

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

Minute of Meeting of the Tayside and Central Scotland Transport Partnership held in the Committee Room, 4th Floor, 2 High Street, Perth on Tuesday 20th September 2011 at 10.30 am.

Present: Councillor John Whyte (Angus Council); Councillors Dave Bowes and Will Dawson (Dundee City Council); Councillors Alan Jack and John Kellas (Perth and Kinross Council); Councillors Colin O'Brien and Jim Thomson (Stirling Council); Ken Armstrong, Doug Fleming, Gavin Roser, David Scotney and Bill Wright (Members).

In Attendance: E Guthrie (Director); M Cairns, N Gardiner, A Roger, M Scott (Tactran); G Taylor (Secretary); S Walker (Treasurer); G Chree (Angus Council); N Gellatly (Dundee City Council); A Deans and J Cockburn (Perth and Kinross Council).

Also Attending: S Cartwright (Henderson Loggie) for Item 3 and S Fraser (Atkins)

Apologies for absence were received from: Councillor Iain Gaul (Angus Council); Councillor Brian Gordon (Dundee City Council); Councillor Ann Gaunt (Perth & Kinross Council) J Valentine (Perth and Kinross Council).

Councillor Dawson, Chair, Presiding

1. DECLARATIONS OF INTEREST

There were no declarations of interest.

2. MINUTE OF MEETING OF 21 JUNE 2011

The minute of meeting of the Tayside and Central Scotland Transport Partnership of 21 June 2011 was submitted and approved as a correct record.

MATTERS ARISING

(i) Appointment of Non-Councillor Member (Item 3)

The Director advised Gavin Roser's appraisal had been completed and the Director would write to the Scottish Government seeking formal Ministerial endorsement of the extension of appointment.

3. ANNUAL STATEMENT OF ACCOUNTS 2010/11

There was submitted a joint report by the Treasurer and Director (RTP/11/25) presenting the 2010/11 Audited Statement of Accounts, as submitted to the Controller of Audit.

S Cartwright, Henderson Loggie, External Auditors introduced the Statement of Accounts and Report to Members & Controller of Audit, advising that an unqualified certification of the Accounts had been achieved. He also drew the Partnership's attention to the Pensions liability as identified in paragraphs 36 and 37 of the Report to Members & Controller of Audit and an outstanding non-significant Action Plan action in relation to agreeing revised Service Level Agreements with Perth & Kinross Council. He advised that this was the final year of Henderson Loggie's 5-year term of appointment as Tactran's External Auditors and on behalf of Cathy Wylie, Partner at Henderson Loggie and all staff, thanked Tactran for all the assistance received in undertaking their Audit duties. The Chair also thanked Henderson Loggie for their work and positive contribution during their term as External Auditors.

Councillor Thomson joined the meeting.

S Walker explained that the layout of the Accounts was slightly different from previous years due to IFRS Guidance which Tactran was fully compliant with.

Resolved:

- (i) To note the 2010/11 Audited Statement of Accounts and Report to Members and the Controller of Audit as detailed in Appendices A and B to the report.

4. REVIEW OF HUMAN RESOURCES POLICIES

There was submitted a joint report by the Treasurer and Director (RTP/11/26) seeking the Partnership's approval of updated Human Resources Policies and Procedures.

Resolved:

- (i) To approve adoption of the revised Human Resources policies and procedures as discussed within the report.
- (ii) To agree that the Human Resources policies and procedures are updated in line with equivalent Perth & Kinross Council policies and procedures, adapted as appropriate to reflect the Partnership's own operational needs and circumstances.
- (iii) To agree to delegate authority to approve future revisions to Human Resources policies and procedures, which have no significant operational or financial implications, to the Director, in consultation with Proper Officers and Perth & Kinross Council's Human Resources advisors.

5. HEALTH AND TRANSPORT FRAMEWORK

There was submitted a report by the Strategy Manager (RTP/11/27) seeking the Partnership's approval of a finalised Tayside and Central Scotland Health and Transport Framework and agreement that development of a detailed Health and Transport Action Plan supporting the Framework should be progressed in conjunction with Community Planning Partnerships.

B Wright commented on the different aspects of the Framework and suggested these fell into 2 separate categories, (i) improving health and wellbeing through behavioural change, promotion of active travel and measures aimed at reducing the public health impacts of transport and (ii) improving physical access to health facilities and encouraging more sustainable workplace travel within the Health sector. He also sought assurances that the implications of actions allocated to Tactran within the Framework could be resourced. M Cairns acknowledged that the Framework sought to cover the broad range of relationships between transport and health, but it was felt appropriate and beneficial, for future action planning and monitoring, to capture all of these within one strategy. Stakeholder consultation on the Framework had demonstrated strong support for this approach. The Director added that the Framework had been developed with the intention of addressing the various health and transport issues and relationships identified in the Scottish Government's national Healthcare Transport Framework. The actions allocated to Tactran primarily related to coordination, facilitation and monitoring of the Framework. Discussions on the resource implications of these actions would continue with Health Boards and other stakeholders, whilst the prioritisation and resourcing of specific delivery actions would go forward for discussion and agreement within Community Planning Partnerships.

B Wright asked that organisations like Paths For All, Sustrans etc. be included and advised Cycling Scotland had been awarded additional funding to promote the Cycle Friendly Community Awards. K Armstrong advised that the national guidance focuses on collaboration and integration as the way forward, which will include the organisations mentioned.

Councillor Kellas referred to issues with NHS centralisation of health facilities which in turn requires people to travel more rather than less. K Armstrong noted a need for recognition of boundaries of public expectation on health sector delivery in a period of severe financial constraint. The Director advised the intention that local consideration through the "Access to Healthcare" strand of the Framework via the Community Planning Partnerships should enable a more collaborative public sector focus on such issues.

Resolved:

- (i) To approve the Tayside and Central Scotland Health and Transport Framework as detailed in Appendix A to the report.
- (ii) To agree that a detailed Action Plan is developed in conjunction with Community Planning Partnerships.

6. TRAVEL PLAN ACTIVITY: PROGRESS UPDATE

There was submitted a report by the Travel Plan Officer (RTP/11/28) updating the Partnership on Travel Plan activity during 2011/12.

M Scott gave a presentation on the Travel Planning Toolkit website, www.travelknowhow.org.uk/tactran which Tactran had jointly developed in partnership with the TPI and Shona Drummond consultancies. Members welcomed the support the new website offers to public and private sector bodies and there was discussion around how businesses could best be contacted to facilitate wider awareness and engagement. Councillor Kellas suggested presenting to Perthshire Chamber of Commerce and PKC's Economic Partnership, Councillor O'Brien provided contact details of the Stirling Business Forum and Councillor Jack suggested contacting the Federation of Small Businesses.

Resolved:

- (i) To note the progress on Travel Plan activity as detailed in the report.
- (ii) To remit to officers to progress wider awareness raising of the Travel Know How toolkit as suggested by Members.

7. TAY ESTUARY RAIL STUDY

There was submitted a report by the Projects Manager (RTP/11/29) informing the Partnership of continued engagement with Transport Scotland and rail industry organisations regarding taking forward the Tay Estuary Rail Study and related service improvement proposals for December 2011.

N Gardiner gave a presentation which detailed timetable changes and the introduction of a significantly enhanced level of service at Broughty Ferry station, to be introduced with the December 2011 rail timetable on 12 December. Enhancements to rail services between Glasgow and Dundee and the scope for improved local services at Broughty Ferry had resulted from the detailed service planning work undertaken through TERS. The significant increase in the number of calls at Broughty Ferry had been delivered through a negotiated agreement between Tactran and ScotRail separate from the ScotRail franchise agreement. He also outlined further revisions to services on the Highland Main Line and between Dunblane and Bridge of Allan and Glasgow, which been notified by ScotRail as part of their December 2011 timetable revisions agreed with Network Rail.

Councillor Whyte thanked N Gardiner for his hard work and congratulated him on the improvements to services which had been achieved at Broughty Ferry, but was disappointed that this did not include improved services at Monifieth and hoped improvements there would follow next. N Gardiner confirmed that active discussions were ongoing with ScotRail, Transport Scotland and Network Rail with a view to delivering further enhancements to local services. This had led to a recent agreement that was still to be finalised, on re-timing and switching services that would benefit rail users at Monifieth from December 2011. Discussions were continuing on the potential for adding to these services by "pushing through" a number of the new Glasgow – Dundee services to serve Broughty Ferry, Monifieth, Carnoustie and Arbroath, with a view to implementing further improvements with the next rail timetable review in December 2012. It was noted that the success of securing any additional service improvements would be influenced by passenger demand for the new Broughty Ferry services.

The Chair welcomed the new services which had been achieved as a result of the TERS work. Recognising Councillor Whyte's wish to see further enhancements at Monifieth he emphasised the need to support and promote the new services at Broughty Ferry, and the need to stimulate passenger demand as a means of ensuring continuity of these new services and also demonstrating the business case for further service improvements at Monifieth and other locations.

Councillor Thomson asked for clarification on the southbound changes from Dunblane and Bridge of Allan, indicating concerns about capacity between these locations and Glasgow with the notified loss of 2 trains from December. N Gardiner provided further details of the timetable changes, which showed that the reduction in services affected the section between Dunblane and Stirling. The number of services between Stirling and Glasgow were increased and new travel opportunities between Dunblane and Bridge of Allan to Perth and points northwards would also be introduced from December 2011. Information on the revisions, as notified by ScotRail, had previously been provided to Stirling Council officers and N Gardiner agreed to provide his latest detailed analysis of the timetable revisions to Council officers.

Resolved:

- (i) To welcome and note the increase in Glasgow – Dundee services proposed for December 2011.
- (ii) To welcome, note and promote the additional calls proposed for introduction at Broughty Ferry station from December 2011.
- (iii) To note the Highland Mainline December 2011 timetable changes to station calls within the Tactran area.
- (iv) To remit to officers to continue engagement with Transport Scotland and rail industry organisations as outlined within the report.

8. 2011/12 REVENUE PROGRAMME AND MONITORING

There was submitted a joint report by the Treasurer and Director (RTP/11/30) updating the Partnership on Revenue expenditure for 2011/12.

Councillor Whyte requested that in relation to 3.27 and 3.28 of the report and the issue of improving the "A90 Through or Around Dundee" it be noted that Angus Council are formally opposed to the concept of a Dundee bypass and would only be supportive of an upgrade of the Kingsway.

The Director noted that during the development of the Regional Transport Strategy the need to improve the A90 and address existing congestion "hot spots" on the route had been identified and agreed. Accordingly the approved RTS Delivery Plan included Project I1, which aims to improve the A90 through/around Dundee with an associated package of pedestrian, cycling and bus priority measures. The Partnership had formally noted Angus Council's opposition to the bypass option identified in Transport Scotland's Strategic Transport Projects Review Project 29 at its meeting on 23 June 2009. In reporting on the proposed 2011/12 Revenue Programme on 29 March 2011 and on 21 June 2011, specific mention had been made of the intention to enter into discussions with Transport Scotland on the scope for joint working on strategic connectivity enhancement proposals identified in the RTS and STPR, including work to better inform the consideration of options for improving the A90 at Dundee. It was also noted that the need to improve the A90 at Dundee was identified as a major strategic connectivity issue in the Nestrans RTS.

Discussions were continuing with Transport Scotland on a Draft Brief for work which would take the form of an objective-led pre-STAG preliminary appraisal of options, with the aim of identifying the relevant issues and benefits of options which should become the subject of more detailed appraisal at a later stage. The Director stressed that the RTS expressed no view on the relative merits of a bypass or upgrading of the Kingsway and that further progress on this element of the Revenue Programme would be dependent on securing match funding from Transport Scotland. He also confirmed that progress on this would be reported to the next Partnership meeting on 13 December or, if an earlier decision was needed to enable completion of work within the Financial Year, to the Executive Committee for approval prior to any commitment to further work. Councillor Whyte confirmed he was content with this approach.

Resolved:

- (i) To note the position regarding Core Revenue expenditure as at 31 August 2011.
- (ii) To note progress on the 2011/12 RTS Revenue Programme and related expenditure as detailed in sections 3.4 to 3.29 within the report.
- (iii) To agree that proposals for taking forward work in relation to the A90 at Dundee, as discussed in section 3.28 of the report, be reported to the next Partnership meeting on 13 December 2011 or to the Executive Committee, as appropriate.

9. 2011/12 CAPITAL PROGRAMME MONITORING

There was submitted a report by the Projects Manager (RTP/11/31) updating the Partnership on progress made in implementing the 2011/12 Tactran Capital Programme and noting progress made on the Angus Council and Stirling Council Capital Programmes in support of the Regional Transport Strategy.

N Gardiner outlined progress with individual Capital Programme projects and proposals, making particular reference to the recent completion of relocation and upgrading of the Urban Traffic Management and Control system at Dundee; the award of a contract for and work starting on the major Dundee Port road access improvement scheme; and progress on the procurement of work on the Perth – Blairgowrie – Dundee Quality Bus Corridors, Public Transport Interchanges in Perth and Public Transport Information Provision in Perth & Kinross projects.

M Cairns outlined the proposed “LaMiLo” INTERREG IVB bid for EU funding to support introduction of a pilot Freight Consolidation Centre scheme, as identified in the approved regional Freight Action Plan and in support of Perth & Kinross Council’s Air Quality Management Action Plan. Members expressed support for the LaMiLo project and Councillor Kellas confirmed that Perth & Kinross Council were fully supportive of the proposed bid and pilot initiative

D Fleming asked for reassurance that any Park & Ride site established at Dundee West would not become an overflow car park for Ninewells Hospital. N Gardiner confirmed that demand modelling indicated the site would be large enough to accommodate demand to both the City Centre and Ninewells, and that ongoing planning for bus service, user charging and site management arrangements in consultation with NHS Tayside, bus operators and Dundee City Council would ensure that capacity is protected for the facilities core Park & Ride purpose.

Resolved:

- (i) To note progress on implementing the Tactran 2011/12 Capital Programme and the projected outturn position as described in the report and Appendix A.
- (ii) To give authority to the Director to sign a letter of support from Tactran to the LaMiLo project bid for European Union INTERREG IVB funding.
- (iii) To note progress on Angus Council's and Stirling Council's 2011/12 Capital Programmes as detailed in Appendices B and C to the report.

10. DIRECTOR'S REPORT

There was submitted a report by the Director (RTP/11/32) updating the Partnership on various matters of interest and relevance to the work of the Partnership; seeking the Partnership's agreement to respond jointly with other RTPs to Department for Transport and Scottish Government consultations; and seeking the Partnership's agreement to hold a briefing event for regional MSPs.

Resolved:

- (i) To agree to respond jointly with other RTPs to the Department for Transport consultation Developing a Sustainable Framework for UK Aviation: Scoping Document.
- (ii) To agree to respond jointly with other RTPs to the Scottish Government consultation on Extension of Bus Service Operators Grant in the terms outlined in Appendix C.
- (iii) To agree to hold a briefing event for MSPs and receive a report on detailed proposals for this at the next Partnership meeting on 13 December 2011.
- (iv) To note the various updates and other information provided in the report and accompanying Appendices.

11. MEMBERS ISSUES AND AOCB

There were no Members Issues or AOCB.

12. DATE OF NEXT MEETING

It was noted that the next meeting would be held on Tuesday 13 December 2011 at 2 High Street, Perth.

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP

Note of Climate Change Workshop 20th September 2011

Present: Councillor Will Dawson (Dundee City Council); Councillor Jim Thomson (Stirling Council); Doug Fleming, Bill Wright, David Scotney and Gavin Roser (Members); G Chree (Angus Council); E Guthrie, M Cairns, N Gardiner, A Roger, M Scott (Tactran), S Fraser (Atkins Consultancy)

Apologies: Councillors John Whyte and Iain Gaul (Angus Council); Councillors Brian Gordon and Dave Bowes (Dundee City Council); Councillors Ann Gaunt, Alan Jack and John Kellas (Perth & Kinross Council) and Councillor Colin O'Brien (Stirling Council); K Armstrong (Member); N Gellatly (Dundee City Council); J Valentine (Perth & Kinross Council)

1. Introduction

E Guthrie gave an introduction to the Workshop, outlining the Partnership's role and duties in relation to Climate Change and related Public Sector Duties legislation, and explaining that the Workshop was intended to develop member and officer awareness of the Partnership's statutory obligations under Climate Change legislation and inform the Partnership's development of appropriate responses to this.

Steven Fraser from the Atkins Consultancy provided a presentation on Climate Change and Transport, and then facilitated the Workshop.

2. Presentation and Questions/Discussion

S Fraser gave the presentation on Climate Change and Transport and explained the Public Body duties relating to Mitigation, Adaptation and Acting Sustainably. The presentation covered :

- Low carbon economy in Scotland
 - Climate Change
 - Oil
- Climate Change Act (2009)
- Tactran
 - Current emissions from transport
- Low Carbon Scotland – Roles & Responsibilities
 - Mitigating
 - Adaptation
- Workshop
 - Objectives
 - Format

The presentation is attached as an Appendix to this Note for information.

S Fraser highlighted that Dundee had comparatively lower CO₂ emissions than the other 3 council areas which is mainly due to its urban form and the related travel patterns.

B Wright suggested reducing urban spread and increasing urban density like Dundee. It was noted that current work on the emerging Strategic Development Plan and Local Development Plans, which Tactran was contributing to, was seeking to focus future development within key centres of population and employment, with a view to reducing the need to travel and encouraging more sustainable travel behaviour and choices.

Climate Change is unanimously accepted but a lot of people are not supportive and B Wright wondered if there was another geo-political agenda. S Fraser explained that the economy's reliance on oil means we are susceptible to volatility in oil prices. Delivering carbon abatement measures will help meet the Climate Change Act targets and will also help make the Scottish economy more resilient by reducing its exposure to fluctuating oil prices. E Guthrie noted that public scepticism and resistance to Climate Change appeared to be diminishing with greater acceptance of the need for collective and individual action. Experience from promoting behavioural change through Travel Planning and other RTS activity suggested that success is easier to achieve if people can be persuaded of the personal and financial benefits of changing their behaviour rather than simply promoting the aim of reducing emissions.

G Chree asked how we can demonstrate we are making a difference. S Fraser highlighted the availability of [Department of Energy and Climate Change](#) (DECC) data which includes historic levels which can help to set local targets. The DfT [website](#) also has good links for sustainable transport and the environment. The [Energy Savings Trust](#) is promoting action on climate change too. Recent work undertaken by Atkins for the Rail Safety and Standards Board (RSSB) has identified opportunities for carbon abatement in the rail sector.

G Chree commented that Angus have a Workplace Travel Plan and use Liftshare but that it's often difficult to convince people to make changes to their travel behaviour. S Fraser advised that Atkins had helped the DfT develop a basic tool that allowed planners to quantify carbon savings from transport interventions, including travel planning. Atkins has suggested to the Scottish Government they consider creating a similar tool for use in Scotland.

There was discussion around the options considered effective in helping to reduce climate change:

Speed reduction – Cllr Thomson asked if the figures from MACC were correct. S Fraser advised that changes in driving style, removing roof rails, checking tyre pressures can also help. D Scotney advised there is an EU [website](#) which details a 5 point driving plan and that advice is also offered by the [Energy Savings Trust](#). D Fleming advised the bus industry has implemented "Safed" which trains and encourages drivers to drive more efficiently and safely, which also delivers improved fuel economy and reduces emissions. Cllr Dawson advised that in the freight sector Stobart's do something similar with incentives to drivers.

M Scott advised that EST is promoting [Eco-driving](#) and Dundee City Council is actively promoting similar approaches through Liftshare, as eco-driving itself does not reduce congestion. It was noted that electric vehicles are currently expensive and likely to remain so in the short to medium term so more efficiency and benefit might be achieved through promoting eco-driving and liftsharing, including as complementary measures.

There was general comment on the need for greater Government incentives to encourage public take up of electrically and other more sustainably powered vehicles, including continuing emphasis on increasing Road Tax to reflect vehicle carbon footprint.

G Chree asked about the option to increase road space. Atkins work for the Scottish Government did not promote increasing roadspace but had identified potential carbon benefits from reducing the national speed limit to 60mph .

3. Workshop

The facilitated Workshop session focussed on identifying :-

- the actions Tactran is currently taking to address Climate Change and reducing CO2 from transport

and

- the issues Tactran should be prioritising to address CO2 from transport in moving forward

Through general discussion and completion of templated pro-forma the Group identified a number of existing actions and potential priorities as outlined below :-

Current Activities Addressing CO2 emissions from Transport	
Measures designed to change attitudes and behaviour	<ul style="list-style-type: none"> ▪ Tactran connect ▪ Travel Planning ▪ Smarter Choices/Smarter Places ▪ Community Planning – input to Action Plans ▪ Charging points for electric cars ▪ Health & Transport Agenda ▪ Cross boundary working with SEStran
Information based measures	<ul style="list-style-type: none"> ▪ Tactran connect ▪ Travelknowhow ▪ Liftshare ▪ Facebook ▪ Twitter ▪ Bus Information Strategy ▪ Smarter Choices/Smarter Places
Walking & Cycling measures	<ul style="list-style-type: none"> ▪ Cycling infrastructure ▪ Cycle lanes/links ▪ Tactran connect ▪ CWSS ▪ Dundee Cycle Way/Green Circular ▪ Dundee Travel Active ▪ Maps detailing walking routes ▪ Walking & Cycling Strategy ▪ Gap filling in NCN ▪ Path widening at Ninewells hospital ▪ Health & Transport Agenda ▪ Raploch footpath
Bus Based measures	<ul style="list-style-type: none"> ▪ Park & Ride ▪ Buses Strategy & Action Plan 333 Service ▪ Quality Bus Partnerships/Corridors ▪ Bus Information strategies (including real time information) ▪ Arbroath Bus Station ▪ Dundee Bus Station ▪ Upgrading Perth bus station ▪ Bus stops

Rail based measures	<ul style="list-style-type: none"> ▪ TERS ▪ Broughty Ferry and Invergowrie service improvements ▪ Station access improvements
Measures associated with improving multi modal interchange	<ul style="list-style-type: none"> ▪ Park & Ride ▪ Car parks with electric charging points
Community & DRT	<ul style="list-style-type: none"> ▪ Dundee DRT (once established) ▪ Interaction with LCPP's ▪ Partnership working ▪ Stirling DRT pilot
Freight specific measures	<ul style="list-style-type: none"> ▪ Freight Quality Partnership ▪ LaMiLo FCC project funding bid ▪ Road Access to Dundee port improvements ▪ Freight/rail inter-modal at Dundee port ▪ Off road schemes ▪ Lorry routing & Mapping ▪ Montrose Port enhancements ▪ Freight Facilities Grant possibilities ▪ Freight Consolidation Centre proposals ▪ Highland Spring /rail freight proposals
Land Use and Planning related measures	<ul style="list-style-type: none"> ▪ TAYplan ▪ LDP's ▪ Park & Ride ▪ Freight Consolidation Centre
Air Transport measures	<ul style="list-style-type: none"> ▪ Support for maintenance of Dundee to London City service
Road Infrastructure	<ul style="list-style-type: none"> ▪ Access to Dundee port ▪ Investigate A90 through and around Dundee ▪ Funding for A9/A94 Cross Tay Link Road and Perth Western Edge roads infrastructure feasibility and design

What can Tactran do moving forward:

Issues identified included

- Encourage more home working / flexible working
- Need for Bike facilities at Broxden
- Investigate potential for virtual meetings using video-conference and Skype
- Tactranconnect - investigate facility for optimum meeting scheduling to encourage public transport use
- Promote car sharing for meetings
- Promote use of public transport and remove the “stigma”

In general discussion the following issues were identified :-

- Scottish Government promoting Travel Planning but removing dedicated RTP funding for Travel Plan implementation
- Need to review/increase public parking charges
- Need to reduce bus fares to make more attractive
- Car industry incentives making it to easy/attractive to purchase cars
- Sustainability of National Concessionary Travel scheme – studies available on usage and possible restrictions on peak travel
- Cycling Scotland training school children to cycle safely on roads and encourage cycling – Safe Routes to Schools
- Electric Vehicles and charging infrastructure – need for more publicly available infrastructure through LCV funding; need for Scottish Government to extend Plugged In Places across Scotland
- Car Clubs – Glasgow Peugeot launched
- M4 Hydrogen Corridor

In concluding E Guthrie advised that officers would collate the issues and information identified through the Workshop and would develop this, in consultation with S Fraser, with a view to reporting back to the March 2012 Board meeting with a detailed report on Climate Change duties and responsibilities and proposals for addressing the Partnership's statutory obligations.

The Chair thanked all for their participation and S Fraser for his informative presentation and his contribution in facilitating the Workshop.

Climate Change & Transport

Steven Fraser



Agenda

- Low Carbon Economy
- Climate Change Act
- tactran
- Mitigation
- Adaptation
- Workshop
- Questions

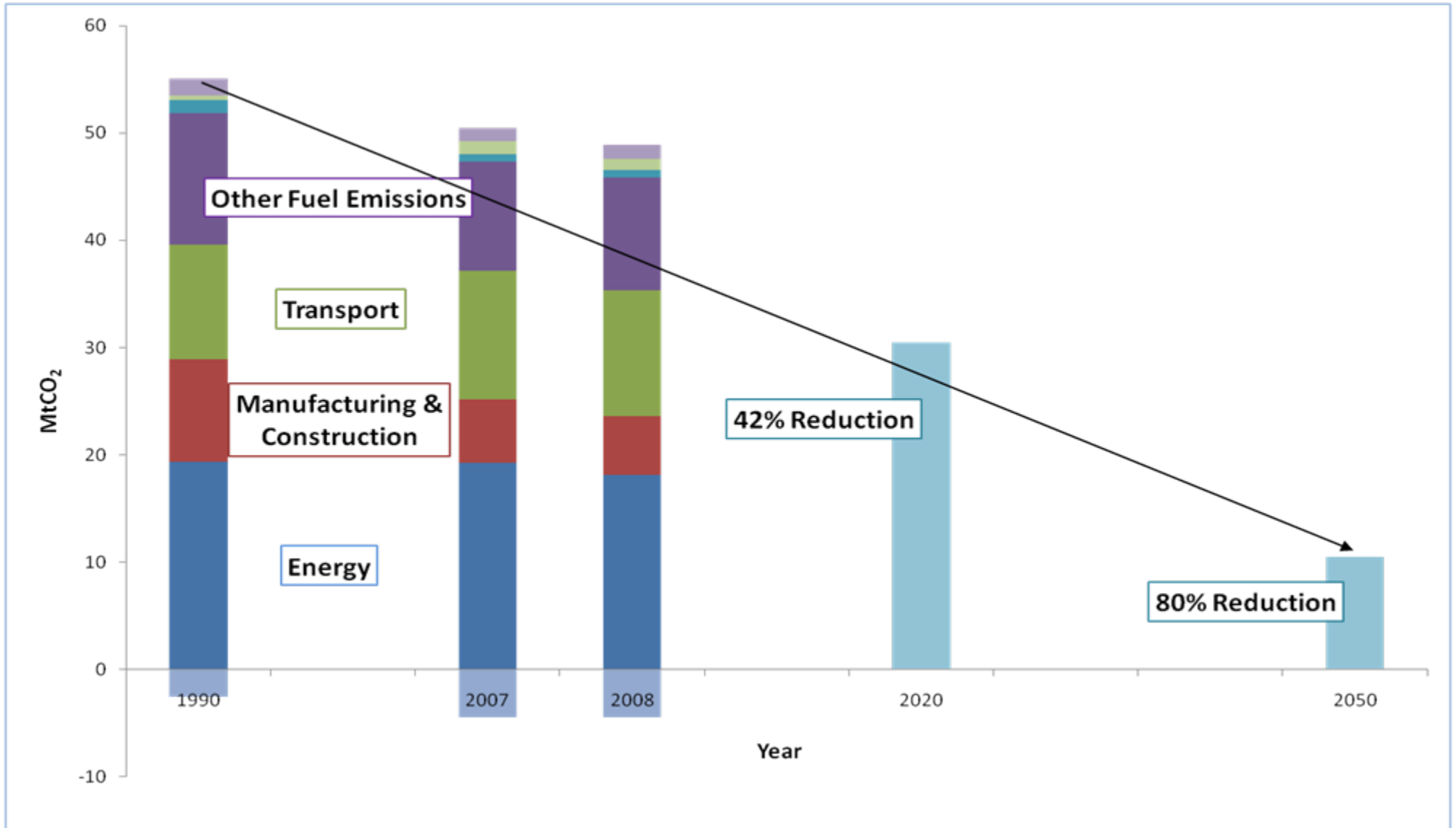


Low Carbon Economy

1. Climate Change
2. Oil



Climate Change (Scotland) Act 2009











Public Body Duties


- Mitigation
- Adaptation
- Acting Sustainably

**PUBLIC BODIES CLIMATE CHANGE DUTIES:
PUTTING THEM INTO PRACTICE**

GUIDANCE REQUIRED BY PART 4 OF THE CLIMATE CHANGE
(SCOTLAND) ACT 2009





The Scottish Government

tactran CO₂

	Industry / Commercial	Domestic	Road Transport	Total	Per Capita Emissions (t) Total	Per Capita Emissions (t) Transport
Angus	296	317	264	877	8.0	2.4
Dundee	421	373	218	1012	7.1	1.5
Perth and Kinross	386	420	506	1313	9.1	3.5
Stirling	367	245	225	836	9.5	2.5
tactran	1,104	1,110	988	3,201	8.1	2.5
Scotland	16,287	13,773	9,124	39,184	7.6	1.8

kt CO₂e, 2008, source DECC

Low Carbon Scotland

– Meeting the Emission Reduction Targets 2010-2022

1. Sets out policies already in place
2. Further proposals to meet the annual emissions
3. “The Atkins Study”



**Low Carbon
Scotland:
Meeting the
Emissions Reduction
Targets 2010-2022**

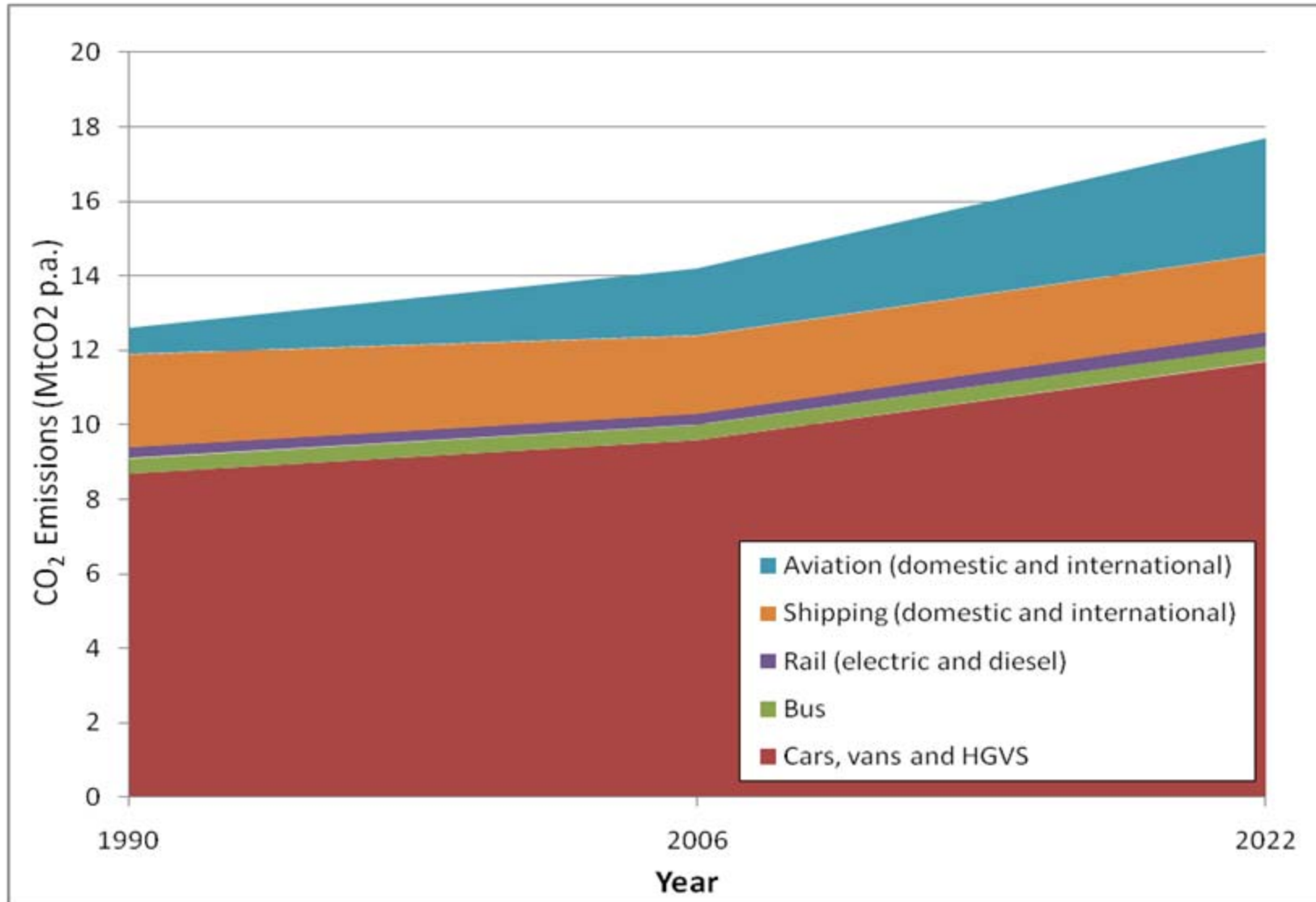
The Report on Proposals and Policies

Mitigation

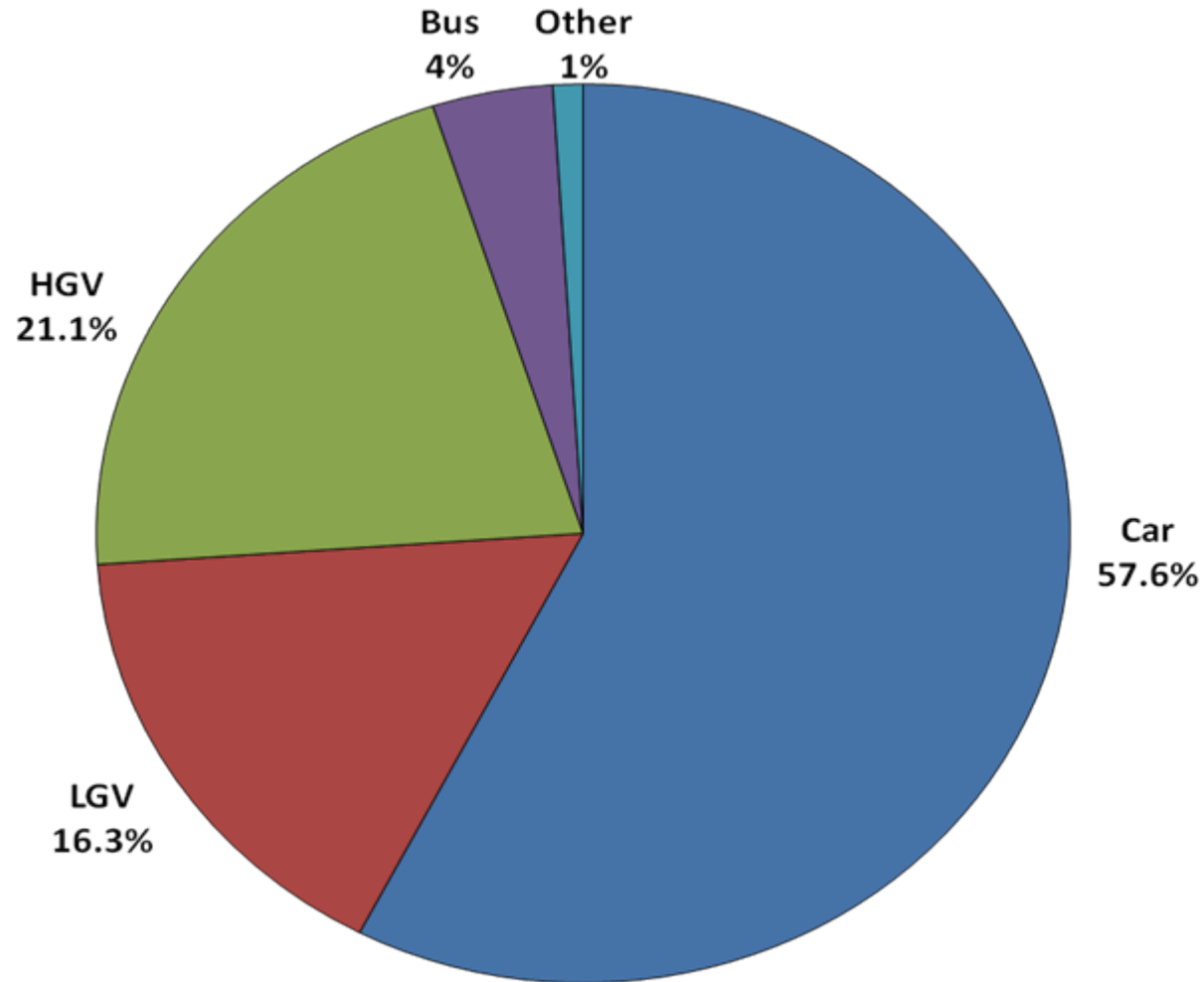
- Mitigating Transport's Climate Change Impact in Scotland: Assessment of Policy Options
- Key objective:

To identify, analyse and report on the devolved policy options available to mitigate transport's climate change impact in Scotland

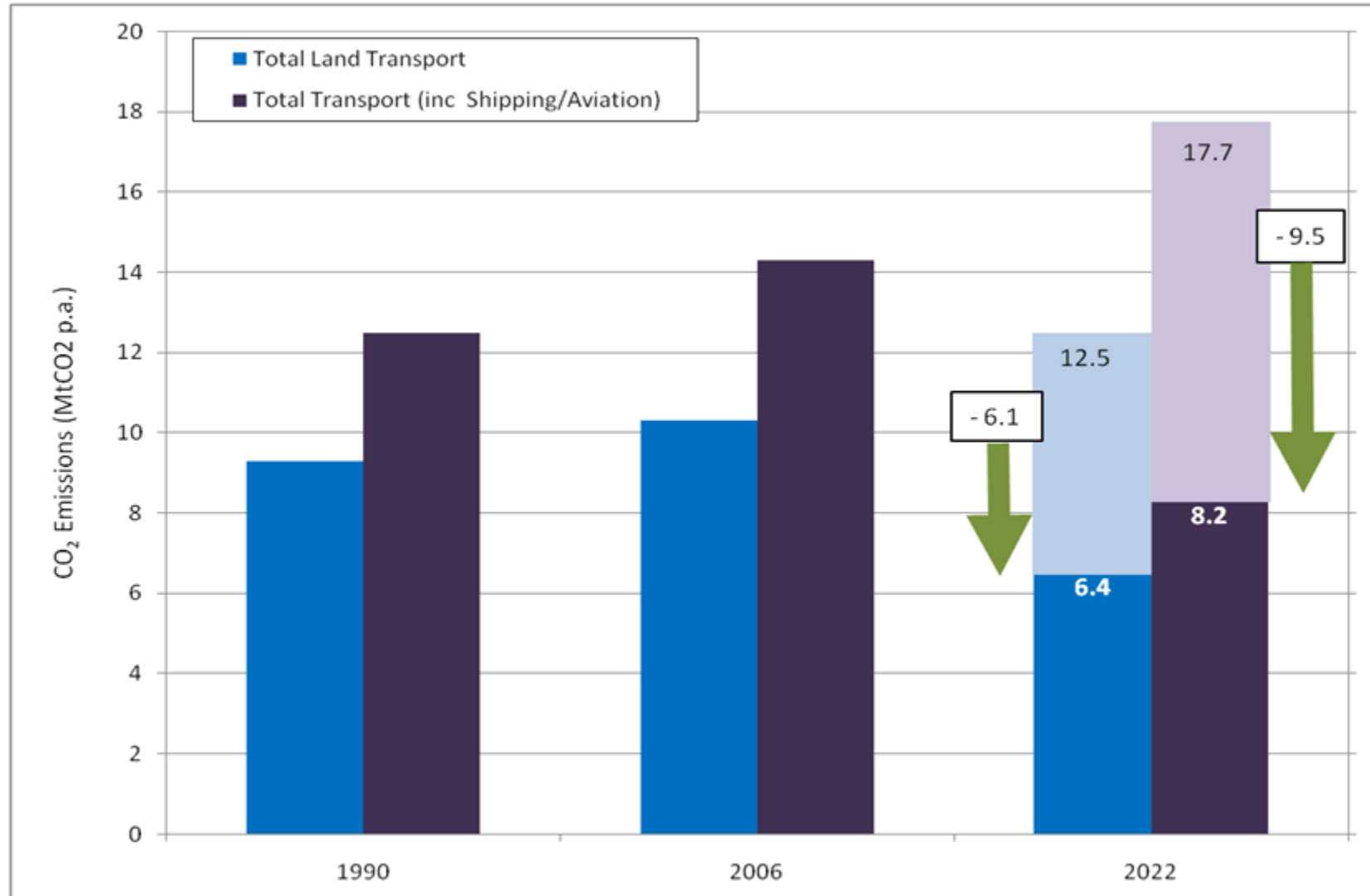
Mitigation – Business as Usual



Road Transports Contribution



Mitigation – Net Reductions



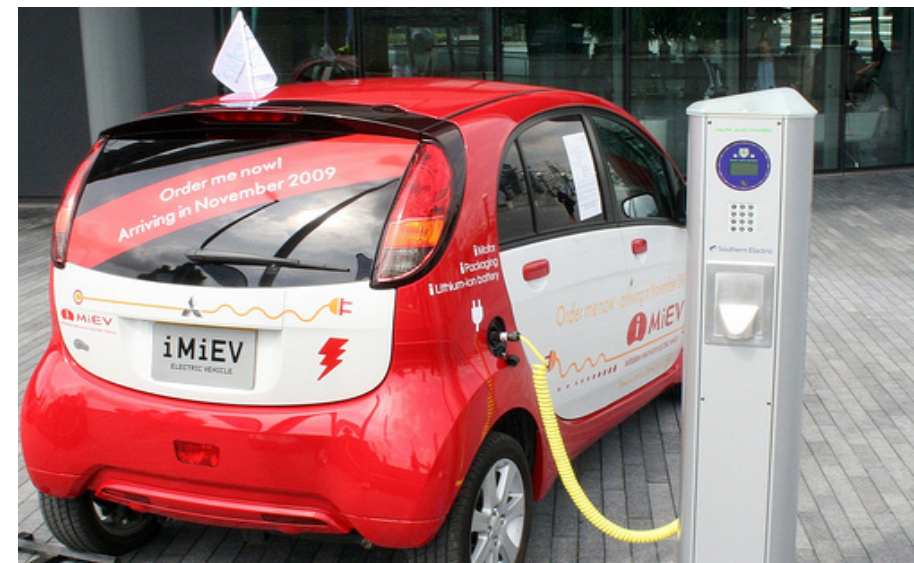
Mitigation – Options

Technology

- Electric car technology & network development
- Procurement of low carbon vehicles

Driving Style

- Active traffic management
- National motoring package
- Speed reduction on trunk roads



Mitigation – Options

Car Demand Management (Fiscal/Infrastructure)

- Bus/rapid/mass transit infrastructure investment
- Cycle infrastructure investment
- High speed rail
- National network of car clubs
- National road user charging
- Introduction or increase in public parking charges
- Rail investment
- Introduction/raise in residential/private parking charges
- Bus /LRT fares reductions
- Walking infrastructure investment
- Workplace parking levy



Mitigation – Options

Car Demand Management (Smart Measures)

- Bus quality contracts / statutory partnerships
- Widespread implementation of travel plans
- Provide community hubs



Mitigation – Options

Freight

- Freight best practice

Land Use Planning

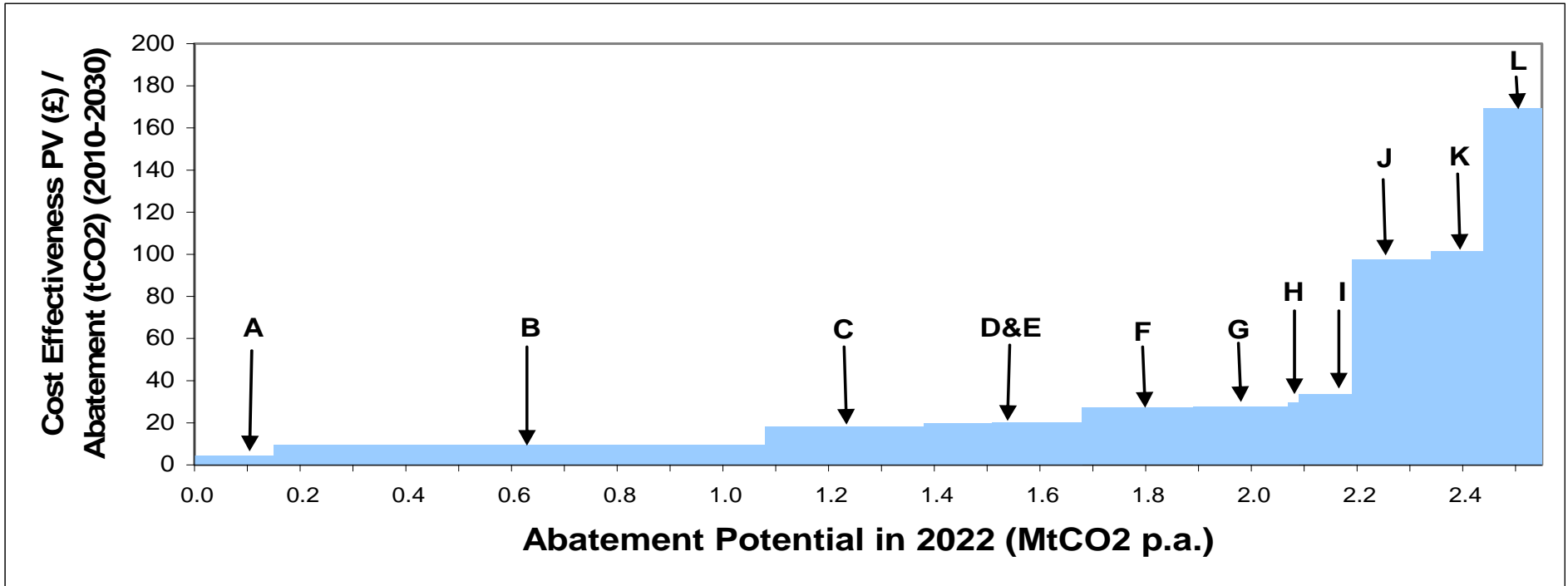
- Urban density increases

Aviation

- Improve public transport surface access to airports



Marginal Abatement Cost Curve



Key

Code	Measure
A	Provide community hubs
B	Widespread implementation of travel plans
C	Speed reduction on trunk roads
D	Introduction or increase in public parking charges
E	National motoring package
F	Workplace parking levy
G	Bus quality contracts / statutory partnerships
H	Urban density increases
I	Freight best practice
J	Electric car technology & network development
K	National network of car clubs
L	Cycle infrastructure investment

Adaptation

Adaptation = *“Changing behaviour so that it is more appropriate to the expected future climate”.*
(Highways Agency, 2009)

Resilience = *“The ability of a system or organisation to withstand and recover from adversity.”* (Pitt Review, 2008)



Scotland's Climate Change Adaptation Framework

- Covers all sectors
- Transport
 - The challenge
 - Key policies and drivers
 - Impacts of climate change
 - Actions

SCOTLAND'S CLIMATE
CHANGE ADAPTATION
FRAMEWORK



Climate Change & Transport

Questions



Workshop

- Objectives
- Format
 - 50 minutes
 - What action is tactran currently taking?
 - What should tactran do moving forward?



Climate Change & Transport

Steven Fraser

