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Strategic Environmental Assessment process – Glasgow Transport Strategy Draft Policy Framework for Discussion and Consultation.

This document presents an **interim Strategic Environmental Impact Assessment of the Glasgow Transport Strategy Draft Policy Framework for Discussion and Consultation**. It builds on the initial Strategic Environmental Assessment (hereafter SEA) screening and scoping stages undertaken for the Glasgow Transport Strategy work in 2020 and 2021. A final SEA Environmental Report will be published along with the final Glasgow Transport Strategy in 2022 for consultation with stakeholders. This Interim assessment aims to help the public and stakeholders understand the impacts of the Draft Policy Framework on SEA criteria, to help inform any feedback from the public and stakeholders during the consultation period on the Draft Policy Framework in October and November 2021. This assessment will also inform the final Policy Framework. This work has been carried out by Jacobs and Steer, independent from Glasgow City Council.

This interim assessment should be read alongside the full Glasgow Transport Strategy: Policy Framework for Consultation and Discussion available at [www.glasgow.gov.uk/transportstrategy](http://www.glasgow.gov.uk/transportstrategy) during October and November 2021.

### Methodology

Each of the 9 packages of policies within the Glasgow Transport Strategy Draft Policy Framework for Discussion and Consultation, Section 5, have been assessed against the SEA objectives and associated SEA Guide questions. This draws on the topics within the Glasgow City Council SEA process to date.

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| SEA Objective  | SEA Guide Questions  | Initial Package Score | Commentary (including indirect, direct and cumulative)   | Recommendations   |
|--|--|-----------------------|--|---|
| <p><b>Material Assets: Improve and enhance Glasgow's existing transport infrastructure.</b></p>  | <p>Reduce the use of natural resources e.g. fossil fuels?<br/>                     Reduce the impact of heavy traffic on infrastructure?<br/>                     Support or lead more sustainable maintenance activity where new development is required?<br/>                     Support improvements to transport technology, interchanges and timetabling?<br/>                     Plan for future travel arrangements where journeys are made by a number of different modes? – e.g. electric vehicle for most of the journey, which is then parked and left to charge at a hub, cycle and walking assets, such as connected off-road paths, bike/e-bike share infrastructure.<br/>                     promote sustainable use and management of existing infrastructure e.g. water, heat, energy or flood protection infrastructure?<br/>                     ensure transport infrastructure and innovation delivers/contributes to the circular economy?</p>                                  | <p>++</p>             | <p>Policy directly supports objective. Policy seeks to use existing technologies and smartcards to improve travel experience / efficiency. Policy supports improvements to transport technology, including planning for future travel arrangements where journeys are made by several modes.</p> |   |
| <p><b>Water: Prevent the deterioration and where possible, enhance the status of Glasgow's water environment, and reduce/manage flood risk in a sustainable way.</b></p> | <p>Protect and improve water quality within GTS region?<br/>                     Contribute to reducing emissions particulates and pollutants to water from road transport?<br/>                     Support network resilience to anticipated extreme weather events and climate change?<br/>                     Promote the management of flood risk and delivery of water resilient places?<br/>                     Avoid displacement of flood risk?<br/>                     Promote appropriate sustainable management of surface water at both individual project level and within wider study area, including conveyance and storage of flow?<br/>                     Reduce the demand for waste water treatment and combined sewer overflows?<br/>                     Support and enhance the network of blue and green infrastructure?<br/>                     Avoid actions that would make future flood risk management interventions impractical or disproportionately expensive?</p> | <p>0</p>              | <p>Policy indirectly supports objective through promotion of mode shift towards sustainable travel, and associated reduction in pollution run-off from vehicles. Not likely to have a significant effect.</p>  | <p>Could include measures around how smart technology may be used for flood modelling / to alert people of flooding on the transport network.</p>     |
| <p><b>Biodiversity: Ensure the city's biodiversity, natural habitat networks and green infrastructure including green and blue networks are protected.</b></p>           | <p>Protect and or enhance the integrity of nationally and locally designated biodiversity sites?<br/>                     Protect and or enhance the integrity of existing habitat and green/blue networks and other wildlife corridors?<br/>                     Protect protected species?<br/>                     Provide opportunities for habitat enhancement, habitat creation or biodiversity net gain?<br/>                     Protect or enhance the links between blue-green networks?</p>   | <p>0</p>              | <p>Policy indirectly supports objective through promotion of mode shift towards sustainable travel, and associated reduction in pollutants such as oxides of nitrogen which can harm biodiversity. Not likely to have a significant effect.</p>  | <p>Could technology be used to raise awareness of links between blue-green networks, e.g. apps showing safe, green cycle routes through the city.</p> |

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| SEA Objective   | SEA Guide Questions  | Initial Package Score | Commentary (including indirect, direct and cumulative)   | Recommendations   |
|---|--|-----------------------|--|---|
| <b>Soil: Prevent soil degradation and improve soil quality where possible while safeguarding valuable land resources.</b> | Prevent soil degradation and erosion?<br>Seek to improve and utilise brownfield sites and reduce impact on greenspace?<br>Reduce the impact on soil quality from pollutants from transport?<br>Reduce loss of soil from extreme events and flooding?   | 0                     | Policy indirectly supports objective through promotion of mode shift towards sustainable travel, and associated reduction in pollution run-off from vehicles. Not likely to have a significant effect.                   |   |
| <b>Cultural heritage: Protect and enhance (where appropriate) Glasgow's cultural and historic environment.</b>            | Avoid direct impact and impact on the setting of designated and non-designated historic sites, places and spaces?<br>Improve sustainable accessibility to all townscape including historic sites, places and spaces?<br>Improve sustainable access to and understanding of the historic environment?<br>respect/respond to the historic urban spatial structure / plan of the city?<br>Support the continued use / reuse and maintenance of historic environmental assets where appropriate? | 0                     | Policy will improve accessibility to the open space / countryside by facilitating affordable and integrated travel across the city, using existing technologies and smartcards. Not likely to have a significant effect. | Could technology be used to provide brief historical background to key historic transport assets, as the traveller passes by them |
| <b>Landscape: Protect and enhance the landscape and townscape character and setting of the city.</b>                      | Create and maintain a high quality public realm?<br>Respect existing urban landscape, settlement pattern and sensitive views?<br>Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use?<br>Improve sustainable access to open space and the countryside?<br>Impact vacant and derelict land within the city?  | 0                     | Policy will improve accessibility to the historic environment by facilitating affordable and integrated travel across the city, using existing technologies and smartcards. Not likely to have a significant effect.     |   |

**Summary**

|                                     |  |
|-------------------------------------|--|
| <b>Assessment summary</b>           | Part 6 would have a significant positive impact on several of the SEA objectives, primarily in relation to Air Quality, Climate, Population and Human Health, and Materials. The policies generally supports integrated/connected travel and prioritisation of sustainable modes through use of technology, which would facilitate a mode shift and result in emissions reductions and air quality improvements. Integrated travel is expected to improve access to essential services, employment, and the natural environment for people living in the city. Additionally, the policies seek to utilise existing technology to improve travel experience and planning for travel across several mode types. Part 6 indirectly supports the SEA objectives in relation to Biodiversity, Soil, Cultural Heritage and Landscape but is not expected to have a significant impact on these. Reference is made to linked policies: Open Government Partnership, Glasgow Economic Recovery Group Action Plan 2020, Connectivity Commission Recommendation. |
| <b>Cumulative Effect</b>            | Positive cumulative impact expected on SEA objectives  |
| <b>Recommendations/comments</b>     | Consideration should be given to whether technology could show real time pollution hotspots?   |
|                                     | Consideration should be given to whether technology could show the approximate carbon emissions for a given trip, comparing each transport mode?   |
|                                     | Additional measure recommended around reducing inequality in access to technology and providing support to 'hard to reach' people to ensure no-one is left behind.   |
|                                     | Consider how technology could be used to link more closely with other SEA objectives, e.g. in relation to Water and Biodiversity. Could be opportunities to use technology to improve flood response and raise awareness of blue/green networks in the city.   |
|                                     | Could technology be used to provide brief historical background to key historic transport assets, as the traveller passes by them  |
| <b>Clarifications/uncertainties</b> | N/A  |

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Part 7: Managing Travel demand

| SEA Objective   | SEA Guide Questions  | Initial Package Score | Commentary (including indirect, direct and cumulative)  | Recommendations |
|---|--|-----------------------|---|-----------------|
| <b>Air Quality: Reduce emissions from all forms of transport related air pollution and improve the air quality for all across Glasgow</b>   | Reduce the emissions and pollution associated with the most polluting vehicles i.e. road traffic?<br>Contribute towards a reduction in NOx and PM levels, particularly within the city's AQMAs?<br>Assist in meeting AQMA targets?<br>Help to limit polluting traffic growth?<br>Help to reduce traffic congestion?<br>Encourage and facilitate the use of active travel, particularly for short journeys?   | ++                    | Policy directly supports objective. Reducing parking available will reduce the number of private vehicles within the city, thereby encouraging mode shift and supporting reduction in GHG emissions.  |                 |
| <b>Climate: Reduce the need to travel and encourage modal shift from private vehicles to sustainable transport to address Glasgow's climate emergency and meet wider greenhouse gas emission targets.</b> | Encourage modal shift from private vehicles to more sustainable transport options?<br>Support reduction in GHG emissions?<br>Facilitate ongoing co-ordination with spatial development planners to ensure communities are close to key services and places of employment, to the maximum extent possible?  | ++                    | Policy directly supports objective. Reducing parking available will reduce the number of private vehicles within the city, thereby reducing emissions and improving air quality.  |                 |
| <b>Climate: Adapt transport system so there is less reliance on fossil fuels and it is more resilient to the predicted effects of climate change.</b>   | Reduce the use of non-renewable resources and fossil fuels?<br>Promote and support the best use of clean fuels/technologies?<br>Help adapt the transport network to direct and indirect risks associated with climate change projections for Scotland?   | +                     | Policy indirectly supports objective. Reducing parking available / providing EV infrastructure will facilitate mode shift towards sustainable travel and reduce the use of non-renewable resources and fossil fuels.  |                 |
| <b>Population and Human Health: Improve quality of life and human health and increase sustainable and fair access to essential services, employment and the natural environment</b>                       | Reduce exposure to air pollution by most vulnerable groups?<br>Ensure safe and sustainable access for all users to essential services and employment?<br>Reduce and avoid community severance or other detriment to existing active travel routes, including maintaining or improving pedestrian crossings?<br>Increase and enhance provision of non-motorised transport, especially walking and cycling links and facilities?<br>Improve accessibility to open spaces, blue / green networks and the path network for physical recreational purposes?<br>Reduce the inequality in access, via public transport, to the natural environment? | ++                    | Policy directly supports this objective through its link to the Liveable Neighbourhoods initiative. Reducing street parking will reduce the volume of cars in the city; in turn, this will improve amenity of street space and reduce emissions which can be harmful to human health. Policy supports roll out of cycle parking for flats and reallocation of space within car parks to cycle storage and EV charging, which will encourage mode shift to sustainable travel. Policy recognises that different people have different needs and that people with mobility difficulties will be prioritised for city parking. |                 |

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| SEA Objective   | SEA Guide Questions   | Initial Package Score | Commentary (including indirect, direct and cumulative)  | Recommendations |
|---|---|-----------------------|---|-----------------|
| <b>Material Assets: Improve and enhance Glasgow's existing transport infrastructure.</b>  | <p>Reduce the use of natural resources e.g. fossil fuels?</p> <p>Reduce the impact of heavy traffic on infrastructure?</p> <p>Support or lead more sustainable maintenance activity where new development is required?</p> <p>Support improvements to transport technology, interchanges and timetabling?</p> <p>Plan for future travel arrangements where journeys are made by a number of different modes? – e.g. electric vehicle for most of the journey, which is then parked and left to charge at a hub, cycle and walking assets, such as connected off-road paths, bike/e-bike share infrastructure.</p> <p>promote sustainable use and management of existing infrastructure e.g. water, heat, energy or flood protection infrastructure?</p> <p>ensure transport infrastructure and innovation delivers/contributes to the circular economy?</p> | +                     | <p>Policy directly supports this objective as relates to upgrades of existing infrastructure. Reducing available parking will reduce the volume of road traffic using road infrastructure.</p> <p>Policy supports use of technology to improve provision of information on spaces available in car parks.</p> |                 |
| <b>Water: Prevent the deterioration and where possible, enhance the status of Glasgow's water environment, and reduce/manage flood risk in a sustainable way.</b> | <p>Protect and improve water quality within GTS region?</p> <p>Contribute to reducing emissions particulates and pollutants to water from road transport?</p> <p>Support network resilience to anticipated extreme weather events and climate change?</p> <p>Promote the management of flood risk and delivery of water resilient places?</p> <p>Avoid displacement of flood risk?</p> <p>Promote appropriate sustainable management of surface water at both individual project level and within wider study area, including conveyance and storage of flow?</p> <p>Reduce the demand for waste water treatment and combined sewer overflows?</p> <p>Support and enhance the network of blue and green infrastructure?</p> <p>Avoid actions that would make future flood risk management interventions impractical or disproportionately expensive?</p>    | 0                     | <p>Reducing road traffic in the city likely to reduce pollutant run off to watercourses. Policy somewhat supports objective but impact would be negligible.</p>   |                 |
| <b>Biodiversity: Ensure the city's biodiversity, natural habitat networks and green infrastructure including green and blue networks are protected.</b>           | <p>Protect and or enhance the integrity of nationally and locally designated biodiversity sites?</p> <p>Protect and or enhance the integrity of existing habitat and green/blue networks and other wildlife corridors?</p> <p>Protect protected species?</p> <p>Provide opportunities for habitat enhancement, habitat creation or biodiversity net gain?</p> <p>Protect or enhance the links between blue-green networks?</p>  | ~                     | <p>No clear correlation between demand management and biodiversity protection.</p>  |                 |
| <b>Soil: Prevent soil degradation and improve soil quality where possible while</b>   | <p>Prevent soil degradation and erosion?</p> <p>Seek to improve and utilise brownfield sites and reduce impact on greenspace?</p> <p>Reduce the impact on soil quality from pollutants from transport?</p> <p>Reduce loss of soil from extreme events and flooding?</p>   | 0                     | <p>Reducing road traffic in the city likely to improve the setting of historic environment assets in the city. Policy somewhat supports objective but impact would be negligible.</p>   |                 |

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| SEA Objective  | SEA Guide Questions  | Initial Package Score | Commentary (including indirect, direct and cumulative)   | Recommendations |
|--|--|-----------------------|--|-----------------|
| <b>safeguarding valuable land resources.</b>   |  |                       |  |                 |
| <b>Cultural heritage: Protect and enhance (where appropriate) Glasgow's cultural and historic environment.</b> | Avoid direct impact and impact on the setting of designated and non-designated historic sites, places and spaces?<br>Improve sustainable accessibility to all townscape including historic sites, places and spaces?<br>Improve sustainable access to and understanding of the historic environment?<br>respect/respond to the historic urban spatial structure / plan of the city?<br>Support the continued use / reuse and maintenance of historic environmental assets where appropriate? | 0                     | Reducing road traffic in the city likely to reduce pollutant run off to soils. Policy somewhat supports objective but impact would be negligible.        |                 |
| <b>Landscape: Protect and enhance the landscape and townscape character and setting of the city.</b>           | Create and maintain a high quality public realm?<br>Respect existing urban landscape, settlement pattern and sensitive views?<br>Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use?<br>Improve sustainable access to open space and the countryside?<br>Impact vacant and derelict land within the city?  | +                     | Reducing road traffic in the city would have a positive impact on the landscape and town character and setting, and improve the public realm in general. |                 |

| <b>Summary</b>                      |   |
|-------------------------------------|---|
| <b>Assessment summary</b>           | Part 7 would have a significant positive impact on several of the SEA objectives, primarily in relation to Air Quality, Climate, Population and Human Health, Materials and Landscape.<br>The policies are focussed on demand management for travelling by private vehicle through implementing parking restrictions. Reducing road traffic in the city would have a significant positive impact on air quality and emissions, and would bring associated health and wellbeing benefits. The townscape and setting of the city would be improved by the removal of traffic, contributing towards public realm improvements.<br>Part 7 indirectly supports the SEA objectives in relation to Water, Soils and Cultural Heritage but is not expected to have a significant impact on these. No clear link was identified between Part 7 and the Biodiversity objective.<br>Reference is made to linked policies: Glasgow Climate Plan, Connectivity Commission. |
| <b>Cumulative Effect</b>            | Positive cumulative impact expected on SEA objectives   |
| <b>Recommendations/comments</b>     | No specific recommendations identified - Part 7 is niche and not expected it would contribute significantly towards all SEA objectives.   |
| <b>Clarifications/uncertainties</b> | N/A   |

Part 8: Natural Environment

| SEA Objective   | SEA Guide Questions  | Initial Package Score | Commentary (including indirect, direct and cumulative)   | Recommendations |
|---|--|-----------------------|--|-----------------|
| <b>Air Quality: Reduce emissions from all forms of transport related air pollution and improve the air quality for all across Glasgow</b>   | Reduce the emissions and pollution associated with the most polluting vehicles i.e. road traffic?<br>Contribute towards a reduction in NOx and PM levels, particularly within the city's AQMAs?<br>Assist in meeting AQMA targets?<br>Help to limit polluting traffic growth?<br>Help to reduce traffic congestion?<br>Encourage and facilitate the use of active travel, particularly for short journeys?   | +                     | Policy indirectly supports objective as sets promotes mode shift towards sustainable transport, which would reduce emissions and improve air quality.  |                 |
| <b>Climate: Reduce the need to travel and encourage modal shift from private vehicles to sustainable transport to address Glasgow's climate emergency and meet wider greenhouse gas emission targets.</b> | Encourage modal shift from private vehicles to more sustainable transport options?<br>Support reduction in GHG emissions?<br>Facilitate ongoing co-ordination with spatial development planners to ensure communities are close to key services and places of employment, to the maximum extent possible?  | +                     | Policy indirectly supports objective as sets promotes mode shift towards sustainable transport, which would reduce emissions and address the climate emergency.  |                 |
| <b>Climate: Adapt transport system so there is less reliance on fossil fuels and it is more resilient to the predicted effects of climate change.</b>   | Reduce the use of non-renewable resources and fossil fuels?<br>Promote and support the best use of clean fuels/technologies?<br>Help adapt the transport network to direct and indirect risks associated with climate change projections for Scotland?   | ++                    | Policy inherently supports the design of infrastructure with climate resilience in mind, particularly increased incidences of flooding and high temperatures.  |                 |
| <b>Population and Human Health: Improve quality of life and human health and increase sustainable and fair access to essential services, employment and the natural environment</b>                       | Reduce exposure to air pollution by most vulnerable groups?<br>Ensure safe and sustainable access for all users to essential services and employment?<br>Reduce and avoid community severance or other detriment to existing active travel routes, including maintaining or improving pedestrian crossings?<br>Increase and enhance provision of non-motorised transport, especially walking and cycling links and facilities?<br>Improve accessibility to open spaces, blue / green networks and the path network for physical recreational purposes?<br>Reduce the inequality in access, via public transport, to the natural environment? | ++                    | Policy inherently supports enhancing biodiversity, creating blue and green corridors and providing new open space provision within the city, and this would have a positive impact on health and wellbeing for the population. There is an established link between access to green / blue space and wellbeing benefits, including increased uptake of physical activity.<br>Policy recognises importance of blue / green networks as part of a place-based approach in the City Centre and Liveable Neighbourhoods, enhancing public realm and amenity for people living in and visiting the city.<br>Policy supports building a strong active travel network and facilitating mode shift, which would improve air quality, ensure access to essential services and employment, reduce community severance, increase physical activity and overall community wellbeing.<br>Policy includes measures to tackle inequality in access to green / blue corridors by including these factors in behaviour change programmes. |                 |



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| SEA Objective   | SEA Guide Questions   | Initial Package Score | Commentary (including indirect, direct and cumulative)   | Recommendations   |
|---|---|-----------------------|--|---|
| <b>Material Assets: Improve and enhance Glasgow's existing transport infrastructure.</b>  | <p>Reduce the use of natural resources e.g. fossil fuels?</p> <p>Reduce the impact of heavy traffic on infrastructure?</p> <p>Support or lead more sustainable maintenance activity where new development is required?</p> <p>Support improvements to transport technology, interchanges and timetabling?</p> <p>Plan for future travel arrangements where journeys are made by a number of different modes? – e.g. electric vehicle for most of the journey, which is then parked and left to charge at a hub, cycle and walking assets, such as connected off-road paths, bike/e-bike share infrastructure.</p> <p>promote sustainable use and management of existing infrastructure e.g. water, heat, energy or flood protection infrastructure?</p> <p>ensure transport infrastructure and innovation delivers/contributes to the circular economy?</p> | +                     | <p>Policy supports this objective through reducing the use of fossil fuels through facilitating a mode shift towards active / sustainable travel.</p> <p>Policy supports this objective through use and promotion of existing infrastructure for transport e.g. the core path network, green spaces, the Clyde.</p> <p>Policy promotes use of alternative materials for transport infrastructure to ameliorate heat.</p>   |   |
| <b>Water: Prevent the deterioration and where possible, enhance the status of Glasgow's water environment, and reduce/manage flood risk in a sustainable way.</b> | <p>Protect and improve water quality within GTS region?</p> <p>Contribute to reducing emissions particulates and pollutants to water from road transport?</p> <p>Support network resilience to anticipated extreme weather events and climate change?</p> <p>Promote the management of flood risk and delivery of water resilient places?</p> <p>Avoid displacement of flood risk?</p> <p>Promote appropriate sustainable management of surface water at both individual project level and within wider study area, including conveyance and storage of flow?</p> <p>Reduce the demand for waste water treatment and combined sewer overflows?</p> <p>Support and enhance the network of blue and green infrastructure?</p> <p>Avoid actions that would make future flood risk management interventions impractical or disproportionately expensive?</p>    | ++                    | <p>Policy supports objective through recognition of river and canal networks as important infrastructure for place making and travel.</p> <p>Policy directly supports objective as requires consideration of the impact of transport infrastructure on water quality and appropriate mitigation where required.</p> <p>Policy supports the protection and enhancement of biodiversity, which would extend to water species / habitats and thus is likely to result in a positive impact on water quality.</p> <p>Policy directly supports objective through setting out an approach to flood risk management in relation to transport investment, including statutory requirements for SUDS and FRA.</p> |   |
| <b>Biodiversity: Ensure the city's biodiversity, natural habitat networks and green infrastructure including green and blue networks are protected.</b>           | <p>Protect and or enhance the integrity of nationally and locally designated biodiversity sites?</p> <p>Protect and or enhance the integrity of existing habitat and green/blue networks and other wildlife corridors?</p> <p>Protect protected species?</p> <p>Provide opportunities for habitat enhancement, habitat creation or biodiversity net gain?</p> <p>Protect or enhance the links between blue-green networks?</p>  | ++                    | <p>Policy is inherently concerned with enhancing and protecting biodiversity and so directly supports this objective.</p> <p>Policy sets out how transport infrastructure projects should have due regard to nature/wildlife sites, adhere to the city's LBAP, ensure no net loss of trees, and create green &amp; biodiversity corridors in the city, amongst other actions.</p>  | <p>Recommend reference included to ecosystem services (NatureScot's Scottish Biodiversity Strategy clearly identifies that biodiversity conservation calls for an ecosystem approach)</p> |

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| SEA Objective   | SEA Guide Questions  | Initial Package Score | Commentary (including indirect, direct and cumulative)  | Recommendations  |
|---|--|-----------------------|---|--|
| <b>Soil: Prevent soil degradation and improve soil quality where possible while safeguarding valuable land resources.</b> | Prevent soil degradation and erosion?<br>Seek to improve and utilise brownfield sites and reduce impact on greenspace?<br>Reduce the impact on soil quality from pollutants from transport?<br>Reduce loss of soil from extreme events and flooding?   | +                     | Policy indirectly supports objective as positive impacts for biodiversity would generally be favourable to soils. No specific actions noted in relation to soils.   | Recommend that wording included around prevention of soil degradation and improving soil quality where possible.   |
| <b>Cultural heritage: Protect and enhance (where appropriate) Glasgow's cultural and historic environment.</b>            | Avoid direct impact and impact on the setting of designated and non-designated historic sites, places and spaces?<br>Improve sustainable accessibility to all townscape including historic sites, places and spaces?<br>Improve sustainable access to and understanding of the historic environment?<br>respect/respond to the historic urban spatial structure / plan of the city?<br>Support the continued use / reuse and maintenance of historic environmental assets where appropriate? | +                     | Policy indirectly supports objective as facilitating a mode shift towards sustainable travel and away from motorised transport would improve the setting of historic sites and improve accessibility to them.   | Recommend that wording included around the importance of green / blue space as a cultural resource within the city |
| <b>Landscape: Protect and enhance the landscape and townscape character and setting of the city.</b>                      | Create and maintain a high quality public realm?<br>Respect existing urban landscape, settlement pattern and sensitive views?<br>Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use?<br>Improve sustainable access to open space and the countryside?<br>Impact vacant and derelict land within the city?  | +                     | Policy indirectly supports objective as facilitating a mode shift towards sustainable travel and away from motorised transport, which would improve the landscape and townscape character and setting of the city. Policy recognises the role of green and blue infrastructure in creating a high quality public realm. |  |

| <b>Summary</b>                       |  |
|--------------------------------------|--|
| <b>Assessment summary</b>            | Part 8 would have a significant positive impact most SEA objectives, illustrating the interlinkages between the natural environment and the built/human environment. The policies are focussed on enhancing access to green space, improving blue/green network connectivity, increasing tree cover and creating habitats, protecting wildlife, and promoting sustainable travel. Improving biodiversity and reducing road traffic in the city would have a significant positive impact on air quality and emissions, and would bring associated health and wellbeing benefits. The townscape and setting of the city would also be improved by the removal of traffic, contributing towards public realm improvements and also providing wellbeing benefits.<br>The policies are expected to have a positive impact on the water environment as it sets out the importance of the blue infrastructure in the travel network and as part of a high quality public realm (linked to Landscape). The policies explicitly refer to designing infrastructure taking climate resilience into account, particularly in relation to flood risk management. Water quality would also be improved by the requirement to manage run-off from roads through SUDS and other appropriate drainage.<br>Reference is made to linked policies: Glasgow Climate Plan, Glasgow's LBAP, Liveable Neighbourhood Plans, Active Travel Strategy and City Centre Transformation Plan. |
| <b>Cumulative Effect</b>             | Positive cumulative impact expected on SEA Objectives  |
| <b>Recommendations/ comments</b>     | Recommend policy included regarding ecosystem services (NatureScot's Scottish Biodiversity Strategy clearly identifies that biodiversity conservation calls for an ecosystem approach)<br>Recommend that wording included around prevention of soil degradation and improving soil quality where possible to strengthen contribution towards Soils objective.<br>Recommend that wording included around the importance of green / blue space as a cultural resource within the city strengthen contribution towards Cultural Heritage objective.   |
| <b>Clarifications/ uncertainties</b> | N/A  |

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Part 9: Access to vital services and opportunities & supporting economic success

| SEA Objective   | SEA Guide Questions   | Initial Package Score | Commentary (including indirect, direct and cumulative)  | Recommendations |
|---|---|-----------------------|---|-----------------|
| <b>Air Quality: Reduce emissions from all forms of transport related air pollution and improve the air quality for all across Glasgow</b>   | <p>Reduce the emissions and pollution associated with the most polluting vehicles i.e. road traffic?</p> <p>Contribute towards a reduction in NOx and PM levels, particularly within the city's AQMAs?</p> <p>Assist in meeting AQMA targets?</p> <p>Help to limit polluting traffic growth?</p> <p>Help to reduce traffic congestion?</p> <p>Encourage and facilitate the use of active travel, particularly for short journeys?</p>   | +                     | Indirectly supports objective as policy encourages various initiatives for travelling by sustainable/active means e.g. for journeys to and from school and work, work with the Glasgow Bus Partnership, and as part of the Active Travel Strategy. The policy also supports business and industry through strategic network of movement for vehicles with mode shift where possible. A mode shift towards sustainable travel would have a positive impact on reducing emissions and improving air quality.  |                 |
| <b>Climate: Reduce the need to travel and encourage modal shift from private vehicles to sustainable transport to address Glasgow's climate emergency and meet wider greenhouse gas emission targets.</b> | <p>Encourage modal shift from private vehicles to more sustainable transport options?</p> <p>Support reduction in GHG emissions?</p> <p>Facilitate ongoing co-ordination with spatial development planners to ensure communities are close to key services and places of employment, to the maximum extent possible?</p>  | +                     | Indirectly supports objective as policy encourages various initiatives for travelling by sustainable/active means e.g. for journeys to and from school and work, work with the Glasgow Bus Partnership, and as part of the Active Travel Strategy. The policy also supports business and industry through strategic network of movement for vehicles with mode shift where possible. A mode shift towards sustainable travel would have a positive impact on reducing emissions and working towards GHG targets.                                  |                 |
| <b>Climate: Adapt transport system so there is less reliance on fossil fuels and it is more resilient to the predicted effects of climate change.</b>   | <p>Reduce the use of non-renewable resources and fossil fuels?</p> <p>Promote and support the best use of clean fuels/technologies?</p> <p>Help adapt the transport network to direct and indirect risks associated with climate change projections for Scotland?</p>   | +                     | Indirectly supports objective as policy encourages various initiatives for travelling by sustainable/active means e.g. for journeys to and from school and work, work with the Glasgow Bus Partnership, and as part of the Active Travel Strategy. The policy also supports business and industry through strategic network of movement for vehicles with mode shift where possible. A mode shift towards sustainable travel would have a positive impact on reducing reliance on fossil fuels and promoting the use of clean fuels/technologies. |                 |
| <b>Population and Human Health: Improve quality of life and human health and increase sustainable and fair access to essential services, employment and the natural environment</b>                       | <p>Reduce exposure to air pollution by most vulnerable groups?</p> <p>Ensure safe and sustainable access for all users to essential services and employment?</p> <p>Reduce and avoid community severance or other detriment to existing active travel routes, including maintaining or improving pedestrian crossings?</p> <p>Increase and enhance provision of non-motorised transport, especially walking and cycling links and facilities?</p> <p>Improve accessibility to open spaces, blue / green networks and the path network for physical recreational purposes?</p> <p>Reduce the inequality in access, via public transport, to the natural environment?</p> | ++                    | <p>Part 9 directly supports this objective as it is concerned with improving access to opportunities and socio-economic success, including for events and tourism within the city. Policy also sets of mechanisms for reducing inequality, e.g. for school children that may not have access to public transport, or for access to employment, healthcare and food.</p> <p>Policy would have a positive impact on employment and education through investment in green job opportunities and training.</p>  |                 |

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| SEA Objective   | SEA Guide Questions   | Initial Package Score | Commentary (including indirect, direct and cumulative)  | Recommendations  |
|---|---|-----------------------|---|--|
| <b>Material Assets: Improve and enhance Glasgow's existing transport infrastructure.</b>  | <p>Reduce the use of natural resources e.g. fossil fuels?</p> <p>Reduce the impact of heavy traffic on infrastructure?</p> <p>Support or lead more sustainable maintenance activity where new development is required?</p> <p>Support improvements to transport technology, interchanges and timetabling?</p> <p>Plan for future travel arrangements where journeys are made by a number of different modes? – e.g. electric vehicle for most of the journey, which is then parked and left to charge at a hub, cycle and walking assets, such as connected off-road paths, bike/e-bike share infrastructure.</p> <p>promote sustainable use and management of existing infrastructure e.g. water, heat, energy or flood protection infrastructure?</p> <p>ensure transport infrastructure and innovation delivers/contributes to the circular economy?</p> | +                     | <p>Policy indirectly supports objective through supporting active and sustainable travel and facilitating last-mile delivery solutions which would reduce the impact of heavy traffic on infrastructure.</p> <p>Policy indirectly supports objective in relation to technology, setting out large scale events in the city may be used to trial innovation.</p> |  |
| <b>Water: Prevent the deterioration and where possible, enhance the status of Glasgow's water environment, and reduce/manage flood risk in a sustainable way.</b> | <p>Protect and improve water quality within GTS region?</p> <p>Contribute to reducing emissions particulates and pollutants to water from road transport?</p> <p>Support network resilience to anticipated extreme weather events and climate change?</p> <p>Promote the management of flood risk and delivery of water resilient places?</p> <p>Avoid displacement of flood risk?</p> <p>Promote appropriate sustainable management of surface water at both individual project level and within wider study area, including conveyance and storage of flow?</p> <p>Reduce the demand for waste water treatment and combined sewer overflows?</p> <p>Support and enhance the network of blue and green infrastructure?</p> <p>Avoid actions that would make future flood risk management interventions impractical or disproportionately expensive?</p>    | 0                     | <p>Policy indirectly supports objective through supporting active and sustainable travel which would reduce emissions, thereby reducing pollutants to water from road transport.</p>  |  |
| <b>Biodiversity: Ensure the city's biodiversity, natural habitat networks and green infrastructure including green and blue networks are protected.</b>           | <p>Protect and or enhance the integrity of nationally and locally designated biodiversity sites?</p> <p>Protect and or enhance the integrity of existing habitat and green/blue networks and other wildlife corridors?</p> <p>Protect protected species?</p> <p>Provide opportunities for habitat enhancement, habitat creation or biodiversity net gain?</p> <p>Protect or enhance the links between blue-green networks?</p>  | ~                     | <p>No clear correlation between Part 9 and this objective. The effect is not expected to be significant.</p>  | <p>Could make connection between employment/training opportunities, or volunteering, and initiatives that support biodiversity. Refer to LBAP - Community Action for Biodiversity.</p> |
| <b>Soil: Prevent soil degradation and improve soil quality</b>  | <p>Prevent soil degradation and erosion?</p> <p>Seek to improve and utilise brownfield sites and reduce impact on greenspace?</p>   | 0                     | <p>Policy indirectly supports objective through supporting active and sustainable travel which would reduce emissions, thereby</p>  |  |

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|--|--|-----------------------|---|--|
| <b>where possible while safeguarding valuable land resources.</b>  | Reduce the impact on soil quality from pollutants from transport?<br>Reduce loss of soil from extreme events and flooding?   |                       | reducing pollutants to soil from road transport. The effect is not expected to be significant.  |  |
| <b>Cultural heritage: Protect and enhance (where appropriate) Glasgow's cultural and historic environment.</b> | Avoid direct impact and impact on the setting of designated and non-designated historic sites, places and spaces?<br>Improve sustainable accessibility to all townscape including historic sites, places and spaces?<br>Improve sustainable access to and understanding of the historic environment?<br>respect/respond to the historic urban spatial structure / plan of the city?<br>Support the continued use / reuse and maintenance of historic environmental assets where appropriate? | +                     | Policy sets out importance of effective transport system in relation to promotion of Glasgow as a major tourism destination. Encouraging visitors for cultural events is also likely to boost attendance at historical sites. | Could make connection between equality in access to transport and the historic environment. Importance of affordable transport for children not just for access to school but for other educational/cultural purposes. |
| <b>Landscape: Protect and enhance the landscape and townscape character and setting of the city.</b>           | Create and maintain a high quality public realm?<br>Respect existing urban landscape, settlement pattern and sensitive views?<br>Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use?<br>Improve sustainable access to open space and the countryside?<br>Impact vacant and derelict land within the city?  | +                     | Policy indirectly supports objective through supporting roadspace reallocation for active and sustainable travel, and which would result in public realm improvements and improve access to open space and the countryside.   |  |

| <b>Summary</b>                       |   |
|--------------------------------------|---|
| <b>Assessment summary</b>            | Part 9 would have a significant positive impact on most of the SEA objectives, primarily Air Quality, Climate, Population and Human Health, Materials, Soil, Cultural Heritage, Landscape/<br>The policies are focussed on accessing services and socio-economic development in the city. Facilitating mode shift towards sustainable travel and ensuring equal access to transport and the opportunities that this provides are key elements of the policies. Children in particular are recognised as requiring access to affordable transport to allow access to education and recreational activities. Affordable public transport is identified as an important mechanism in ensuring equality in access to healthcare and food, as well as employment and training for adults.<br>The policies would have a positive impact on Materials through supporting active and sustainable travel and facilitation of last-mile delivery solutions which would reduce the impact of heavy traffic on infrastructure.<br>The policies would have a positive impact on Cultural Heritage through facilitating effective transport for Glasgow as a tourist destination, and on Landscape through removing traffic and improving public realm/access to open space and countryside. These would contribute towards improved health and wellbeing in the population.<br>Part 9 indirectly supports the SEA objectives in relation to Water and Soil. No clear link was identified between Part 9 and the Biodiversity objective.<br>Reference is made to linked GCC policies: Glasgow Community Food Strategy and Food Growing Strategy, Circular Economy Routemap, Glasgow Climate Plan. |
| <b>Cumulative Effect</b>             | Positive cumulative impact expected on SEA objectives   |
| <b>Recommendations/ comments</b>     | To make a clear connection with Biodiversity, the policies could link employment/training opportunities/volunteering to community initiatives in the city that support biodiversity. Refer to LBAP - Community Action for Biodiversity.<br><br>To make a clear connection between accessibility to transport and access to the historic environment, there could be an additional policy around improving access to cultural heritage assets. This would recognise the importance of this for children/people in deprived areas and inequalities around access to cultural heritage (e.g. providing free / affordable transport to historic sites / buildings).   |
| <b>Clarifications/ uncertainties</b> | N/A   |