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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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Part 1 : Reducing the need to travel unsustainably

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>	+	Policy supports creating 20-minute neighbourhoods and the encouraging of hybrid models of working is going to reduce the amount of travelling that needs to be undertaken by individuals. However, where the public transport network is not improved alongside the creation of the 20m neighbourhoods, there may still be use of private cars for longer journeys, which may lead to a neutral or minor negative impacts.	
<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>	++	Policy supports creating 20-minute neighbourhoods and the encouraging of hybrid models of working. This supports the SEA objective to ensure communities are close to key services and places of employment and should support a modal shift for short journeys.	
<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>	+	The creation of 20-minute neighbourhoods will prioritise walking, cycling and wheeling for short journeys therefore supporting the SEA objectives in reducing reliance on 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>	<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>	+h	Policy is likely to improve quality of life for the residents of the 20-minute neighbourhoods, as there will be reduced traffic and the area, and more active travel contributing to positive health impacts.	

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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>This package of policy measures is expected to contribute to this SEA objective and is assigned a Minor Positive effect.</p>	<p>Recommend that policy 1.2 takes into consideration sustainable maintenance activity where new development is required.</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>There is no reference to the water environment, flooding or water management in the policies. There does not appear to be a relationship between the policies and the SEA objective.</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>	0	<p>Reducing the need for travel is likely to lead to less congestion on roads. There may therefore be minor positive impacts on priority sites or species as a result of reduced pollutant emissions and noise impacts from road transport. Overall this package is related to but does not have a significant effect on this SEA objective and is scored a Neutral effect.</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? Seek to improve and utilise brownfield sites and reduce impact on greenspace? Reduce the impact on soil quality from pollutants from transport? Reduce loss of soil from extreme events and flooding?	0	The policies are likely to indirectly contribute to this SEA objectives. However it is not explicit in the policies and therefore the package has been scored a Neutral effect.	It is not clear if development management decision making will include consideration of safeguarding valuable land and resources.
<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? Improve sustainable accessibility to all townscape including historic sites, places and spaces? Improve sustainable access to and understanding of the historic environment? respect/respond to the historic urban spatial structure / plan of the city? Support the continued use / reuse and maintenance of historic environmental assets where appropriate?	~	There is no reference to cultural heritage or the historic environment in the policies. There does not appear to be a relationship between the policies and the SEA objective.	
<b>Landscape: Protect and enhance the landscape and townscape character and setting of the city.</b>	Create and maintain a high quality public realm? Respect existing urban landscape, settlement pattern and sensitive views? Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use? Improve sustainable access to open space and the countryside? Impact vacant and derelict land within the city?	+	Reducing traffic congestion will improve the pleasantness of the city, improving access for cyclists and pedestrians to move around. The setting of the city is also likely to improve. This package is expected to contribute to the achievement of this SEA objective but not significantly and is scored a Minor Positive effect.	

<b>Summary</b>	
<b>Assessment summary</b>	Part 1 would have a positive impact on several of the SEA objectives, primarily in relation to creation of 20 min neighbourhoods and creating 20-minute neighbourhoods and the encouraging of hybrid models of working. Positive effects are anticipated on climate change and air quality objectives with a reduction in unsustainable travel for short journeys. Population and Human Health will also be positively impacted by policies that reduce the amount of travelling that needs to be undertaken by individuals, improved active travel opportunities/facilities and consequently improved quality of life. No clear relationship to cultural heritage and water objectives and neutral effects on biodiversity and soil objectives.  Reference is made to linked policies, Glasgow Climate Change Plan, Circular Economy Route Map, City Development Plan
<b>Cumulative Effect</b>	Positive cumulative impact expected on SEA objectives
<b>Recommendations/comments</b>	It is not clear if development management decision making will include consideration of safeguarding valuable land and resources.
<b>Clarifications/uncertainties</b>	N/A

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Part 2: Decarbonising transport & achieving cleaner air

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? Contribute towards a reduction in NOx and PM levels, particularly within the city's AQMAs? Assist in meeting AQMA targets? Help to limit polluting traffic growth? Help to reduce traffic congestion? Encourage and facilitate the use of active travel, particularly for short journeys?	++	The policies within Part 2 are focussed on reducing carbon emissions and improving air quality within the city, therefore the policies directly support this SEA objective.	Recommend link is made between policies and their impact on AQMA's and local air pollutants
<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? Support reduction in GHG emissions? 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?	++	Many of the policies within Part 2 are focussed on facilitating a mode shift toward sustainable travel and reducing greenhouse gas emissions to ensure the realisation of net-zero targets, therefore the policies directly support this SEA objective.	
<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? Promote and support the best use of clean fuels/technologies? Help adapt the transport network to direct and indirect risks associated with climate change projections for Scotland?	++	Many of the policies within Part 2 are focussed on facilitating a mode shift towards renewable energy/low carbon transport and away from resilience on fossil fuels, therefore the policies directly support this SEA objective.	
<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? Ensure safe and sustainable access for all users to essential services and employment? Reduce and avoid community severance or other detriment to existing active travel routes, including maintaining or improving pedestrian crossings? Increase and enhance provision of non-motorised transport, especially walking and cycling links and facilities? Improve accessibility to open spaces, blue / green networks and the path network for physical recreational purposes? Reduce the inequality in access, via public transport, to the natural environment?	++	Improving air quality within the city is likely to have direct health and wellbeing benefits, particularly for vulnerable groups, with improved life expectancy and reduced rates of respiratory disease potential benefits. Enhanced amenity may also encourage people to spend more time outdoors or use active travel means, which can also bring indirect health improvements from increased physical activity. Facilitating a mode shift towards sustainable travel away from private vehicles will ensure fair access to community facilities, employment and the natural environment. Policy sets out that the council will support a fair transition to a net zero carbon city, reducing inequality in access.	

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<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>Transition to low carbon public transport fleet would make use of existing transport infrastructure, though new vehicles would be required. Facilitating a mode shift to sustainable travel would reduce the impact of heavy traffic on infrastructure.</p> <p>Policy supports reuse and recycling of materials as per Council's Circular Economy Route Map.</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>Reducing the volume of traffic on the roads that use fossil fuels is likely to have a positive impact on water quality as there will be less pollutant run off to watercourses.</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>Reducing air pollution, particularly oxides of nitrogen, will a direct positive impact on biodiversity in the city.</p> <p>Promoting active travel and reducing community severance through decreased traffic on the roads may indirectly improve connectivity between green and blue networks.</p>	<p>Recommend explicit link is made between nature and clean air (e.g. planting / retaining trees) and how decarbonisation strategy could link into biodiversity/tree initiatives.</p>

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<b>Soil: Prevent soil degradation and improve soil quality where possible while safeguarding valuable land resources.</b>	Prevent soil degradation and erosion? Seek to improve and utilise brownfield sites and reduce impact on greenspace? Reduce the impact on soil quality from pollutants from transport? Reduce loss of soil from extreme events and flooding?	+	Reducing the volume of traffic on the roads that use fossil fuels may have an indirect positive impact on land quality as there will be less pollutant run off to soils.	
<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? Improve sustainable accessibility to all townscape including historic sites, places and spaces? Improve sustainable access to and understanding of the historic environment? respect/respond to the historic urban spatial structure / plan of the city? Support the continued use / reuse and maintenance of historic environmental assets where appropriate?	+	Reducing traffic and improving air quality within the city is likely to indirectly enhance the landscape and townscape character and setting of the city. There may also be beneficial impacts on the façade of buildings from reduced pollutant concentrations. Facilitating a mode shift to active/sustainable travel will also improve access to the historic environment for all.	
<b>Landscape: Protect and enhance the landscape and townscape character and setting of the city.</b>	Create and maintain a high quality public realm? Respect existing urban landscape, settlement pattern and sensitive views? Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use? Improve sustainable access to open space and the countryside? Impact vacant and derelict land within the city?	+	Reducing traffic and improving air quality within the city is likely to enhance the setting and amenity of cultural heritage sites. Facilitating a mode shift to active/sustainable travel will also improve access to the open space and countryside.	

<b>Summary</b>	
<b>Assessment summary</b>	Part 2 would have a significant positive impact on all the SEA objectives, illustrating the interlinkages between decarbonisation and the built and natural environment. Reference is made to the sustainable travel hierarchy and a mode shift towards sustainable transport / low emission vehicles to realise air quality and climate change improvement targets. The policies recognise the links between poor air quality and health, as well as the inequalities around access to sustainable transport, and aim to address these issues. Reference is also made to key policies Part 2 would support - Circular Economy, Air Quality Action Plan, Glasgow Climate Plan.
<b>Cumulative Effect</b>	Positive cumulative impact expected on SEA objectives
<b>Recommendations/comments</b>	Recommend link is made between policies and their impact on AQMA's local air pollutants
	Recommend explicit link is made between nature and clean air (e.g. planting / retaining trees) and how decarbonisation strategy could link into biodiversity/tree policies and programmes.
<b>Clarifications/uncertainties</b>	N/A

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Part 3: Inclusive places for people through sustainable transport interventions

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>	++	Policy seeks to improve access to sustainable modes for all people. This could reduce the reliance on private vehicles, reducing road traffic emissions and contributing to improved 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>	++	Policy supports modal shift which will reduce emissions from road traffic and will contribute to the national GHG emission targets and contribute to achieving this SEA objective.	
<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>	~	There is not a clear relationship between this package of policy measures and achieving this SEA objective.	
<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>	++	Policy seeks to ensure fair access to services for all in the city including, women, people with disabilities, people from ethnic minorities and the LGBT+ community. Overall this package is expected to significantly contribute to this SEA objective and is scored a Significant Positive Effect.	



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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>	+	The creation of mobility hubs supports the development of future travel arrangements where journeys are made by different modes and facilitation of walking wheeling and cycling seeks to improve/enhance existing infrastructure	
<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>	~	There is not a clear relationship between this package of policy measures and achieving this SEA objective.	
<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>	~	There is not a clear relationship between this package of policy measures and achieving this SEA objective.	
<b>Soil: Prevent soil degradation and improve soil quality where possible while safeguarding valuable land resources.</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>	~	There is not a clear relationship between this package of policy measures and achieving this SEA objective.	

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SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations
<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? Improve sustainable accessibility to all townscape including historic sites, places and spaces? Improve sustainable access to and understanding of the historic environment? respect/respond to the historic urban spatial structure / plan of the city? Support the continued use / reuse and maintenance of historic environmental assets where appropriate?	+	Facilitating walking, cycling and wheeling would reduce the number of private vehicles in the city centre. This is likely to improve the setting of the historic environment. This package scores a minor positive effect.	Further assessment will be required to ensure any new facilities to support walking/cycling and wheeling and mobility hubs are sensitively designed and do not negatively impact cultural heritage assets
<b>Landscape: Protect and enhance the landscape and townscape character and setting of the city.</b>	Create and maintain a high quality public realm? Respect existing urban landscape, settlement pattern and sensitive views? Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use? Improve sustainable access to open space and the countryside? Impact vacant and derelict land within the city?	+	Facilitating walking, cycling and wheeling would reduce the number of private vehicles in the city centre. This is likely to improve the attractiveness of the public realm and townscape of the city centre. This package scores a minor positive effect.	Further assessment will be required to ensure any new facilities to support walking/cycling and wheeling and mobility hubs are sensitively designed and do not detract from the public realm

<b>Summary</b>	
<b>Assessment summary</b>	Part 3 will have a positive effect across several of the SEA objectives with significant positive effects anticipated on Population and Human Health due to focus on ensure fair and safe access to services for all in the city including, women, people with disabilities, people from ethnic minorities and the LGBT+ community. The reduction in the reliance on the private car and anticipated modal shift due to improved access for all is anticipated to have positive effects on Air Quality, Climatic Factors, Cultural Heritage and Landscape. The development of mobility hubs helps support the development of future travel arrangements where journeys are made by different modes resulting in positive effects on Material Assets. No clear relationship between Part 3 and Soil, Water and Climate Adaptation. Reference is made to linked policies, GCC's Circular Economy Route Map, Climate Change Strategy , Poverty Action Plan, Glasgow Road Safety Plan
<b>Cumulative Effect</b>	Positive cumulative impact expected on SEA objectives
<b>Recommendations/comments</b>	Further assessment will be required to ensure any new facilities to support walking/cycling and wheeling and mobility hubs are sensitively designed and do not detract from the public realm and do not negatively impact on cultural heritage assets
<b>Clarifications/uncertainties</b>	N/A

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Part 4: Collective transport – public, community, shared and demand responsive transport

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? Contribute towards a reduction in NOx and PM levels, particularly within the city's AQMAs? Assist in meeting AQMA targets? Help to limit polluting traffic growth? Help to reduce traffic congestion? Encourage and facilitate the use of active travel, particularly for short journeys?	+	Policy seeks to facilitate modal shift to more sustainable modes of transport including, bus, rail, metro and encourages the use of park and ride. This will reduce the traffic congestion within the city centre, with positive effects on air quality and AQMA's.	
<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? Support reduction in GHG emissions? 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 promotes the use of existing PT services such as the subway and bus and train operators and will strongly encourage modal shift and support a reduction in GHG emissions.	Further assessment will be required to consider the carbon footprint of the construction of new infrastructure e.g. Glasgow Metro, HS2 terminus
<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? Promote and support the best use of clean fuels/technologies? Help adapt the transport network to direct and indirect risks associated with climate change projections for Scotland?	+	Improving public transport and park and ride facilities will encourage a move away from private vehicles which rely on fossil fuels.	Reference could be made to encourage clean fuels and technologies in taxi's and private car hires.
<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? Ensure safe and sustainable access for all users to essential services and employment? Reduce and avoid community severance or other detriment to existing active travel routes, including maintaining or improving pedestrian crossings? Increase and enhance provision of non-motorised transport, especially walking and cycling links and facilities? Improve accessibility to open spaces, blue / green networks and the path network for physical recreational purposes? Reduce the inequality in access, via public transport, to the natural environment?	++	Improving the air quality and landscape amenity as a result of reduced traffic congestion will improve the quality of life for those in the city centre. It is likely to encourage the use of the public realm for recreation and physical activity which has benefits for human health. Reduced congestion will also improve accessibility in and around the city, reducing journey time to work and school.	

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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?                      Reduce the impact of heavy traffic on infrastructure?                      Support or lead more sustainable maintenance activity where new development is required?                      Support improvements to transport technology, interchanges and timetabling?                      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.                      promote sustainable use and management of existing infrastructure e.g. water, heat, energy or flood protection infrastructure?                      ensure transport infrastructure and innovation delivers/contributes to the circular economy?</p>	<p>?</p>	<p>Expansion of the Glasgow Metro could improve the areas that can be accessed from this PT service. If sustainable materials are used and new technology introduced this is more likely to contribute to this SEA objective. However considered to have an uncertain effect due to the uncertainty on the carbon footprint and quantity of construction materials required for the new infrastructure - Glasgow Metro, HS2 terminus etc</p>	<p>Further environmental assessment will be required as projects are developed</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?                      Contribute to reducing emissions particulates and pollutants to water from road transport?                      Support network resilience to anticipated extreme weather events and climate change?                      Promote the management of flood risk and delivery of water resilient places?                      Avoid displacement of flood risk?                      Promote appropriate sustainable management of surface water at both individual project level and within wider study area, including conveyance and storage of flow?                      Reduce the demand for waste water treatment and combined sewer overflows?                      Support and enhance the network of blue and green infrastructure?                      Avoid actions that would make future flood risk management interventions impractical or disproportionately expensive?</p>	<p>?</p>	<p>There is a link between the policies and this SEA objective. Modal shift to PT services and other modes of travel will reduce the use of private vehicles. This will reduce pollutant run-off into water sources from private vehicles. There is potential for negative effects due to the potential for new infrastructure required to support a number of these policies including metro, new park and ride facilities and HS2 terminus. However as the scale and location of the infrastructure is unknown at this stage it is considered that there will be an uncertain effect on this SEA objective</p>	

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SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations
<b>Biodiversity: Ensure the city's biodiversity, natural habitat networks and green infrastructure including green and blue networks are protected.</b>	Protect and or enhance the integrity of nationally and locally designated biodiversity sites? Protect and or enhance the integrity of existing habitat and green/blue networks and other wildlife corridors? Protect protected species? Provide opportunities for habitat enhancement, habitat creation or biodiversity net gain? Protect or enhance the links between blue-green networks?	?	There is potential for negative effects due to the potential for new infrastructure required to support a number of these policies including metro, new park and ride facilities and HS2 terminus. However as the scale and location of the infrastructure is unknown at this stage it is considered that there will be an uncertain effect on this SEA objective	Further environmental assessment will be required as infrastructure projects are developed
<b>Soil: Prevent soil degradation and improve soil quality where possible while safeguarding valuable land resources.</b>	Prevent soil degradation and erosion? Seek to improve and utilise brownfield sites and reduce impact on greenspace? Reduce the impact on soil quality from pollutants from transport? Reduce loss of soil from extreme events and flooding?	?	There is potential for negative effects with any new infrastructure required to support a number of these policies including metro, new park and ride facilities and HS2 terminus. However as the scale and location of the infrastructure is unknown at this stage it is considered that there will be an uncertain effect on this SEA objective	Further environmental assessment will be required as infrastructure projects are developed. Brownfield land for new infrastructure should be prioritised 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? Improve sustainable accessibility to all townscape including historic sites, places and spaces? Improve sustainable access to and understanding of the historic environment? respect/respond to the historic urban spatial structure / plan of the city? Support the continued use / reuse and maintenance of historic environmental assets where appropriate?	?	Encouraging the move to active travel and away from private vehicles will reduce congestion in the city centre. The reduced traffic will improve the setting of some cultural heritage assets. However there is potential for negative effects with any new infrastructure required to support a number of these policies including metro, new park and ride facilities and HS2 terminus. However as the scale and location of the infrastructure is unknown at this stage it is considered that there will be an uncertain effect on this SEA objective	Further environmental assessment will be required as infrastructure projects are developed
<b>Landscape: Protect and enhance the landscape and townscape character and setting of the city.</b>	Create and maintain a high quality public realm? Respect existing urban landscape, settlement pattern and sensitive views? Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use? Improve sustainable access to open space and the countryside? Impact vacant and derelict land within the city?	?	Encouraging the move to active travel and away from private vehicles will reduce congestion in the city centre. The reduced traffic will improve townscape and public realm within the city centre. However there is potential for negative effects with any new infrastructure required to support a number of these policies including metro, new park and ride facilities and HS2 terminus. However as the scale and location of the infrastructure is unknown at this stage it is considered that there will be an uncertain effect on this SEA objective	Further environmental assessment will be required as infrastructure projects are developed

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<b>Summary</b>	
<b>Assessment summary</b>	<p>Part 4 would have positive effects on Air Quality, Climate and Population and Human Health objectives through anticipated modal shift, reduction in emissions and improved public realm.</p> <p>Encouraging the move to active travel and away from private vehicles will reduce congestion in the city centre. The reduced traffic will improve townscape and public realm within the city centre which could benefit public realm and townscape including the setting of cultural heritage assets. There is potential for negative effects on Biodiversity, Soil, Material Assets, Water, Landscape and Cultural Heritage with any new infrastructure including metro, new park and ride facilities and HS2 terminus. However as the scale and location of the infrastructure is unknown at this stage it is considered that there will be an uncertain effect on these objectives.</p> <p>Reference is made to linked policies, Glasgow Climate Change Plan, Active Travel Strategy, Open Space Strategy</p>
<b>Cumulative Effect</b>	Uncertain cumulative impact expected on SEA objectives
<b>Recommendations/ comments</b>	Further environmental assessment will be required as infrastructure projects are developed. Brownfield land for new infrastructure should be prioritised where possible.
	Further assessment will be required to consider the carbon footprint of the construction of new infrastructure e.g. Glasgow Metro, HS2 terminus
	Reference could be made to encourage clean fuels and technologies in taxi's and private car hires.
<b>Clarifications/ uncertainties</b>	N/A

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Part 5: Managing and developing assets and infrastructure

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? Contribute towards a reduction in NOx and PM levels, particularly within the city's AQMAs? Assist in meeting AQMA targets? Help to limit polluting traffic growth? Help to reduce traffic congestion? Encourage and facilitate the use of active travel, particularly for short journeys?	+	Policy refers to future proofing new investment in assets and infrastructure in terms of smart city objectives and net zero carbon 2030. Policy supports the presumption against building new roads for the explicit purpose of capacity, in order to reduce car kilometres by 20% by 2030.	
<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? Support reduction in GHG emissions? 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 refers to future proofing new investment in assets and infrastructure in terms of smart city objectives and net zero carbon 2030, i.e. will support low emissions and air quality improvements. Policy supports the presumption against building new roads for the explicit purpose of capacity, in order to reduce car kilometres by 20% by 2030.	
<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? Promote and support the best use of clean fuels/technologies? Help adapt the transport network to direct and indirect risks associated with climate change projections for Scotland?	+	Policy refers directly to building climate resilience of road infrastructure with particular focus on reducing flood risk and increasing drainage capacity.	
<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? Ensure safe and sustainable access for all users to essential services and employment? Reduce and avoid community severance or other detriment to existing active travel routes, including maintaining or improving pedestrian crossings? Increase and enhance provision of non-motorised transport, especially walking and cycling links and facilities? Improve accessibility to open spaces, blue / green networks and the path network for physical recreational purposes? Reduce the inequality in access, via public transport, to the natural environment?	++	Policy supports promotion of sustainable transport / active travel which has indirect quality of life and health benefits, and will also reduce inequality and improve access to services and the natural environment. Policy directly support improvements to accessibility e.g. through provision of dropped kerbs. Policy directly supports the safe passage or vehicles and pedestrians and minimising travel delays during the winter months. Policy supports safe operation of the Clyde Tunnel, a key transport connection within the city.	

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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?                      Reduce the impact of heavy traffic on infrastructure?                      Support or lead more sustainable maintenance activity where new development is required?                      Support improvements to transport technology, interchanges and timetabling?                      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.                      promote sustainable use and management of existing infrastructure e.g. water, heat, energy or flood protection infrastructure?                      ensure transport infrastructure and innovation delivers/contributes to the circular economy?</p>	<p>++</p>	<p>Part 5 directly relates to the sustainable use of materials through effective management and maintenance of transport infrastructure. Policy supports the recycling of material back into road materials to reduce carbon footprint. Policy supports sustainable transport projects that are designed to incorporate low carbon measures and sustainable materials where possible, including reuse and recycling. Policy supports the presumption against building new roads for the explicit purpose of capacity.</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?                      Contribute to reducing emissions particulates and pollutants to water from road transport?                      Support network resilience to anticipated extreme weather events and climate change?                      Promote the management of flood risk and delivery of water resilient places?                      Avoid displacement of flood risk?                      Promote appropriate sustainable management of surface water at both individual project level and within wider study area, including conveyance and storage of flow?                      Reduce the demand for waste water treatment and combined sewer overflows?                      Support and enhance the network of blue and green infrastructure?                      Avoid actions that would make future flood risk management interventions impractical or disproportionately expensive?</p>	<p>++</p>	<p>Improving the existing road network is likely to have an indirect positive impact on the water environment as a result of associated drainage improvements/upgrades. Policy refers directly to building climate resilience of road infrastructure with particular focus on reducing flood risk and increasing drainage capacity.</p>	<p>Policy could make specific reference to its role in promoting sustainable management of surface water.</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?                      Protect and or enhance the integrity of existing habitat and green/blue networks and other wildlife corridors?                      Protect protected species?                      Provide opportunities for habitat enhancement, habitat creation or biodiversity net gain?                      Protect or enhance the links between blue-green networks?</p>	<p>~</p>	<p>No clear correlation between management / maintenance of the transport network and this objective.</p>	<p>Could make connection between policy and providing biodiversity improvements where possible as part of infrastructure upgrades, e.g. through planting. Refer to LBAP / Glasgow Pollinator Plan? Policy should ideally specifically refer to green infrastructure and nature-based solutions</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? Seek to improve and utilise brownfield sites and reduce impact on greenspace? Reduce the impact on soil quality from pollutants from transport? Reduce loss of soil from extreme events and flooding?	0	Part 5 indirectly supports objective as the effective maintenance of existing assets and reducing the use of materials should minimise the requirement to disturb soil. Not likely to have a significant effect.	Link could be strengthened through reference to utilising vacant/derelict land where possible to unlock sustainable development.
<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? Improve sustainable accessibility to all townscape including historic sites, places and spaces? Improve sustainable access to and understanding of the historic environment? respect/respond to the historic urban spatial structure / plan of the city? Support the continued use / reuse and maintenance of historic environmental assets where appropriate?	0	Policy supports the effective management and operation of the Clyde Tunnel, and general improvements to transport accessibility which would have a positive impact on access to the historic environment. Not likely to have a significant effect.	Link could be strengthened through reference to enhancing connections between Glasgow's existing transport infrastructure and the history associated with it.
<b>Landscape: Protect and enhance the landscape and townscape character and setting of the city.</b>	Create and maintain a high quality public realm? Respect existing urban landscape, settlement pattern and sensitive views? Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use? Improve sustainable access to open space and the countryside? Impact vacant and derelict land within the city?	0	Policy supports promotion of sustainable transport / active travel which supports creation of a high quality public realm and improved access to open space and countryside. Policy directly support improvements to accessibility e.g. through provision of dropped kerbs, thereby removing barriers to use.	Could make connection between policy and utilising vacant/derelict land where possible to unlock sustainable development.

<b>Summary</b>	
<b>Assessment summary</b>	Part 5 would have a significant positive impact on several of the SEA objectives, primarily in relation to reducing use of Materials through effective management of existing assets and future proofing new infrastructure. Population and Human Health would also be positively impacted by the policies through accessibility improvements and ensuring accessibility to transport and opportunities during the winter months. The policies generally support a mode shift towards sustainable transport which would have associated benefits for Air Quality, Climate, and Health. The Water objective would be positively impacted by the policies related to flood risk adaption and mitigation. Part 5 indirectly supports the SEA objectives in relation to Soil, Cultural Heritage and Landscape but is not expected to have a significant impact on these. No clear link was identified between Part 5 and the Biodiversity objective. Reference is made to linked policies, GCC's Circular Economy Route Map and Open Space Strategy.
<b>Cumulative Effect</b>	Positive cumulative impact expected on SEA objectives
<b>Recommendations/comments</b>	To link to the Biodiversity objective Part 5 could make a connection between policy and providing biodiversity improvements where possible as part of infrastructure upgrades, e.g. through planting (refer to LBAP / Glasgow Pollinator Plan) Policy should ideally specifically refer to green infrastructure and nature-based solutions  Policy could make specific reference to its role in promoting sustainable management of surface water.  Link to Landscape and Soil SEA objectives could be strengthened through reference to utilising vacant/derelict land where possible to unlock sustainable development and improve soil quality.  Link to Cultural Heritage could be strengthened through reference to enhancing connections between Glasgow's existing transport infrastructure and the history associated with it.
<b>Clarifications/uncertainties</b>	N/A

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Part 6: Smart and Digital City

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? Contribute towards a reduction in NOx and PM levels, particularly within the city's AQMAs? Assist in meeting AQMA targets? Help to limit polluting traffic growth? Help to reduce traffic congestion? Encourage and facilitate the use of active travel, particularly for short journeys?	+	Policy supports integrated/connected travel and prioritisation of sustainable modes through use of technology, which would facilitate a mode shift towards sustainable transport and associated emissions reductions and air quality improvements.	Consideration should be given to whether technology could show real time pollution hotspots?
<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? Support reduction in GHG emissions? 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 supports integrated/connected travel and prioritisation of sustainable modes through use of technology, which would facilitate a mode shift towards sustainable transport and associated emissions reductions and realisation of GHG targets.	Consideration should be given to whether technology could show the approximate carbon emissions for a given trip, comparing each transport mode?
<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? Promote and support the best use of clean fuels/technologies? Help adapt the transport network to direct and indirect risks associated with climate change projections for Scotland?	+	Policy supports integrated/connected travel and prioritisation of sustainable modes through use of technology, which would facilitate a mode shift towards sustainable transport and associated emissions reductions and less reliance on 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? Ensure safe and sustainable access for all users to essential services and employment? Reduce and avoid community severance or other detriment to existing active travel routes, including maintaining or improving pedestrian crossings? Increase and enhance provision of non-motorised transport, especially walking and cycling links and facilities? Improve accessibility to open spaces, blue / green networks and the path network for physical recreational purposes? Reduce the inequality in access, via public transport, to the natural environment?	+	Policy will improve access to essential services, employment and the natural environment by facilitating affordable and integrated travel across the city, using existing technologies and smartcards. Policy seeks to make data open where appropriate, allowing transparency in relation to trends and encouraging participation and empowerment within communities. Policy will directly impact on this objective by improving access to employment and education opportunities, through offering apprenticeships and facilitating STEM programmes with schools.	Additional wording recommended around reducing inequality in access to technology and providing support to 'hard to reach' people to ensure no-one is left behind.

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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>	++	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.	
<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	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.	Could include measures around how smart technology may be used for flood modelling / to alert people of flooding on the transport network.
<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>	0	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.	Could technology be used to raise awareness of links between blue-green networks, e.g. apps showing safe, green cycle routes through the city.

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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? Seek to improve and utilise brownfield sites and reduce impact on greenspace? Reduce the impact on soil quality from pollutants from transport? 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? Improve sustainable accessibility to all townscape including historic sites, places and spaces? Improve sustainable access to and understanding of the historic environment? respect/respond to the historic urban spatial structure / plan of the city? 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? Respect existing urban landscape, settlement pattern and sensitive views? Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use? Improve sustainable access to open space and the countryside? 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.	

<b>Summary</b>	
<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? Contribute towards a reduction in NOx and PM levels, particularly within the city's AQMAs? Assist in meeting AQMA targets? Help to limit polluting traffic growth? Help to reduce traffic congestion? 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? Support reduction in GHG emissions? 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? Promote and support the best use of clean fuels/technologies? 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? Ensure safe and sustainable access for all users to essential services and employment? Reduce and avoid community severance or other detriment to existing active travel routes, including maintaining or improving pedestrian crossings? Increase and enhance provision of non-motorised transport, especially walking and cycling links and facilities? Improve accessibility to open spaces, blue / green networks and the path network for physical recreational purposes? 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? Improve sustainable accessibility to all townscape including historic sites, places and spaces? Improve sustainable access to and understanding of the historic environment? respect/respond to the historic urban spatial structure / plan of the city? 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? Respect existing urban landscape, settlement pattern and sensitive views? Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use? Improve sustainable access to open space and the countryside? 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. 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. 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. 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? Contribute towards a reduction in NOx and PM levels, particularly within the city's AQMAs? Assist in meeting AQMA targets? Help to limit polluting traffic growth? Help to reduce traffic congestion? 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? Support reduction in GHG emissions? 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? Promote and support the best use of clean fuels/technologies? 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? Ensure safe and sustainable access for all users to essential services and employment? Reduce and avoid community severance or other detriment to existing active travel routes, including maintaining or improving pedestrian crossings? Increase and enhance provision of non-motorised transport, especially walking and cycling links and facilities? Improve accessibility to open spaces, blue / green networks and the path network for physical recreational purposes? 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. 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. 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. 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? Seek to improve and utilise brownfield sites and reduce impact on greenspace? Reduce the impact on soil quality from pollutants from transport? 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? Improve sustainable accessibility to all townscape including historic sites, places and spaces? Improve sustainable access to and understanding of the historic environment? respect/respond to the historic urban spatial structure / plan of the city? 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? Respect existing urban landscape, settlement pattern and sensitive views? Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use? Improve sustainable access to open space and the countryside? 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. 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. 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) Recommend that wording included around prevention of soil degradation and improving soil quality where possible to strengthen contribution towards Soils objective. 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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SEA Objective	SEA Guide Questions	Initial Package Score	Commentary (including indirect, direct and cumulative)	Recommendations
<b>where possible while safeguarding valuable land resources.</b>	Reduce the impact on soil quality from pollutants from transport? 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? Improve sustainable accessibility to all townscape including historic sites, places and spaces? Improve sustainable access to and understanding of the historic environment? respect/respond to the historic urban spatial structure / plan of the city? 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? Respect existing urban landscape, settlement pattern and sensitive views? Protect and enhance the character, integrity and liveability of key streetscapes, including removing barriers to use? Improve sustainable access to open space and the countryside? 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/ 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. 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. 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. 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. 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.  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