



Strategic Environmental Assessment (SEA) for Renfrewshire Council Local Transport Strategy 2025-2035

SEA Post Adoption Statement

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1. Introduction

1.1. Background

Renfrewshire Council has recently prepared the Renfrewshire Local Transport Strategy 2025-2035 (hereafter referred to as “the LTS”). The LTS outlines the Council’s long-term approach to developing, maintaining, and managing transport infrastructure and policy across the Renfrewshire area. It also sets out how the Council will support the delivery of obligations contained within the National and Regional Transport Strategies, along with other key policy frameworks. To achieve these aims, the LTS defines a series of transport policies and actions, supported by indicators to monitor progress over time.

A parallel process of Strategic Environmental Assessment (SEA) was undertaken alongside strategy development, led by consultants AECOM. SEA has been undertaken to address the procedures prescribed by the Environmental Assessment (Scotland) Act 2005 (hereafter referred to as the “2005 Act”).

SEA is a systematic process for evaluating the environmental consequences of proposed plans, strategies, or programmes to ensure environmental issues are fully integrated and addressed at the earliest appropriate stage of decision making, with a view to promoting sustainable development.

1.2. This SEA Adoption Statement

The LTS was published by Renfrewshire Council on 20 November 2025. Part 3, Section 18 of the 2005 Act sets out the post-adoption procedures for the LTS, including the requirement to prepare a statement explaining how consultation responses and the findings of the Environmental Report have been considered in the preparation of the adopted Plan.

The SEA Adoption Statement should include the following:

- How environmental considerations have been integrated into the LTS;
- How the environmental report and consultation responses have been taken into account during the preparation of the LTS;
- The reasons for choosing the LTS as adopted in light of other reasonable alternatives considered; and
- The measures to monitor the significant effects of implementing the LTS.

Considering these requirements in turn, this SEA Adoption Statement is structured as follows:

- **Chapter 2** sets out an overview of the SEA process undertaken to date and how this has informed and influenced the development of the LTS;
- **Chapter 3** describes how consultation responses have been taken into account through the LTS / SEA process; and
- **Chapter 4** presents a monitoring programme for the LTS and SEA.

2. How the SEA process has informed and influenced the development of the LTS

2.1. Consultation on the scope of the SEA

Part 1, Section 15 of the 2005 Act requires consultation with Historic Environment Scotland (HES), the Scottish Environmental Protection Agency (SEPA) and NatureScot when deciding on the scope and level of detail of the information that must be included in the SEA Report. As such, these authorities were consulted on SEA Scoping Report in July 2024.

Comments from the consultation bodies were received in August 2024, and the scoping information (including the evidence base for the SEA) was subsequently updated to reflect the feedback. The comments and how they have been addressed are summarised in Chapter 3 of this report.

2.2. Appraisal of reasonable alternatives for the LTS

The assessment of reasonable alternatives is a key component of the SEA process under the 2005 Act. While the Act does not define what constitutes a “reasonable alternative,” it requires the Environmental Report to identify, describe and evaluate the likely significant environmental effects of implementing the plan and of reasonable alternatives, taking account of its objectives and geographical scope. For the LTS, the SEA has therefore focused on assessing key choices and exploring alternative options with potential for significant environmental effects. The assessment informed strategy developers and stakeholders of the relative environmental merits of different approaches to implementing LTS actions.

The process undertaken to develop actions for the LTS included a number of steps. Following identification of transport-related problems and opportunities, and the preparation of a Vision, Priorities, and Objectives, a list of potential options was established. This process was informed by stakeholder engagement, public consultation, input from Renfrewshire Council officers, and existing policy and strategy documents.

The list of options was consolidated and grouped under eight themes:

- Active Travel
- Behaviour Change
- Public Transport and Shared Mobility

- Road Safety
- Parking
- Road Network and Freight
- Environment
- Digital Technology

A high-level appraisal was then undertaken to refine the list, and the retained options form the basis of the Action Plans in the LTS.

To inform this process, the SEA considered a number of different approaches for the eight themes (the Active Travel and Behaviour Change themes were combined). Reasonable alternatives were assessed at the thematic level, considering groups of related options rather than individual actions. This approach enabled a clearer comparison of the potential environmental effects of different strategic approaches under each theme and recognises the interrelationships between options.

In most cases, the alternatives included:

- Do Minimum / Business as Usual: continuation of committed schemes and maintenance only;
- Infrastructure-focused approaches: investment in physical improvements to enhance connectivity and capacity; and
- Behavioural or operational approaches: measures to encourage mode shift, improve integration, accessibility, enforcement, or technological innovation.

These alternatives were assessed to identify their potential significant environmental effects. The outcomes of the appraisal were fed back to Renfrewshire Council to aid decision-making in relation to the preferred options for the draft LTS. This approach also helped ensure that clear reasons could be identified by the Council for progressing the preferred options and rejecting alternative options.

A detailed explanation of the reasonable alternatives considered and appraised is set out in the Environmental Report.

2.3. Appraisal of the draft LTS

The draft LTS was subsequently assessed against the SEA framework of objectives. The assessment examined the potential effects of each of the LTS actions, as well as the potential for cumulative or 'in-combination' effects arising from actions. Alongside the assessment findings, a series of mitigation and enhancement measures were also proposed to minimise potential adverse effects and maximise the opportunities for enhancements potentially available through implementation of the LTS. The findings of this assessment, alongside the assessment of reasonable alternatives, were subsequently reported on through the Environmental Report.

2.4. Consultation on the draft LTS

The draft LTS and the Environmental Report were consulted upon in June and July 2025. The accompanying Environmental Report sought to:

- Identify, describe and evaluate the likely significant effects of the LTS and alternatives; and
- Provide an opportunity for statutory consultees, interested parties and the public to offer views on any aspect of the SEA process which had been carried out to date.

The Environmental Report contained:

- An outline of the contents and main objectives of the LTS and its relationship with other relevant plans, policies and programmes;
- Relevant aspects of the current state of the environment and key sustainability issues;
- The SEA framework of objectives against which the LTS had been assessed;
- The appraisal of alternative approaches for the LTS;
- The likely significant effects of the LTS (in relation to the scope of the SEA);
- The measures envisaged to prevent and minimise any adverse effects as a result of the LTS; and
- The next steps for the LTS and accompanying SEA process.

2.5. Updates to the LTS and the SEA following consultation

Following the consultation, a number of minor updates were made to both the draft LTS and the Environmental Report. Amendments to the LTS included updated maps, minor text changes to policies to improve clarity and effectiveness, and refining actions relating to accessibility, Clyde Metro, parking management, and digital journey planning. The SEA findings were also revisited, with minor updates made to the reasonable alternatives text, and the final Plan was appraised through a new iteration of the Environmental Report. The overall SEA conclusions remained unchanged.

3. Consultation responses and how they have been taken into consideration

3.1. Introduction

Part 3, Section 18 of the 2005 Act requires that the SEA Adoption Statement includes a description of how the opinions expressed by the public and consultation bodies during consultation on the LTS and SEA Report have been taken into account.

3.2. Scoping consultation

As discussed in Chapter 2, Historic Environment Scotland (HES), the Scottish Environmental Protection Agency (SEPA) and NatureScot were consulted on the scope of the SEA through the release of an SEA Scoping Report (prepared by AECOM) to consultees in July 2024.

Comments from the consultation bodies were received in August 2024. The scoping information, including the SEA evidence base, was subsequently updated to reflect the comments. The scoping responses and how they were addressed is detailed in **Table 3.1**.

Table 3-1: Consultee responses and how they were considered and addressed

Consultation response	How responses were considered and addressed
NatureScot	
NatureScot is content with the scope and level of detail proposed for the environmental report.	Comment noted.
Comments on the scoping report are: <ul style="list-style-type: none">• Page 11, 4.8 should read “Whinnerston – comprises two areas of unimproved natural grassland.”• Page 11, 4.10 “There are 96 LNRs in Scotland.”• Page 12, 4.12 mentions Local Nature Conservation Sites.• Page 12, there is no mention of Clyde Muirshiel Regional Park.	Scoping Report updated to reflect comments.

Consultation response

How responses were considered and addressed

- Page 13, 4.16 should read “Renfrewshire’s habitat networks and opportunity areas are shown in Figure 4-3 at the end of this chapter.”
- Page 16 Figure 4-1 shows Sites of Importance for Nature Conservation which are not mentioned anywhere else in the report. SINCs are often referred to as Local Nature Conservation Sites now and would naturally appear in Figure 4.2 instead.
- Page 17 Figure 4.2 does not show Clyde Muirshiel Regional Park. It maps Biodiversity Sites which are not mentioned anywhere else in the report.
- Page 18 Figure 4-3 should be titled Habitat Networks and Opportunity Areas in Renfrewshire and, in the legend, Habitat Networks instead of Habitat and Networks.
- Page 54 Population and human health, third bullet should read “Improve access to high quality green networks”.

NatureScot notes that no period is proposed for consultation on the Environmental Report. We would expect a minimum of 6 weeks.

Comment noted. The consultation period will be 6 weeks.

Scottish Environment Protection Agency

Some of the PPS included have themselves been subject to SEA. Where this is the case, you may find it useful to prepare a summary of the key SEA findings that may be relevant to the Transport Strategy. This may assist you with data sources and environmental baseline information and also ensure the current SEA picks up environmental issues or mitigation actions which may have been identified elsewhere.

Comment noted.

SEPA holds significant amounts of environmental data which may be of interest to you in preparing the environmental baseline, identifying environmental problems, and summarising the likely changes to the environment in the absence of the PPS, all of which are required for the assessment. Many of these data are now readily available on SEPA’s website.

Comment noted. Environmental data and guidance will be used to inform the assessments in the

Consultation response	How responses were considered and addressed
<p>Additional local information may also be available from our Access to Information unit (foi@sepa.org.uk).</p> <p>Other sources of data for issues that fall within SEPA's remit are referenced in our SEA topic guidance notes for air, soil, water, material assets, climatic factors and human health.</p> <p>Please note that reference should be made to the SEPA Future Flood Maps, which are effectively a spatial representation of the flood risk area, defined in NPF4 land or built form with an annual probability of being flooded of greater than 0.5% which must include an appropriate allowance for future climate change. We therefore recommend changing Figure 5-3.</p> <p>We provided the council with a list of Evidence Report Sources for the preparation of the Local Development Plan (LDP). These can also be used for the SEA Baseline information. You can contact your LDP colleagues to discuss.</p>	Environmental Report.
We consider that the environmental problems described generally highlight the main issues of relevance for the SEA topics within our remit.	Comment noted.
We note that alternatives are still being considered. Any reasonable alternatives identified during the preparation of the plan should be assessed as part of the SEA process and the findings of the assessment should inform the choice of the preferred option. This should be documented in the Environmental Report.	Reasonable alternatives are assessed in Chapter 4 of the Environmental Report.
We agree that in this instance all environmental topics should be scoped into the assessment.	Comment noted.
<p>The proposed methodology for the assessment has not been defined yet. A common method is to use a matrix with a scoring system identifying effects which are significant positives (++), positive (+), neutral (0), unknown (?), negative (-) or significant negative (--), or a combination of them, as appropriate (e.g. +/-).</p> <p>Including a commentary section within the matrices in order to state, where necessary, the reasons for the effects cited and the score given helps to fully explain the rationale behind the</p>	Comment noted.

Consultation response

How responses were considered and addressed

assessment results. This allows the Responsible Authority to be transparent and also allows the reader to understand the rationale behind the scores given.

Where it is expected that other plans, programmes or strategies are better placed to undertake more detailed assessment of environmental effects this should be clearly set out in the Environmental Report.

We expect all aspects of the PPS which could have significant effects to be assessed.

We support the use of SEA objectives as assessment tools as they allow a systematic, rigorous and consistent framework with which to assess environmental effects.

When it comes to setting out the results of the assessment in the Environmental Report, please provide enough information to clearly justify the reasons for each of the assessments presented. It would also be helpful to set out assumptions that are made during the assessment and difficulties and limitations encountered.

It is helpful if the assessment matrix directly links the assessment result with proposed mitigation measures such as in the example provided.

We are content with the proposed SEA objectives to be used in the assessment.

We encourage you to use the assessment as a way to improve the environmental performance of individual aspects of the final option; hence we support proposals for enhancement of positive effects as well as mitigation of negative effects. Comment noted.

It is useful to show the link between potential effects and proposed mitigation / enhancement measures in the assessment framework.

We encourage you to be very clear in the Environmental Report about mitigation measures which are proposed as a result of the assessment. These should follow the mitigation hierarchy (avoid, reduce, remedy or compensate).

Consultation response

How responses were considered and addressed

One of the most important ways to mitigate significant environmental effects identified through the assessment is to make changes to the plan itself so that significant effects are avoided. The Environmental Report should therefore identify any changes made to the plan as a result of the SEA.

Where the mitigation proposed does not relate to modification to the plan itself then it would be extremely helpful to set out the proposed mitigation measures in a way that clearly identifies: (1) the measures required, (2) when they would be required and (3) who will be required to implement them. The inclusion of a summary table in the Environmental Report such as that presented below will help to track progress on mitigation through the monitoring process.

Although not specifically required at this stage, monitoring is a requirement of the Act and early consideration should be given to a monitoring approach particularly in the choice of indicators. It would be helpful if the Environmental Report included a description of the measures envisaged to monitor the significant environmental effects of the plan.

Comment noted.

It is not clear from the scoping report the specific time period proposed for consultation on the Environmental Report. This period should be agreed with the Consultation Authorities at the scoping stage. Accordingly, we would welcome further dialogue with you in order to agree an appropriate timeframe. Typical consultation periods range from 6-12 weeks depending on the content and nature of the plan. The consultation period must offer the Consultation Authorities and the public an early and effective opportunity to express their views and opinions.

Comment noted. The consultation period will be 6 weeks.

We would find it helpful if the Environmental Report included a summary of the scoping outcomes and how comments from the Consultation Authorities were considered.

We welcome proposals for the inclusion of a summary of how the comments provided by the Consultation Authorities at the Scoping stage have been taken into account in the preparation of the Environmental Report.

Comment noted. This table has been included to capture consultee comments.

Consultation response

How responses were considered and addressed

Historic Environment Scotland

We note that the historic environment has been scoped into the assessment, and we are content to agree with this. In terms of the approach to the assessment, on the basis of the information provided we are satisfied with the scope and level of detail proposed and have given our detailed comments below.

Comment noted.

We welcome the review of the relevant historic environment plans, programmes and strategies set out here. We would simply note that, while they are both included in this section, Our Place in Time has now been superseded by Our Past Our Future.

Reference to Our Place in Time removed from the Scoping Report.

We welcome the baseline provided for the historic environment and the early consideration of the potential interactions between these assets and the policies and actions associated with the strategy. The summary is focused on the avoidance of harm on historic environment assets and their setting, and this is to be welcomed. However, we would also note that often elements of our transport infrastructure are historic environment assets in themselves such as railway stations, bridges, former branch railway lines, bridges, core paths and historic ways and often contribute to our sense of place and active travel network. Investment and maintenance in such assets can also be considered a benefit to the historic environment.

Comment noted. These assets associated with transport infrastructure will be considered in the Environmental Report assessments.

In terms of other key issues noted in this section we welcome the recognition of the role that the transport strategy can play in supporting access to the historic environment.

Little detail is offered on the methodological approach for the assessment. However, we note that SEA objectives have been developed in order to test potential strategy content against. In considering the presented objectives for the historic environment we are satisfied that these will provide an appropriate framework for the assessment. Where the assessment points to potential significant effects mitigation, enhancement and monitoring proposals should be put forward where appropriate.

Comment noted.

Consultation response	How responses were considered and addressed
<p>We note that no specific timescale has been set out for consultation on the strategy and its associated environmental report. We would advise a minimum consultation period of 6 weeks.</p> <p>For our purposes the consultation period starts when the SEA Gateway receives the relevant documents.</p>	<p>Comment noted. The consultation period will be 6 weeks.</p>

3.3. Consultation on the draft LTS and SEA Environmental Report

The draft LTS and the Environmental Report were subject to consultation in summer 2025. The consultation sought the views of stakeholders, interested parties and the wider public. Consultation also sought the views of statutory consultees. A total of 152 responses were received through the online form, alongside eight email submissions and 35 social media comments.

The Environmental Report, together with the LTS and other supporting documents, was submitted to the SEA Gateway. No comments were received from the statutory consultees on the Environmental Report during a six-week consultation period.

4. Monitoring

4.1. Introduction

The 2005 Act requires the responsible authority (Renfrewshire Council) to monitor the significant effects of implementing the LTS in order to identify any unforeseen adverse impacts at an early stage and take appropriate remedial action. Monitoring supports the evaluation of the LTS's effectiveness in achieving its objectives and enables appropriate intervention where negative trends are identified. The 2005 Act also requires Post Adoption Statements to specify the measures that will be used to monitor the significant environmental effects.

It is advantageous for the monitoring strategy to build upon existing monitoring systems. To this end, many of the indicators of progress chosen for the LTS reflects data that is already being routinely collected by Renfrewshire Council and its partner organisations.

As no significant adverse environmental effects are anticipated, the extent of monitoring required under the 2005 Act is expected to be limited. Nevertheless, monitoring remains an important mechanism for reviewing progress and identifying any unexpected adverse impacts that may emerge.

Table 4.1 presents proposed measures for a monitoring programme to track the implementation of the LTS in relation to areas where the SEA has identified opportunities to enhance environmental performance. It also identifies areas of uncertainty within the appraisal findings and recommends monitoring actions to help ensure that the anticipated benefits of the LTS are realised.

Table 4-1: Proposed SEA monitoring programme for the LTS

Significant Effect/ Environmental Change to be Monitored	SEA Topic(s)	Indicator	Data Source	Frequency	Trigger for Intervention
Impact of LTS actions on designated habitats close to the transport network	Biodiversity, Fauna and Flora, and Geodiversity	Condition of designated site assessment findings	Renfrewshire Council	Annual	When designated sites near to new infrastructure show a deterioration in quality
Impact of LTS actions on water quality	Soil and Water Resources	Waterbody assessment findings	Renfrewshire Council	Annual	When an increase in pollutants from construction activities, and pollutants from vehicles are present in waterbodies
Impacts on landscape character	Landscape	Landscape character assessment findings	Renfrewshire Council	Ongoing	Where landscape character assessment suggests significant change has taken place
Impacts on carbon emissions	Climatic Factors	Greenhouse gas emission statistics	Renfrewshire Council	Annual	Where annual transport emissions rise
Impacts on local air quality	Air Quality and Noise Pollution	Monitoring at air quality stations in the council area	Renfrewshire Council	Annual	When there is an increase in pollutants related to air quality



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