This report informs the Partnership of Public Sector Climate Change Reporting to the Sustainable Scotland Network and publication of the Scottish Government’s Cleaner Air for Scotland.

1 RECOMMENDATIONS

1.1 That the Partnership:-

(i) notes that a trial Public Sector Climate Change Report for 2014/15 has been produced and submitted to the Sustainable Scotland Network; and

(ii) notes publication of the Scottish Government’s Cleaner Air for Scotland.

2 BACKGROUND

2.1 The Climate Change (Scotland) Act 2009 sets challenging targets to reduce Scotland’s emissions of greenhouse gases by 42% by 2020 and 80% by 2050. Contributing to the achievement of the Scottish national targets and obligations on reducing greenhouse gas emissions is a specific Key Objective of the Regional Transport Strategy 2015-2036 Refresh.

2.2 Part 4 of the Climate Change (Scotland) Act places duties on public bodies relating to climate change. The duties require that a public body must, in exercising its functions, act:

- in the way best calculated to contribute to delivery of the Act’s emissions reduction targets;
- in the way best calculated to deliver any statutory adaptation programme; and
- in a way that it considers most sustainable.

2.3 The duties came into force on 1 January 2011 and apply to all public bodies, including Tactran, its constituent Councils and TAYplan.

2.4 The Partnership meeting on 15 September 2015 (Report RTP/15/30 refers) noted the requirements for Public Sector Climate Change Reporting and remitted officers to complete and submit a Reporting Template for 2014/15 to the Sustainable Scotland Network.

2.5 The Partnership meeting on 16 June 2015 noted a joint RTP response to consultation on the Low Emissions Strategy for Scotland (Report RTP/15/24 refers).
3 DISCUSSION

Public Sector Climate Change Reporting

3.1 Public Sector Climate Change Reporting requirements came into force in November 2015. The first mandatory reports are due in autumn 2016. “Major players” including RTPs have been asked to trial a “Required” Reporting form to produce a report for 2014/15 for submission to the Sustainable Scotland Network (SSN) by 30 November 2015. This trial exercise paves the way for 2015/16 reports to be published and submitted to the Scottish Government by 31 October 2016.

3.2 The reporting requirements cover 56 activities and associated carbon emissions, to produce an estimate of the total carbon impact of each organisation. Tactran is reporting on 12 activities with the other 44 activities (e.g. HGV fleet use, coal use, etc.) not being directly relevant to the Partnership.

3.3 A trial report for 2014/15 has been completed and submitted to SSN. It is available for viewing in the Members area of the Tactran website. This has been developed following discussion with SSN and the other “Model One” RTPs. In future years it is intended to peer check the results with the other RTPs.

Cleaner Air for Scotland

3.4 The Scottish Government published Cleaner Air for Scotland: The Road to a Healthier Future in November 2015. This provides a national strategy to achieve the best possible air quality for Scotland. In particular, it aims to achieve by 2020 full compliance with EU air quality legislation and make significant progress towards revocation of all Air Quality Management Areas (AQMA) in Scotland.

3.5 Consultation had previously been undertaken under the title Low Emissions Strategy for Scotland, which the RTPs jointly responded to (Report RTP/15/24 refers). A series of regional seminars is being held during November and December to inform and raise elected member and RTP Board member awareness of the national strategy, with invitations to attend these events having been issued to all Partnership Board members.

3.6 The strategy outlines the impact of poor air quality on health and highlights that Scotland has yet to achieve full compliance with EU and Scottish legal requirements for air quality. It recognises that transport emissions of Nitrogen Dioxide (NO₂) and Particulates (PM10) are the most important source of air pollution affecting human health.

3.7 Transport objectives within the strategy are to reduce transport emissions by supporting the uptake of low and zero emission fuels and technologies, promoting a modal shift away from the car, through active travel and reducing the need to travel. A number of actions are identified at national, regional and local levels. Those actions with direct implications for Tactran, together with officer comments shown in italics, are:
ensure that all local authorities have a corporate travel plan which is consistent with any local air quality action plan - Tactran provides support to all local authorities for development and implementation of corporate travel plans

encourage Freight Quality Partnerships (FQP) to extend their activities to include consideration of the environmental impact of freight transport - the Tactran FQP already includes environmental considerations and has supported air quality initiatives in Dundee and Perth & Kinross

encourage local authorities with an AQMA to establish a FQP – or utilise an existing RTP FQP – to consider appropriate measures to achieve local air quality improvement by 2017 - the Tactran FQP is already established and includes representation from both Dundee and Perth & Kinross Councils which are the only Councils with AQMAs in the region

Review existing Ministerial guidance on Regional and Local Transport Strategies in the light of the refreshed National Transport Strategy. In doing so, we will consider how air quality management should be addressed and how RTPs and local authorities should use their transport strategies to support modal shift towards sustainable and active travel, including through Smarter Choices initiatives, and promote the take up of greener vehicles - await publication of the reviewed Guidance on RTSs, noting that addressing air quality is included in the recently approved RTS Refresh.

3.8 It is proposed to introduce a new National Modelling Framework (NMF) to provide quantitative evidence for appraising and identifying potential transport and planning solutions to local air quality issues. Below this, regional NMF models will be developed, including one covering the TAYplan area. These models will link with Transport Scotland’s Land Use in Transport Integration in Scotland (LATIS) model to allow local authorities to assess the impact of transport and planning decisions, and report on spatial planning development.

3.9 A National Low Emission Framework (NLEF) will be introduced to enable local authorities to appraise, justify the business case for and implement a range of air quality improvements options related to transport and associated land use. RTPs are recognised as key organisations in the Framework’s development, along with local authorities, the Scottish Environment Protection Agency (SEPA) and Transport Scotland. NLEF options will include measures such as Low Emission Zones, Clean Air Zones, traffic management and vehicle licensing regulations. The time scale for development is as follows:

- **2015 - 16** Pre-appraisal
- **2016 - 17** Stage 1 (Initial) Appraisal
- **2017 - 18** Stage 1 (Initial) Appraisal
- **2018 - 19** Implementation
- Ongoing Monitoring, management and evaluation

3.10 It is unclear at this stage what commitment will be required from Tactran to support the regional NMF and the NLEF. Discussions have been held with Transport Scotland on these issues and it is intended that Transport Scotland will facilitate a workshop with RTPs and SDP officers to inform and agree respective roles and responsibilities for these matters moving forward.
4 CONSULTATIONS
4.1 This report has been developed in consultation with the Transportation Officers Liaison Group, Public Transport Officers Liaison Group and Chief Officers Liaison Group.

5 RESOURCE IMPLICATIONS
5.1 Climate Change Duties Reporting requires additional staff input which is being met from within existing staff resources. Provision may be needed for external specialist support in future financial years. At this stage it is unclear what additional resources will be needed to support the Scottish Government’s Cleaner Air for Scotland.

6 EQUALITIES IMPLICATIONS
6.1 This report has no direct Equalities implications.

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NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:

Report to Partnership RTP/15/24, Directors Report, 16 June 2015

Report to Partnership RTP/15/30, Public Sector Climate Change Duties Reporting, 15 September 2015

Scottish Government Cleaner Air for Scotland, November 2015