the road, as well as a shift towards cleaner energy and low emission technology for vehicular traffic, the impacts of the LTS on climatic factors and air should be largely positive. By supporting more journeys by active modes (walking, scooting and cycling), there will also be a positive contribution to population and human health. It is not thought there will be significant impacts against biodiversity flora fauna, water, cultural heritage, landscape, as the LTS and sub-strategies is likely to focus on roadspace reallocation in existing transport infrastructure (e.g. roads) - though these issues will be scoped and monitored throughout the SEA and LTS development process. Should there be any landtake required from new infrastructure projects e.g. Metro, park and rides, this will be highlighted at the SEA level but explored in more detail at the appropriate project-specific environmental impact assessment level. Again though, Glasgow is an urban area with substantial vacant and derelict land, and any landtake of green and open space will be minimised in any new infrastructure, and this links to the Council's published Open Space Strategy. It is not thought soils will be impacted upon at the level of the LTS. Transport is a cross-cutting issue and there may well be inter-relationship impacts. Finally, transport policies and projects can have impacts on material assets, in particular built assets.

When completed send to: [SEA.gateway@scotland.gsi.gov.uk](mailto:SEA.gateway@scotland.gsi.gov.uk) or to the SEA Gateway, Scottish Government, Area 2H (South), Victoria Quay, Edinburgh, EH6 6QQ.

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**Completion guidance (Please delete before submission)**

Link to SEA Guidance: <http://www.gov.scot/Publications/2013/08/3355>

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| Box 1 | <p>Name of the organisation that is responsible for the plan.</p> <p><b>Note:</b> The responsible Authority is any person, body or office holder exercising functions of a public Character. Where more than one authority is responsible for a plan they should reach an agreement as to who is responsible for the SEA. Where an agreement cannot be reached, the Scottish Ministers can make the determination (Extract from SEA Guidance: Glossary (Page 50)).</p>  |
| Box 2 | <p>Name of the plan.</p> <p><b>Note:</b> The 2005 Act applies to plans which relate to matters of a public character. The term 'plan' within guidance also covers policy, programme and strategy (Extract from SEA Guidance: Glossary (Page 50)).</p>   |
| Box 3 | <p>In terms of screening, knowing why a plan is being produced is one of the key components in understanding whether the plan falls into Section 5(3) or 5(4) of the 2005 Act.</p>  |
| Box 4 | <p>The 2005 Act outlines the sectors as agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town &amp; country planning and land use.</p>   |
| Box 5 | <p>As well as briefly describing what the plan is intended to do and how it will achieve it, it is important to outline whether the plan sits within a hierarchy and its relationships with other plans and policies.</p> <p>Schedule 2 part 1 of the 2005 Act details criteria relating to a plan setting a framework for projects and other activities, and influencing other plans including those in a hierarchy.</p> <p>In terms of screening for likely environmental effects, knowing the context of a plan and where it will sit in a hierarchy of other plans is a key component in understanding the likely scope and remit of the plan and where the most appropriate assessment should take place. The description of the context should build on the information provided for Box 3 and contain sufficient information to allow those reading the screening report to understand the role of the plan in the wider policy context. Brief descriptive information such the relationship of the plan with overarching policy, links with other plans, and the influence on and from overarching ambitions or objectives should be considerations. This type of information can help paint a clear screening picture and whether an SEA of the plan is suitable in the circumstances.</p> |
| Box 6 | <p>The description of the plan being screened has to contain sufficient information to allow those reading the notification to understand the objectives of the plan and how the Responsible Authority aims to deliver them. This may differ between spatial plans, policy based plans and aspirational plans (or a mix of these). The description should include:</p> <ul style="list-style-type: none"><li>• The focus and direction of the plans – Including the 'powers' it will have,</li></ul>  |

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|       | <p>the direction, status and importance it may bring, the ‘targets’ it will set, the legislation it will initiate, etc.</p> <ul style="list-style-type: none"><li>• Its spatial scope - i.e. will it be nationally, regionally or locally focused, will there be specific area, location or boundary outlined.</li><li>• Its temporal scope – i.e. will it be introduced for a set period of time before the next iteration?</li><li>• The individual components of the plan – Including policy areas and plan components that it will cover (e.g. the sectors covered in a plan, specific technologies that will be considered, any new restrictions to be introduced, or measures that could be considered intrinsic mitigations).</li><li>• Any new powers the plan may be given or may give to other activities</li><li>• The vision, objectives and aims of the plan where these are clear.</li></ul> <p>It may also prove helpful to include other information in a summary, such as whether the plan is expected to improve or strengthen the current approach, the reason the plan is being prepared, who it would apply to and the timescale for delivery. This type of information should build upon that provided for Box 5 and can help paint a clear picture of whether screening is suitable in the circumstances.</p>  |
| Box 7 | <p>Information included in this section should clearly set out the components of the plan (e.g. policy areas covered or the relevant likely sections of the plan) and allow the reader to see which components of the plan are being considered in the screening process.</p>   |
| Box 8 | <p>Are you confident that all significant environmental effects arising from this plan have already been covered in earlier SEA work?</p> <p>Most plans sit in a wider policy hierarchy, influenced by and/or influencing other plans and policies within the hierarchy. In many cases, previous SEA work is likely to have been undertaken on other plans and policies, and these may be of relevance to the consideration of the likelihood of significant environment effects associated with the development of the plan.</p> <p>These assessments may have considered components of the plan, and in some cases, there may be the possibility of screening out certain components of a plan as these have been previously assessed (e.g. through SEA of an overarching policy, or assessment of a previous plan that includes several components duplicated within the current plan). It is essential to have full confidence that components have been previously assessed, to an appropriate level, prior to its removal from further consideration. Even a small deviation from previously assessed policy, changes in the sensitivity or knowledge of environmental receptors affected, and length of time since assessment are likely to result in the need for new assessment.</p> <p>Information included in this section should clearly identify the plan components and refer to the previous assessment work undertaken to demonstrate that they have been ‘captured’ in the SEA process in accordance with the requirements of the 2005 Act and the satisfaction of the Consultation Authorities.</p> |

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| Box 9  | <p>Based upon the content of Boxes 7 and 8, this section should identify the components of the plan that require screening. These components can then be taken forward into the next section of the screening process.</p>   |
| Box 10 | <p>Is the plan, and its components, likely to have potential interactions with the environment, either direct or indirectly?</p> <p>The next step in this approach is identifying the potential for interactions of the plan with the environment. A table such as that provided could aid in identifying the likely interactions of the policy and its components against each of the environmental topic areas set out in Schedule 2 of the 2005 Act. This step is aimed at helping Responsible Authorities to demonstrate compliance with the requirements of the 2005 Act and transparency in reaching their conclusions of the screening process.</p> <p>Note that the Responsible Authority should refer to and, where appropriate, address the criteria outlined within Schedule 2 of the 2005 Act in determining the likely significance of effects on the environment. Therefore, it is recommended that the Responsible Authority consider the probability, duration, frequency, reversibility, magnitude and spatial extent of any potential effects; the cumulative and transboundary nature of effects; the value and vulnerability of the area(s) likely to be affected; and risk to human health and the environment; amongst others. Further explanation of the criteria detail in Sections 1(a) – 1(e) and 2(a) – 2(g) is provided in the Scottish Government’s SEA Guidance (Section 3.3: Making a Screening Determination, Available at <a href="http://www.gov.scot/Publications/2013/08/3355/3">http://www.gov.scot/Publications/2013/08/3355/3</a>).</p> <p>Note the 2005 Act does not distinguish between positive and negative environmental effects and either, if significant, could trigger an SEA.</p> |
| Box 11 | <p>Upon consideration of the previous sections, a Responsible Authority should make a finding on whether there is the likelihood of significant environmental effects associated with adoption of the plan.</p> <p>The information in this section should provide a summary of the likely interactions of the plan with the environment, and conclude whether the Responsible Authority consider that an SEA is required or not.</p> <p>If likely significant effects are identified by a Responsible Authority, then an SEA must be undertaken and the decision to do this advertised. The information presented at screening and Consultation Authority views on this can also help to inform the next stage of the SEA process (Scoping). Similarly, if no significant effects are identified a determination to that effect must be undertaken and then advertised.</p>  |