Glasgow Transport Strategy Strategic Environmental Assessment: Post Adoption Statement

Version: 0.1

Glasgow City Council

Glasgow Transport Strategy
December 19, 2023

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Strategic Environmental Assessment: Post Adoption Statement

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Acronyms and abbreviations

Abbreviations

APIS	Air Pollution Information System
BTO	British Trust for Ornithology
GHG	Greenhouse Gas
HES	Historic Environment Scotland
HRA	Habitats Regulations Appraisal
JNCC	Joint Nature Conservation Committee
MAP	Monitoring Action Plan
NAEI	National Atmospheric Emissions Inventory
NFRA	National Flood Risk Assessment
NPF4	National Planning Framework 4
PM	Particulate Matter
PPS	Plans, Programmes and Strategies
SAC	Special Area of Conservation
SEA	Strategic Environmental Assessment
SEPA	Scottish Environment Protection Agency
SO_2	Sulphur dioxide
SPA	Special Protection Area
SSSI	Site(s) of Special Scientific Interest
STAG	Scottish Transport Appraisal Guidance
STPR2	Second Strategic Transport Projects Review (STPR2)
ULEV	Ultra-Low Emission Vehicle
WFD	Water Framework Directive

1. Introduction

1.1 Background

1.1.1 Glasgow Transport Strategy

Transport Scotland recommends local authorities prepare a new transport strategy every three years. As a result, Glasgow City Council (GCC) has prepared the Glasgow Transport Strategy (GTS), to replace the former Local Transport Strategy (2007-09) (LTS).

The GTS is city-wide and provides an overarching framework for investment and decision-making on transport issues up to 2030. It has been published in two parts. Part 1 is a Policy Framework, which sets out transport policies and related actions, to guide decision-making in the delivery of significant change in sustainable transport provision. The GTS Policy Framework, was subject to an interim Strategic Environmental Assessment (SEA)(Jacobs, 2021b) and has now been adopted (GCC, 2023a). The Policy Framework is supported by Part 2, a Spatial Delivery Framework (GCC, 2023b), which has been informed by further SEA assessment and was published for consultation alongside the SEA Environmental Report (Jacobs, 2023a) between August and October 2023.

The GTS sets out the City's objectives, policies, priorities and investment plan up to 2030. It follows from key recent work undertaken by the Glasgow Connectivity Commission and by GCC in developing the 'Case for Change' (GCC, 2021) that sets the framework for the GTS, and the extensive Public Conversation on Glasgow's Transport Future. The GTS sits within a framework of policy and strategy developments at national, regional, and local level. The GTS has more detailed plans sitting below it, including a Liveable Neighbourhoods workstream, a City Centre Transport Plan and an Active Travel Strategy.

The GTS was developed using a multi-criteria appraisal approach, in line with Scottish Transport Appraisal Guidance (STAG). This included a STAG appraisal, the SEA and an Equalities Impact Assessment (EqIA). The Case for Change constitutes the first stage of the STAG process and involved data analysis and stakeholder engagement to provide a baseline for the study area (the GCC administrative area) and to identify transport-related problems and opportunities, as well as any constraints that could exacerbate future transport issues and influence the development of the solutions to those issues. This analysis enabled the development and refinement of a set of Transport Planning Objectives, which informed the development of options to both address the identified problems and enable the realisation of opportunities. Further description of the STAG Appraisal and the EqIA is provided in the Environmental Report (Jacobs, 2023a).

As part of the development of the GTS, an underlying transport appraisal was carried out. This was named the Integrated Transport Assessment (ITA). The ITA was also subject to the SEA process, as described in Section 3.2.

1.1.2 Strategic Environmental Assessment

The European Union's Strategic Environmental Assessment (SEA) Directive is implemented by The Environmental Assessment (Scotland) 2005 Act, which requires public bodies in Scotland to carry out an SEA on certain plans, programmes and strategies. Screening advice from the three statutory Consultation Authorities[1] in Scotland indicated that GCC should carry out a SEA of the GTS as it developed. The aim of the SEA is to identify any significant environmental effects, avoid or mitigate them and improve the environmental outcomes of the GTS when it is implemented. The principal method of assessing the GTS was through the using a framework of SEA Objectives and underlying assessment criteria that were developed after a comprehensive review of the environmental baseline data and relevant policies.

[1] NatureScot, Historic Environment Scotland and the Scottish Environment Protection Agency (SEPA).

The key stages of the SEA were:

- SEA Screening – To determine the need for an SEA to be undertaken.
- SEA Scoping – Responsible Authorities must provide the Consultation Authorities with sufficient information to enable them to consider the proposed scope, level of detail and consultation period for an Environmental Report to accompany the GTS.
- SEA Environmental Report - The main objectives of the Environmental Report were to fulfil the statutory SEA reporting requirements, identify anticipated significant environmental effects from the GTS and propose mitigation and enhancement measures which should be incorporated into both the GTS Part 1 Policy Framework and Part 2 Strategic Delivery Framework.
- SEA Post Adoption Statement (this report) – the final stage of the SEA. This statement outlines how the assessment findings and the comments received at the main consultation, both on the plan and the Environmental Report, have been taken into account. The statement is designed to improve the transparency of the decision making process within plans such as the GTS.

After the scoping stage was complete, the assessment component of the SEA was undertaken in three stages:

- Stage 1: Glasgow Transport Strategy Objectives – these were subject to a compatibility assessment with the SEA Objectives
- Stage 2: Review of Draft Policy Framework. An SEA Interim Report was produced to provide an early assessment of the GTS Policy Framework, using the SEA Objectives, in order to publicly consult on the results and influence the Policy Framework's development.
- Stage 3: Assessment of Alternative Packages using the SEA Objectives. As part of the development of the GTS, an underlying transport appraisal was carried out. This was named the Integrated Transport Assessment (ITA). That appraisal has informed both the GTS Part 1 Policy Framework and the GTS Part 2 Spatial Delivery Framework. The ITA developed a set of alternative packages to achieve the Transport Strategy Objectives.

The assessment results for each of these stages are provided in full in the Environmental Report (Jacobs, 2023a).

1.2 Key Facts

Responsible Authority: Glasgow City Council:

Title of plan, programme or strategy (PPS): Glasgow Transport Strategy (GTS)

Requirement for the PPS:
Glasgow City Council's LTS is out of date (2007-09) and requires updating to align with Transport Scotland guidance. It is also important for the city to respond to the report from the Connectivity Commission for Glasgow, which made a number of recommendations. Further to this the city declared a Climate Emergency and outlined 61 actions to achieve carbon neutrality by 2030, which have since informed a new Climate Plan. Some of these actions relate to transport.

Period covered by the PPS: 2021 – 2030/31

Frequency of updates: To be confirmed – most likely a review and refresh every five years.

Requirement for SEA: In accordance with The Environmental Assessment of Plans and Programmes (Scotland) Act 2005 (the Act), the GTS requires a SEA under Section 5(3) of the Act.

Geographic area covered by the PPS: The main focus of the GTS will be the GCC administrative area. However, it will also examine wider regional transport issues, seeking to address the adverse impacts of transport movements originating or terminating in Glasgow.

Purpose and/or objectives of PPS: To set out the objectives, policies, priorities and investment plan for the next ten years and beyond. The GTS will form the overarching framework for transport decision-making and investment in the city, whilst more detailed plans sit underneath – a new Liveable Neighbourhoods workstream, a City Centre Transport Plan to update the City Centre Transport Strategy, and a new Active Travel Strategy to build on the existing Strategic Plan for Cycling.

1.3 Other assessments

The Equality Act 2010 introduced a public sector equality duty which requires public authorities to try and eliminate discrimination; promote equality and good relations across a range of protected characteristics. An EqIA has been undertaken to determine the potential impacts of the GTS on people with protected characteristics, propose mitigation measures where negative impacts may arise, and identify potential areas for enhancement. As the EqIA identified the potential for negative impacts on some protected characteristic groups and/or vulnerable groups, further action is recommended to mitigate these and an Action Plan was included in the EqIA Report (Jacobs, 2023b). Where possible, enhancement measures were also proposed to fully optimise positive impacts. Within the GCC guidance it is recommended that EqIA recommendations and actions required are reviewed after six months if possible and as a minimum after 12 months.

The purpose of Habitats Regulations Appraisal (HRA) is to determine any likely significant effects on European Union-designated 'European sites.' These sites include Special Areas of Conservation (SACs) designated under the Habitats Directive (92/43/EEC) and Special Protection Areas (SPAs) designated under the Birds Directive (2009/147/EEC). In addition, Candidate and Possible SACs, Potential SPAs and Ramsar wetlands should also be included in appraisals.

European sites are designated due to the presence of specific habitats and species of internationally important biodiversity value, otherwise known as 'qualifying interest features.'

Each stage in the development has been reviewed to determine any potential indirect or direct likely significant effects of the GTS on European sites.

Due to the absence of any European Designated Sites within the study area, an HRA was not undertaken. An HRA screening was also previously prepared by GCC in relation to the City Development Plan in 2014 and concluded that an HRA was not required. Any schemes emerging with cross-boundary and regional characteristics would more appropriately be assessed at the regional level (Jacobs, 2023a).

1.4 Structure of this Statement

- This section explains how the SEA Post Adoption Statement is structured and sets out what is included in each chapter.
- Chapter 1 (Introduction / this chapter) summarises the general background and purpose of the SEA;
- Chapter 2 (SEA Consultation and Stakeholder Engagement) summarises the consultation responses received at the Scoping Report and Draft Environmental Report stages and explains how they were responded to in the SEA;
- Chapter 3 (Integration of Environmental Considerations) summarises how environmental constraints and opportunities were integrated into the GTS;
- Chapter 4 (Reasons for Choosing the GTS as Adopted) sets out the rationale for choosing the plan in light of other reasonable alternatives;
- Chapter 5 (SEA Monitoring) sets out the monitoring framework, which incorporates responses to consultation feedback received on the draft mitigation, enhancement and monitoring measures that were originally presented in the Draft Environmental Report;
- Chapter 6 (Concluding Statements) provides a concluding summary for the Post Adoption Statement.

2. SEA Consultation and Stakeholder Engagement

2.1 Overview

The SEA consultation is an integral part of the plan-making process. An SEA Post Adoption Statement is required to demonstrate how consultation feedback has been incorporated into the plan that has been subject to SEA. This is required under the Environmental Assessment (Scotland) 2005 Act (Part 18). Consultation Authorities and the public were consulted to give them an early and effective opportunity within appropriate timeframes to express their opinions on the Draft Scoping Report (Jacobs 2021a) and Draft Environmental Report (Jacobs, 2023a).

2.2 Feedback from SEA Consultation Authorities

The SEA has been developed to incorporate the feedback from the three statutory Consultation Authorities in Scotland (HES, NatureScot and SEPA).

The role of the Consultation Authorities within SEA is to bring their individual environmental expertise to the assessment process and help ensure that the consultation process undertaken by a Responsible Authority (in this case Transport Scotland) is more robust. This in turn means that the public can gain a better understanding of the likely effect of a plan on the environment and meaningfully contribute to the plan's preparation process by offering an informed view (Scottish Government, 2013).

2.2.1 SEA Scoping Report Feedback

Historic Environment Scotland (HES) issued a response to the SEA Scoping Report (Jacobs, 2021a) consultation. For the scope and level of detail, they noted that the historic environment was scoped into the assessment. On the basis of the information provided, Historic Scotland were content with this approach and satisfied with the scope and level of detail proposed for the assessment, subject to the detailed comments in their letter, provided in Appendix A.

Whilst HES were content with the baseline data identified for designated historic environment assets, they advised that the SEA should also consider potential effects on non-designated historic environment assets. Data on these can be found at Pastmap and relevant local authorities' Historic Environment Records. For information, all references to Historic Scotland were requested to be removed and replaced by Historic Environment Scotland. Under relevant environmental issues, HES advised that the SEA should recognise that a proportion of the transport infrastructure is also historic, and that decisions relating to the transport infrastructure should be informed by this, and the requirement to protect and promote the historic environment.

It was noted that the SEA criteria were still being developed within the methodology for assessing environmental effects by which to assess effects. HES advised that they would be happy to provide further comment on these once they have been drafted.

HES advised that they were content that non-spatially specific elements of the GTS would be assessed at a strategic, generic level for the historic environment. However, HES would expect any spatially defined elements, and their reasonable alternatives, to be assessed at a level which reflects the level of spatial detail within the element. This would include any spatially defined projects and initiatives and actions which will form the Delivery Plan, where the GTS is setting the framework for future development consent for those elements.

NatureScot were content with the scope and level of detail proposed for the SEA. The tried and tested assessment methodology of an assessment matrix supported by SEA objectives and indicators was seen as clear and transparent. NatureScot highlighted the opportunity to utilise the SEA process to identify opportunities for enhancement, such as positive effects for biodiversity through greened active travel routes using blue-green infrastructure. The SEA objectives and indicators could be used to support this as well as updating the matrix to identify enhancement opportunities as well as mitigation measures.

2.2.2 SEA Draft Environmental Report Feedback

The consultation feedback received on the Draft Environmental Report, provided in Appendix B, was used to inform this SEA Post Adoption Statement.

HES provided comments on the Draft Environmental Report and had no comments on it apart from that they were content to agree with the findings of it.

NatureScot also provided comments on the Draft Environmental Report. They were satisfied that the Environmental Report identified relevant environmental issues and key trends and pleased that Table 5.2: Assessment of the Policy Framework – Findings and Recommendations, includes recommendations that recognise the value and opportunities provided by nature. The recommendations for Packages 2, 5 and 9 specifically identify ways to incorporate and strengthen references to green infrastructure, nature-based solutions, biodiversity and soil quality, which NatureScot agree with.

For mitigation and enhancement, NatureScot approved that the opportunities for using nature-based solutions and environmental enhancements were considered – for example, as set out in Table 6.1, prioritising high quality green/blue infrastructure, would ensure that SuDS features deliver multiple benefits for people and nature, and delivering positive effects for biodiversity.

NatureScot noted that a monitoring framework and associated targets and indicators would be provided with the Post Adoption statement and were content with this.

Additional consultation feedback relating to the Environmental Report and GTS was collected from the public. There were 43 responses to the question "*Are there any particular environmental issues, problems or opportunities you would like to mention that you feel have not been captured within the Draft Environmental Report*?" The most common comment related to the lack of focus on taxis and public transport that the report had, as well as concerns around the safety of individuals and ensuring that the area will be maintained to ensure the area is safe for cyclists and other road users. There were no significant issues with the method or results of the SEA and therefore no significant changes were made to the Draft Environmental Report as a result of the public consultation feedback relating to the GTS and SEA.

3. Integration of Environmental Considerations

3.1 Overview

The SEA has been aligned with the GTS development to ensure the SEA has had influence at each stage of the strategy development and, along with the EqIA was used to inform and refine the finalised Strategy. Figure 3.1 sets out the SEA approach alongside the stages of GTS development.

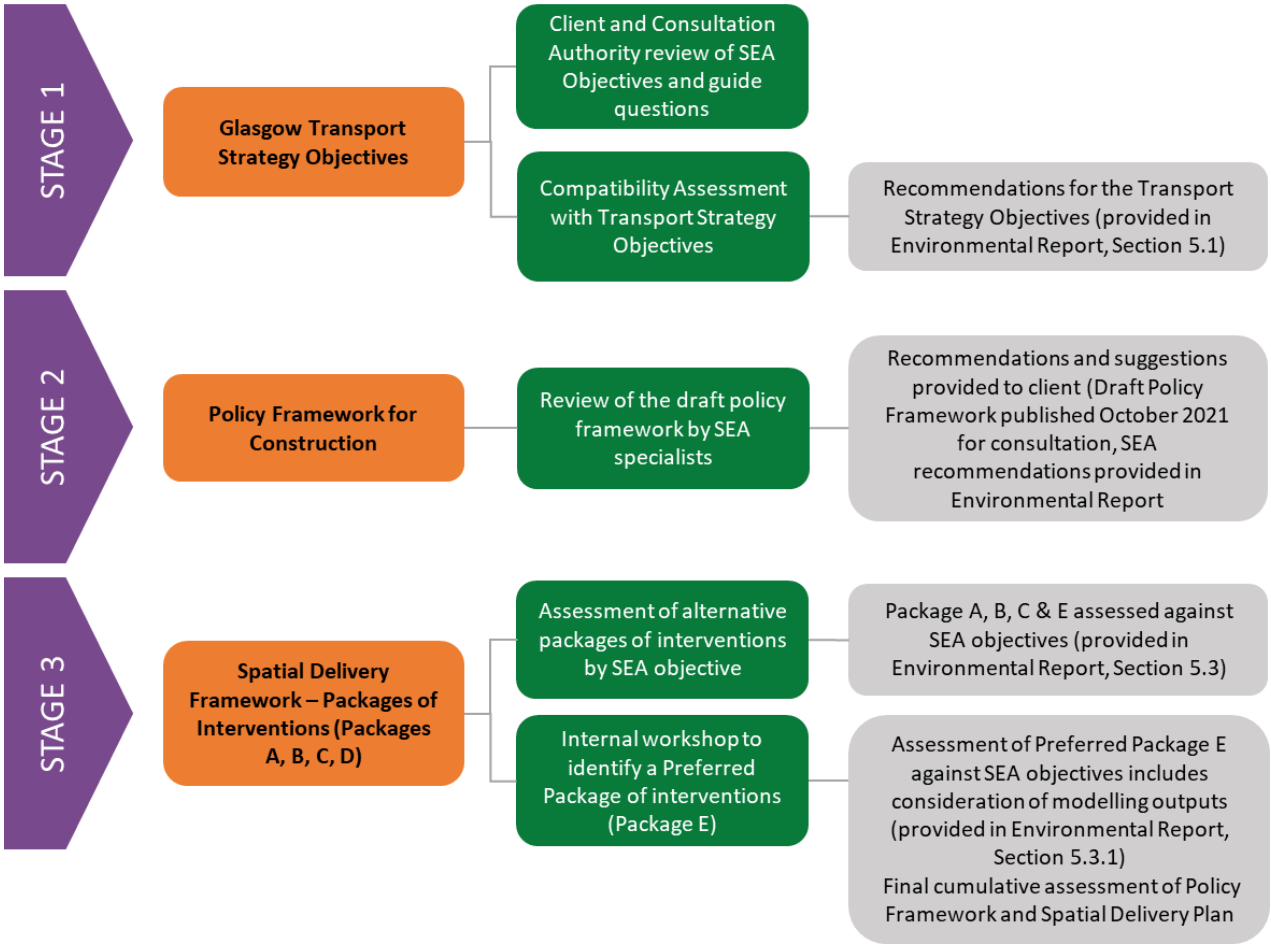

Figure 3.1: SEA Integration with the GTS Development

Focussed assessments have been undertaken by SEA specialists and the GTS development team, who worked together to understand both the intention and ambition of the draft policies and interventions. This included examining the options available and making recommendations to strengthen the likely environmental gain or improve the sustainability benefits associated with the intervention.

3.2 Integration of Environmental Aspects into the GTS

The SEA team has worked very closely with the wider GTS team throughout the GTS' development. As described in Section 3.1, the SEA has been undertaken at all key stages. The following sections summarise the assessment findings for each key stage.

3.2.1 SEA Assessment Stage 1: GTS Objectives Compatibility Assessment

The SEA compatibility assessment with the GTS Objectives resulted in a series of recommendations on how to amend the GTS Objectives to achieve better environmental outcomes. The changes to the GTS objectives were not considered to be significantly different (mostly wording changes) and therefore did not require a re-assessment.

The final GTS contains a vision that aligns well with the SEA, as follows:

'Vision: A sustainable transport system for people and for goods, which is affordable and inclusive, accessible and easy to use, clean and safe, integrated and reliable.'

This vision is underpinned by detailed GTS objectives that also align well with the SEA, following the compatibility assessment described above:

- To promote low carbon movement of people and goods in a resilient transport system that can adapt sustainably in the future
- To achieve clean air through sustainable transport investment and decision-making
- To encourage and enable physical activity and improved health & wellbeing through active travel
- To promote an affordable, inclusive and equitable sustainable travel system
- To improve reliability, integration and convenience of sustainable travel modes for people and goods
- To ensure the transport system is accessible by all
- To improve the safety and personal security of all transport users and the public spaces that they use
- To deliver spaces for people first and foremost, with high quality public spaces which respect and respond to the natural and built environment, and an effective sustainable travel hierarchy.

3.2.2 SEA Assessment Stage 2: Review of Draft Policy Framework

The GTS Policy Framework set out policies and actions and follows on from the GTS Case for Change Report (GCC, 2021). It is further supported by a Spatial Delivery Framework in 2022 (GCC, 2023b). The Draft GTS Policy Framework as consulted upon in late 2021 set out a series of transport policies and related actions under nine parts (packages) (GCC, 2023a). This was then subject to an interim SEA to ensure the Policy Framework responded to issues raised during that assessment. The interim assessment was undertaken at a package level and a score assigned to each SEA objective. Following these interim SEA recommendations, the Draft Policy Framework was published in October 2021 for seven weeks of public and stakeholder consultation. The Final Policy Framework (2022) was published on in February 2022, and adopted by the Council in March 2022.

Table 3.1 shows the final policies included in the final GTS Policy Framework that most align with the SEA Objectives.

Table 3.1: Alignment of SEA Objectives with GTS Policy Framework

Relevant SEA Objective	GTS Policy Framework policies that support the SEA objectives
1 – Air Quality	73, 91, 93, 107, 108
2 - Climatic Factors (greenhouse gas emissions)	3, 5, 6, 11, 17, 61, 70, 71, 72, 100, 101, 102, 103, 104, 105, 109, 110, 111, 124, 125
2 - Climatic Factors (climate adaptation)	115, 117, 118
3 – Population & Human Health	13, 15,16, 17, 21, 28, 33, 35, 36, 39, 40, 41, 51, 54, 120
4 – Material Assets	17, 70, 111, 121, 122
5 - Water	111, 114, 118, 119, 121
6 - Biodiversity	111, 112, 114
7 – Soil & Geology	111, 118
8 – Cultural heritage	115, 133

Relevant SEA Objective	GTS Policy Framework policies that support the SEA objectives
9 – Landscape (and townscape)	11, 13, 15, 51
All SEA Objectives	113

Table 3.1 shows that the final GTS Policy Framework aligns very well with the SEA Objectives, particularly for the Climatic Factors and Population and Human Health topics but also for Air Quality and the Water environment. This is primarily because the GTS Policy Framework is aimed at addressing the climate emergency, achieving net zero targets and supporting a sustainable transport network with improved public transport and active travel. It also includes policies that will increase the drainage capacity of the transport network, increase the installation of Sustainable Drainage Systems and improve drainage infrastructure. The Policy Framework also includes a section dedicated to reducing the environmental impacts of transport, enhancing the environment and adapting to climate change, which refers to all of the SEA topics listed in Table 3.1. The policies that underpin this section (Policies 111 to 120) therefore significantly support all of the SEA Objectives.

3.2.3 SEA Assessment Stage 3: Assessment of Alternative Packages of Interventions

As part of the development of the GTS, an underlying transport appraisal was carried out, the ITA, as described in Section 1.1. The ITA has informed both the GTS Part 1 Policy Framework and the GTS Part 2 Spatial Delivery Framework (GCC, 2023b). The ITA developed a set of alternative packages to achieve the Transport Strategy Objectives presented in section 3.2.1.

Intervention options were developed to respond to four key drivers: Carbon Neutral by 2030, Eliminate poverty and social inequality, Health and Wellbeing, Inclusive Economic Growth. Potential options were gathered from a range of sources. These include existing GCC policy documents, interventions that apply to Glasgow which are referenced in the Regional Transport Strategy and the Second Strategic Transport Projects Review (STPR2) and from the project team's knowledge of the city and the problems to be addressed. These potential options were further developed by the project team and through structured interviews with stakeholders.

Options were then grouped together into four alternative packages for appraisal. These are listed as alternatives in Section 4.2. The packages were assessed using the SEA Objectives and the results were provided in the Environmental Report (Jacobs, 2023a). Packages A, B C and D scored a minor positive impact overall across the SEA objectives. The ITA report recommended a package of the best performing measures, Package E. Additional external influences, such as cost of travel, the COVID-19 legacy impacts on travel patterns and vehicle occupancy rates, were also picked up in a Package E+. During the assessment of the final package E and E+, using the SEA Objectives, any negative impacts that were identified were discussed with the project team to determine effective mitigation and to embed these in the development of the strategy. Where mitigation could not be embedded at this stage due to the strategic nature of the policy, but the Package may still have a significant environmental effect, future mitigation measures were considered and provided in the Environmental Report (Jacobs, 2023a). This predominantly comprises recommendations for further studies and/or future project-specific environmental appraisals.

3.2.4 Cumulative Effects

Cumulative effects were considered throughout the GTS development. Firstly, an intra-cumulative impacts of draft policy framework packages were considered for assessment. The cumulative effect of the GTS on almost all SEA objectives was expected to be a minor positive impact. Population and Human Health is expected to experience a moderate positive impact. Secondly, an inter-plan cumulative impact assessment was undertaken to determine any cumulative impacts of the GTS when considered alongside other PPS. This also predicted mostly positive impacts, but with some uncertainty about the impacts on the SEA topics of Biodiversity, Soil, Cultural Heritage and Landscape and Townscape. Mitigation measures were provided in the Environmental Report (Jacobs, 2023a).

4. Reasons for Choosing the GTS as Adopted

4.1 Overview

Replacing and updating the Council's existing Local Transport Strategy, the adopted new GTS responds to several challenges and opportunities for Glasgow. In particular, the role of transport in planning, economic development, social inclusion and the climate and ecological emergencies. The SEA has influenced every stage of the GTS' development and helped achieve better environmental outcomes as a consequence. The adopted GTS responds to legislation, policy and national targets, for example reducing car kilometres, reducing greenhouse gases and improving air quality. The final GTS includes interventions that meet the SEA objectives, such as improving the infrastructure of active modes of travel, public transport and road networks across Glasgow.

4.2 Development and Alternatives Considered

Article 14(2) of the 2005 Environment Act requires that:

"The report shall identify, describe and evaluate the likely significant effects on the environment of implementing (a) the plan or programme; and (b) reasonable alternatives to the plan or programme, taking into account the objectives and the geographical scope of the Plan or Programme".

Four packages of transport options were created, which were regarded to be alternative ways to deliver on the GTS outcomes and objectives:

- A: Cost-driven incentives, comprising cost- and regulatory- based carrot and stick measures to influence the changes to travel behaviour needed to meet the objectives
- B: More efficient use of the transport network, comprising measures which reallocate the use of roadspace to active travel and public transport, make better use of existing public transport and water-based transport assets
- C: Improved local connectivity, focussing on measures on providing improved connections between local centres and neighbourhoods, through space reallocation and targeted network improvements
- D: Enhanced radial capacity, focussing measures on established radial corridors to improve walking, cycling and public transport access and levels of service on these corridors

The delivery decisions for these four packages are informed by the appraisal process, including the SEA. Three alternative travel demand scenarios were used in the GTS to assess how robust the options were to changes in how, where and how much we might travel in the future.

The multi-criteria appraisal, including SEA, demonstrated that each of the four alternative packages will contribute positively to the GTS outcomes, objectives and appraisal criteria, to varying degrees. It was clear however that each package individually was limited in the scale of benefits it can bring to these objectives. This was particularly the case with regards to the city's aim to reduce car vehicle kilometres by at least 30% and reducing carbon emissions from transport.

A new package (Package E) was then developed that incorporated the best performing elements of the four packages above. This new package also strengthened these options, particularly for the following elements:

- A strategic approach to demand management and parking across the city, to improve the relative competitiveness of sustainable travel options and avoid the displacement issues observed during appraisal of individual packages
- A holistic streetspace allocation framework that guides the delivery of these measures.

Additional external influences were also picked up in a Package E+, as described in Section 3.2.3.

The evolution of the baseline scenario was not considered to constitute a reasonable alternative and instead consideration was given at each stage of the GTS development to identify and assess any reasonable alternatives to the key components of the draft GTS.

As shown in Figure 3.1, the SEA assessed alternatives, including the six packages, and made recommendations at the key GTS stages - objective setting, developing packages of interventions and

individual interventions. SEA recommendations and the findings of the assessment directly fed into the development of the final list of interventions presented in the draft GTS Policy Framework and Spatial Delivery Framework.

5. SEA Monitoring

5.1 Overview

Section 19 of the 2005 Act requires the GCC, as the Responsible Authority, to monitor the significant environmental effects of the implementation of the GTS.

Best practice in SEA monitoring requires that a detailed monitoring framework reflects the implementation of the strategies actions, identifies where existing indicators (from the delivery of related PPS) can be used to track progress and, ideally, is embedded within the final Strategy to ensure that monitoring is undertaken as part of GTS delivery.

A monitoring framework and associated targets/indicators will be presented in the Post Adoption statement, the final stage in the SEA process.

5.2 Monitoring Programmes

There are a wide range of monitoring programmes in place at the national and local level to monitor environmental status and assess performance against established environmental indicators. The existing monitoring programmes in Scotland in relation to each SEA topic are as follows.

Table 3.1 shows the existing monitoring programmes for the SEA topics that most align with the SEA Objectives.

Table 5.1 Existing Monitoring Programmes

SEA Topic	Existing Monitoring Programmes
Climatic Factors (Greenhouse Gas Emissions)	Scottish greenhouse gas emissions data are collected as part of the Scottish Government statistics series. The Annual Compendium of Scottish Energy Statistics (Scottish Government, 2020a) reports on energy consumption from transport. The collation and collection of data on greenhouse gas emissions is also considered in various plans, including the Climate Change Plan and Carbon Account for Transport. Outcome indicators for the transport sector included in the Climate Change Plan Update (Scottish Government, 2020a) will also help to indirectly monitor how successful emissions reductions are likely to be. Relevant indicators include: percentage reduction in car kilometres; several indicators on new ultra-low emission vehicle (ULEV) registrations; percentage of single track rail kilometres electrified; percentage of trains powered by alternative traction.
Climatic Factors (Climate Adaptation)	Scotland's Second Climate Change Adaptation Programme (Scottish Government, 2019) includes a Monitoring and Evaluation Structure based around outcomes, themes and indicators. This includes a monitoring theme of supporting active travel and public transport. The success of the Climate Change Adaptation Programme is also monitored through progress reports, including the most recent one in 2022 (Scottish Government, 2022b). A Scour Management Strategy and Flood Risk Emergency Plan has been developed and implemented across Transport Scotland's Operating Companies and Design-Build-Finance-Operate providers. The strategy

	includes the monitoring of trunk road bridges and other structures, and enhanced monitoring of those structures which are known to be at risk to scour and flood risk (Scottish Government, 2019). The Transport Scotland Manual for the Management of the Risk of Unplanned Network Disruption has been updated. The 2021 revision includes increased Flooding, Landslide and Wind Management Plan monitoring requirements, all of which have relevance to the changing climate (Transport Scotland, 2022b) Flood risk monitoring is discussed under the Water Environment topic below. ScotRail published its Climate Change Adaptation Plan (ScotRail, 2021) in January 2021 and works collaboratively with Network Rail and Transport Scotland to ensure resilience of the network and identify adaptation interventions.
Air Quality	Monitoring and reporting of air quality currently takes place at 98 monitoring sites throughout Scotland and in some instances, includes real time monitoring data. Air pollution levels across Scotland are updated hourly (Scotland's Environment, 2021). The National Atmospheric Emissions Inventory (NAEI)(2023) includes time series data for ammonia (NH_3), Particulate Matter (PM), Nitrogen Oxides (NOx), Sulphur Dioxide (SO_2) and other air pollutants. Although there are monitoring data up to 2020, there is no breakdown of ammonia emissions specifically relating to the transport sector. Although Defra operates a UK-wide National Ammonia Monitoring Network, with various monitoring locations in Scotland (Defra, 2022), there are no consistent data across Scotland for recent years (post 2016) and there are no ammonia data that relate specifically to the transport sector. Information on monitoring for a range of environmental parameters, including air quality, is available from Transport Scotland (2022). The air quality monitoring data are derived from the NAEI network. The Air Pollution Information System (APIS) monitors air pollution trends in the UK (including deposition values of sulphur and nitrogen, and concentration levels for NH_3, SO_2 and NO_x and their effects on habitats and species (UK Centre for Ecology & Hydrology, 2022). Air quality is also monitored by local councils across Scotland, for example to measure progress on reducing the air pollutants associated with the locations where Air Quality Management Areas have been declared. Environmental Standards Scotland (2021) are currently investigating Scotland's compliance with statutory air quality limit levels for nitrogen dioxide.
Population and Human Health	Key sources of transport-related noise are reported via council-led environmental noise mapping. Road safety is monitored by Transport Scotland (2021). Transport Scotland (2020) also publishes annual statistics on participation in active travel. National and regional data on income, employment, education, health, access to services, crime and housing is reported via the Scottish Index of

	Multiple Deprivation (SIMD) tool every four years (Scottish Government, 2020b).
Material Assets (Built Infrastructure)	Monitoring of transport trend data in Scotland is undertaken by Transport Scotland (2022c). This includes statistics on: Passenger numbers for each transport mode; Personal travel data (for example driving, walking and cycling; travel to work and school); Cross-border travel; Greenhouse gas emissions for each transport mode; Number of registered ULEVs. Data on the extent of electric vehicle charging infrastructure for public and private vehicles has also been compiled (Transport Scotland and Scottish Futures Trust, 2021).
Material Assets (Natural Resources)	Proportions of recycled or secondary aggregates used in the construction of transport infrastructure is monitored by Transport Scotland. The total quantities of these aggregates used also needs to be monitored. Natural resources are also monitored through Scotland's Natural Capital Index, which monitors a variety of habitat types in terms of their ecosystem services potential (NatureScot, 2022a).
Water	The water environment is monitored through a combination of surveillance, operational and investigative monitoring as set out in SEPA's WFD Aquatic Monitoring Strategy (SEPA, 2007). SEPA's monitoring responsibilities also include nitrates and protected areas, the results of which are maintained in a register of protected areas (SEPA, 2018). The updates to SEPA's National Flood Risk Assessment (NFRA)(SEPA, 2018) show how the level of flood risk across the country is changing. The assessment identifies infrastructure assets, such as utilities and transport, at risk of flooding. SEPA undertakes a six-yearly update to the NFRA. SEPA's overarching ambition for managing flood risk will be set out in their forthcoming flooding services strategy and implementation plan (SEPA, 2021).
Biodiversity, Flora and Fauna	Biodiversity reporting is undertaken both nationally and locally via a number of mechanisms, including via the State of Nature Scotland (NatureScot, 2019) reports and the requirement for public bodies to report every three years to demonstrate compliance with the biodiversity duty. This includes reporting on progress on Scotland's Biodiversity Strategy (NatureScot, 2020). Biodiversity reporting is also undertaken via channels such as NatureScot's Site Conditioning Monitoring Programme and Site Check Monitoring Method (2018a) which are supplemented by the Joint Nature Conservation Committee (JNCC) Seabird Monitoring Programme (2021) and the British Trust for Ornithology (BTO) Wetland Bird Survey (n.d.). Changes in habitat (for example woodland, grassland or wetland converted into artificial sites) is monitored via the Habitat Map of Scotland (NatureScot 2022b), and changes to habitat connectivity can be measured by NatureScot's Ecosystem Health Indicator 8: Connectivity (2018b).

	Key sources of transport-related noise are reported via local authority environmental noise mapping.
Soils and Geology	The Soil Monitoring Action Plan (Soil MAP) collects and displays data on Scotland's soils, including soil erosion, peatland, soil carbon and soil sealing. The Soil MAP Implementation Plan has been developed in conjunction with the Soil MAP and identifies additional monitoring needs for Scotland's soils (Scotland's Soils, 2018). A number of organisations also collect and publish data and information on soil in Scotland, including The James Hutton Institute, Scotland's Rural College, British Geological Survey, Forestry and Land Scotland, and Scottish Forestry.
Cultural Heritage	HES monitors Scotland's heritage assets through regular condition assessments and measures as set out in their Asset Management Plan (HES, 2018a). HES' Climate Change Risk Assessment for the HES estate will also feed into the ongoing monitoring and condition assessment programme (HES, 2018b).
Landscape (and Townscape)	Scotland's Landscape Monitoring Programme is led by NatureScot in collaboration with others, such as HES. It aims to provide a framework to monitor aspects of landscape change in Scotland. The programme currently monitors indicators across four landscape themes: landscape qualities, public perception, land cover, and built development (NatureScot, 2017).

6. Concluding Statements

6.1 How did the SEA make a difference to the GTS?

The SEA has been fully integrated with the development of the GTS, from inception to adoption stage. The provision of environmental baseline in the SEA Scoping Report helped identify the key environmental constraints and opportunities at the first stage in the STAG process.

The scoping stage of the SEA helped to identify the most pertinent and potentially significant environmental baseline constraints and opportunities, and this in turn informed the SEA methodology and framework of SEA objectives. These objectives were used for the assessment of Transport Strategy Objectives, the Policy Framework and five Packages of the Spatial Delivery Framework, as described in Section 3 of this Post Adoption Statement.

At the Draft Environmental Report stage, the SEA scoring and commentary has informed the wording and focus of the final GTS Policy Framework. Environmental mitigation and enhancement measures were also provided for each SEA topic in Chapter 6 of the Final Environmental Report (Jacobs, 2023a) and, combined with the monitoring measures listed in Chapter 5, will ultimately improve the environmental outcomes of implementing the GTS Policy and Spatial Delivery Frameworks.

Stakeholder engagement throughout the GTS's development had a significant influence in developing the final GTS. This engagement was primarily undertaken through workshops and consultation on the GTS and its impact assessments at key stages in the GTS's development. Further information on the SEA consultation is provided in Section 2.

The SEA will continue to have an influence on the GTS through the environmental monitoring of the GTS, and any remedial actions that are identified through the monitoring process will be implemented as required. SEA monitoring is described in Section 5. The SEA Objectives should also be reviewed when the GCC is doing its annual reporting and when the GTS is reviewed, including the first proposed review in 2025.

6.2 How did the SEA secure effective stakeholder consultation?

The engagement of the SEA Consultation Authorities and other organisations at an early stage allowed their feedback to influence the early generation and sifting of transport options. Their feedback also informed the SEA methodology and framework of SEA objectives and their underlying assessment guide criteria. This engagement continued throughout the project but primarily informed the scoping stage of the SEA – comments on the Environmental Report (Jacobs, 2023a) focused on agreeing with the results of the SEA.

All feedback received was collated and reviewed and findings and recommendations were used to shape the final GTS and Environmental Report. The SEA responses to each piece of feedback relating to the SEA are provided in Appendices A and B of this Post Adoption Statement.

6.3 How were environmental issues highlighted early and avoided or minimised?

At the scoping stage it was determined that the GTS had the potential to significantly impact all of the environmental issues listed in the Environment Act. Accordingly, all of the issues were scoped into the SEA and these provided the basis of the framework of SEA objectives and their underlying criteria which were used in the assessment process. The assessment of the GTS at all key stages allowed for an iterative GTS development. The process of SEA assessment and public and stakeholder consultation allowed for the final GTS Policy Framework and Spatial Delivery Framework to be influenced by the SEA recommendations made at the various stages of assessment.

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Appendix A. SEA Scoping Report Consultation Responses

This appendix outlines the response from the statutory Consultation Authorities (Nature Scot, Scottish Environment Protection Agency (SEPA) and Historic Environment Scotland (HES)) for the different stages of the GTS development. SEPA were unable to provide comments on the scoping report and SEA objectives.

Table A.1: Response to Local Transport Strategy – Connectivity Plan - Scoping Report (received April 2021)

Section of Report	Comment	Response
Nature Scot		
Table 1: Environmental Issues, Baseline, Data Sources and Challenges for the GTS 'Landscape and Natural Heritage'	We note that reference has been made to a greener Glasgow in relation to Biodiversity, Flora & Fauna, however, this is also important in terms of Landscape and Natural Heritage. Landscape is an aspect of the natural heritage; however, natural heritage also includes elements such as biodiversity and soils. Through integrating green networks and transport such as active travel, multiple benefits can be delivered including enhanced landscape and sense of place as well as wider natural heritage and population benefits. NatureScot is the new name for Scottish Natural Heritage so we suggest amending the reference made to Scottish Natural Heritage on page 8 under 'Biodiversity, Flora & Fauna'.	Noted. SEA assessment criteria under the Biodiversity objective have been developed which highlight the need to identify opportunities for enhancement. Reference to 'Scottish Natural Heritage' amended.
Chapter 3.3 Methodology for Assessing Environmental Effects	The use of a matrix supported by SEA objectives and indicators is a tried and tested methodology and we are content with this approach. As stated, this allows for detailed commentary on the longer/shorter term predicted effect, cumulative effects, and any potential mitigation measures as well as allowing detail on the significance of the effect. We welcome the Example Assessment Template in Table 3 and highlight that there is also an opportunity to set out opportunities for enhancement as well as mitigation measures. For example, the assessment could identify opportunities to deliver positive effects for biodiversity through the use of blue-green infrastructure and creating nature-rich active travel routes. We suggest adding an additional column to the matrix to show this. These should then directly inform the Plan. We note that work is currently ongoing to develop a set of environmental objectives and we suggest that these are used to identify opportunities for enhancement with clear links to measurable indicators. In particular, as further thinking on positive effects for biodiversity emerges through the NPF4 process it could be used to inform Biodiversity objectives. It would also be useful to clarify what is included in the SEA topic 'Landscape & Natural Heritage'. Landscape is an aspect of the natural heritage, however, natural heritage also includes elements such as biodiversity and soils.	Opportunities for enhancement have been considered alongside mitigation measures within the assessment. Biodiversity, Soils and Landscape are each covered by individual objectives, and have more detailed set of corresponding assessment criteria questions. A draft set of objectives was issued to Nature Scot for comment in May 2021 and the comments received were incorporated into the final assessment objectives presented in the main report.
Appendix 1: Other Relevant Plans, Policies and Strategies	We welcome the recognition of emerging PPS including NPF4 and the Glasgow City Region RSS.	Noted

General Comment	We highlight the opportunity to utilise the SEA process to identify opportunities for enhancement, such as positive effects for biodiversity through greened active travel routes using blue-green infrastructure. The SEA objectives and indicators could be used to support this as well as updating the matrix to identify enhancement opportunities as well as mitigation measures.	SEA assessment criteria under the biodiversity objective have been developed which highlight the need to identify opportunities for enhancement. A draft set of objectives was issued to Nature Scot for comment in May 2021 and the comments received were incorporated into the final assessment objectives presented in the main report.

Historic Environment Scotland

General Comment	Your assessment should also consider potential effects on non-designated historic environment assets. Data on these can be found at Pastmap and relevant local authorities' Historic Environment Records.	Noted.
Relevant Plans, Policies and Strategies (PPS)	This section should include the following PPS: •Historic Environment Policy for Scotland (2019) (HEPS). The preparation of all plans, programmes and strategies in Scotland should be considered through the policies and principles within the Historic Environment Policy for Scotland (HEPS). Of relevance to the SESTran RTS is Policy HEP3 which states that "Plans, programmes, policies and strategies, and the allocation of resources, should be approached in a way that protects and promotes the historic environment." •Our Place in Time-the Historic Environment Strategy for Scotland	These have been added to the PPS review and considered in the ER.
Methodology for Assessing Environmental Effects	We note that you are still developing SEA criteria by which to assess effects. We would be happy to provide further comment on these once they have been drafted. Alternatively, you may wish to use the following criteria, based on the Historic Environment Policy for Scotland (HEPS): • 'will the GTS component protect, promote, and where appropriate, enhance the historic environment? 'For vision, objectives, and non-spatial options, and • 'will there be effects on designated or undesignated heritage assets or their settings? 'For spatially defined options.	A draft set of objectives was issued to Historic Environment Scotland for comment in May 2021 and the comments received were incorporated into the final assessment objectives presented in the main report. The objectives reflect the criteria recommended.
Table 2	We are content that non-spatially specific elements of the GTS are assessed at a strategic, generic level for the historic environment. However, we would expect any spatially defined elements, and their reasonable alternatives, to be assessed at a level which reflects the level of spatial detail within the element. This would include any spatially defined projects and initiatives and actions which will form the Delivery Plan referred to in paragraph 1.6.3., where the GTS is setting the framework for future development consent for those elements.	Noted The level of assessment has been tailored to reflect the level of invention/option proposed within the GTS.

NatureScot
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Scotland's Nature Agency
Buidheann Nàdair na h-Alba

Chris Patterson
Transport Planning and Delivery
Neighbourhoods, Regeneration & Sustainability
Glasgow City Council
Exchange House
231 George Street
Glasgow, G1 1RX

SEA Ref: 01568
Date: 10 October 2023

Dear Chris,

ENVIRONMENTAL REPORT - GLASGOW CITY COUNCIL - LOCAL TRANSPORT STRATEGY CONNECTIVITY PLAN

Thank you for consulting NatureScot on the above Environmental Report. We have reviewed the report in relation to our natural heritage remit. We are satisfied that the Environmental Report has identified relevant environmental issues and key trends.

We are pleased that Table 5.2: Assessment of the Policy Framework – Findings and Recommendations, includes recommendations that recognise the value and opportunities provided by nature. We particularly welcome that the recommendations for Packages 2, 5 and 9 specifically identify ways to incorporate and strengthen references to green infrastructure, nature based solutions, biodiversity and soil quality.

Mitigation and enhancement
We are really pleased that opportunities for using nature-based solutions and environmental enhancements have been considered – for example, as set out in Table 6.1, prioritising high-quality green/blue infrastructure, ensuring that SuDS features deliver multiple benefits for people and nature, and delivering positive effects for biodiversity.

Proposed monitoring measures
We note that a monitoring framework and associated targets and indicators will be provided with the Post Adoption statement, and we are content with this.

I hope this response is helpful. If you would like to discuss anything further, please contact me at alison.shand@nature.scot or on 0131 314 6751.

Yours sincerely,
Alison Shand
Planning Adviser
Supporting Good Development Team

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NatureScot is the operating name of Scottish Natural Heritage

PUBLIC

sepa Scottish Environment Protection Agency Buidheann Dìon Àrainneachd na h-Alba

Our ref: 10345
Your ref: SEA01568

Email: sea.gateway@sepa.org.uk

Chris Patterson
Group Manager - Transport Planning and Delivery
Neighbourhoods, Regeneration & Sustainability
Glasgow City Council

24 October 2023

By email only to: SEA_Gateway@gov.scot

Dear Chris

Environmental Assessment (Scotland) Act 2005
Glasgow City Council - Local Transport Strategy Connectivity Plan

Thank you for your Environmental Report (ER) consultation submitted under the above Act in respect of Local Transport Strategy Connectivity Plan. This was received by SEPA via the Scottish Government SEA Gateway on 31 August 2023

In line with the procedures previously agreed between SEPA and Scottish Government SEPA's Planning Service will not be submitting comments on this ER; any comments SEPA may have will come direct from Air Quality policy team which is cc'd to this email.

Should you wish to discuss this environmental report consultation, please do not hesitate to contact me via our SEA Gateway at sea.gateway@sepa.org.uk.

Living Wage Employer

UKAS TESTING 1327

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Yours faithfully

Jonathan Werritty
Senior Planning Officer
Planning Service

E-copy: sea_gateway@nature.scot, sea.gateway@hes.scot

Appendix B. Environmental Report Consultation Responses

In October 2021 the three statutory Consultation Authorities were consulted on the Glasgow City Council GTS draft Policy Framework as well as the interim SEA appraisal summary. HES had no comments in relation to the SEA process but acknowledged that the full Environmental Report would be provided in future for consultation alongside the GTS Part 2: Spatial Delivery Framework.

The full Environmental Report was consulted on alongside the Draft Spatial Delivery Framework between 31 August and 26 October 2023. The Consultation Authorities were either content with the findings of the Environmental Report or stated that they would not provide comment. Their responses are provided below.

By email to: sea_gateway@gov.scot

Chris Paterson
Group Manager - Transport Planning and Delivery
Neighbourhoods, Regeneration & Sustainability
Glasgow City Council

Longmore House
Salisbury Place
Edinburgh
EH9 1SH

Enquiry Line: 0131-668-8716
Switchboard: 0131 668 8600
HMConsultations@hes.scot

Our case ID: 300044087
Your ref: 01568
04 October 2023

Dear Chris Paterson

Environmental Assessment (Scotland) Act 2005
Glasgow City Council - Local Transport Strategy and Connectivity Plan

Thank you for your consultation which we received on 31 August 2023 about the above and its Environmental Report (ER). We have reviewed these documents in relation to our main area of interest for the historic environment. The first part of this response relates to the Local Transport Strategy Connectivity Plan, with part two focusing upon its environmental assessment.

Part 1: 01568 - Environmental Report - Glasgow City Council - Local Transport Strategy and Connectivity Plan
We note the contents of the Strategy and have no specific comments to make.

Part 2: Environmental Report
We are content to agree with the findings of the Environmental Report.

None of the comments contained in this letter constitute a legal interpretation of the requirements of the Environmental Assessment (Scotland) Act 2005. They are intended rather as helpful advice, as part of our commitment to capacity building in SEA.

We hope this is helpful. Please contact us if you have any questions about this response. The officer managing this case is Virginia Sharp who can be contacted by phone on 0131 668 8704 or by email on Virginia.Sharp@hes.scot.

Yours sincerely

Historic Environment Scotland

NatureScot
NàdarAlba
Scotland's Nature Agency
Buidheann Nàdair na h-Alba

Chris Patterson
Transport Planning and Delivery
Neighbourhoods, Regeneration & Sustainability
Glasgow City Council
Exchange House
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SEA Ref: 01568
Date: 10 October 2023

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Yours sincerely,
Alison Shand
Planning Adviser
Supporting Good Development Team

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sepa Scottish Environment Protection Agency
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Our ref: 10345
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Email: sea.gateway@sepa.org.uk

Chris Patterson
Group Manager - Transport Planning and Delivery
Neighbourhoods, Regeneration & Sustainability
Glasgow City Council

24 October 2023

By email only to: SEA_Gateway@gov.scot

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Glasgow City Council - Local Transport Strategy Connectivity Plan

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Should you wish to discuss this environmental report consultation, please do not hesitate to contact me via our SEA Gateway at sea.gateway@sepa.org.uk.

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Yours faithfully

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