Response to questions raised by the Local Government and Regeneration Committee following the informal briefing session with Scottish Government officials on the climate change RPP2 on 20th February 2013

1. Why is Local Government not specified within the RPP plan?

The structure of RPP2 reflects the format in which emissions data is available in the Greenhouse Gas Emissions Inventory, which categorises emissions according to a set of sectors, including energy supply, transport, residential and waste management. One of the categories is ‘Public’, which relates to emissions arising from combustion – primarily the use of heating – in the public sector. Public sector emissions in this category account for approximately 2% of total Scottish emissions. Local Authorities account for approximately 60% of public sector emissions but the Inventory itself does not formally disaggregate data to this level.

Chapter 6 of RPP2 contains proposals and policies for reducing emissions from business, industry and the public sector and focusses on emissions from buildings and some industrial processes. It sets out the Scottish Government’s ambition that,

By 2027, we will have witnessed a complete transformation in the way Scottish public bodies work and in how their estates are managed: achieved through implementing and going beyond existing carbon management plans, sustainable procurement processes and supporting governance arrangements.

This ambition stems from research that the Carbon Trust has carried out on behalf of the Scottish Government to identify what additional emissions abatement in the public sector might be feasibly delivered between now and 2027-30. Many organisations in the Scottish public sector, including all 32 Scottish Local Authorities, have Carbon Management Plans which detail actions to which they have committed in order to reduce their emissions. The Carbon Trust report identified areas where public bodies could take action in areas such as behaviour, the efficiency of buildings and use of renewables, that go beyond the measures set out in current Carbon Management Plans. The report also showed that this kind of extended ambition, together with an accelerated programme of implementation, has the potential to potential to reduce emissions across the public sector by up to 285 ktCO₂e by 2027.

RPP2 commits to developing this proposal into a clear plan of action by reviewing the following by October 2013:

- Our governance and leadership arrangements;
- Whether to set a target or set of targets for Scottish public bodies linked to mandatory reporting of emissions in the context of the Public Bodies Duties set out in the Climate Change (Scotland) Act;
- What more might be done through our procurement activities;
- Funding and financing options, working with the Scottish Futures Trust; and
- The skills and expertise within our public bodies for both accelerating emission reductions and carbon accounting.
The Carbon Trust report on potential emissions abatement from the Scottish public sector is available online at the following address:
http://www.scotland.gov.uk/Publications/2012/12/3885

Of course, local government has an important role to play in helping to deliver emissions reductions across many of the RPP2 sectors beyond simply action in their own estates. Examples in RPP2 include: delivery of the Universal Home Insulation Scheme and its successor, the National Retrofit Programme; putting in place measures to support sustainable transport; and the management of waste.

2. Update on the known thermal efficiency of council housing stock together with details of the national heat mapping exercise.

According to the 2011 Scottish House Condition Survey, 75% of council-owned housing was rated as ‘good’, which refers to a National Home Energy Rating (NHER) of at least 7; 23% was ‘moderate’ (with a NHER score of between 3 and 6); and 2% was ‘poor’ (a NHER score of between 0 and 2).

By comparison, owner-occupied and private rented homes were likely to have lower ratings, with only 62% of owner-occupied and 52% of private rented sector homes being rated as "good".

More generally, there have been significant improvements in the energy efficiency of Scotland's housing as only 31% of all housing was rated as ‘good’ in 2002-03, but this had increased to nearly 65% by 2011.

The overall higher energy efficiency standard of social housing is likely attributable to the requirement for social landlords to meet the Scottish Housing Quality Standard by 2015, which includes an energy efficiency component.

The Scottish House Condition Survey is available online at the following address: www.scotland.gov.uk/Resource/0041/00410389.pdf

Scottish Government and Heat

The Scottish Government launched an outline for a Draft Heat Vision alongside publication of the draft RPP2 on 29th January 2013.

The outline for a Draft Heat Vision statement of ambition is ‘By 2050 Scotland will have a largely decarbonised heat sector with significant progress made by 2030.’ This ambition will be realised through a number of means, including renewables and carbon capture and storage, but is based on the fundamental first principles of keeping demand to a minimum, most efficient use of energy and recovering as much ‘waste’ heat as practically possible, at least cost to consumers.

Heat makes up around 49% of all energy we use. We face challenges of changing fuel sources and reducing our climate change impact. We know rising fuel costs
drive households into fuel poverty. Heat is also often is an important requirement for many businesses.

Scotland’s approach to heat will be key to addressing our statutory obligations on climate change, tackling fuel poverty and managing energy costs for businesses and manufacturing as we work towards realising our renewable energy ambitions in Scotland. Heat maps are seen as a fundamental tool in this process.

The outline for a Draft Heat Vision is available online at the following address: http://www.scotland.gov.uk/Topics/Business-Industry/Energy/Energy-sources/19185/Heat/DraftHeatDeployment

Scottish Government Heat Mapping programme

What are heat maps?

- Heat maps are a specific tool to help identify, plan for and maximise opportunities for local heat use and to support investment decisions on strategic heat infrastructure.
- Heat mapping uses largely existing data in a GIS based tool to estimate the heat demand for buildings and supply opportunities. It is not based on thermal imaging but is ideal to link together different data sets such as this.
- A real strength of the heat map is that it can be updated and modelled with other spatial data such as local development plans, social housing, and economic development opportunities.
- By modelling options, heat demand maps can provide information on the potential for heat supply and constraints covering the Local Authority area.

Progress to date

Three Scottish Local Authorities, Highland, Fife and Perth & Kinross, have completed the Scottish Government pilot. A two year programme began in April 2012 to roll out this methodology to all Scotland’s Local Authorities by March 2014. A Programme Manager was seconded in December 2012 to drive forward this work.

Eight Local Authorities are beginning work to collect the information for their heat maps. These are Edinburgh, Glasgow, Aberdeen City, Aberdeenshire, Dundee, Stirling, Falkirk and Clackmannanshire.

Typical contacts in Local Authorities include: housing, economic development, planning, sustainability and climate change, data and geographic information system specialists. The heat map can add value to existing systems, for example providing an additional level of detail for Aberdeen City’s existing heat map. The Scottish Government approach is designed to enable and support Local Authorities. The Local Authority based approach recognises that there are different local priorities and locally based data sets that can add real value to understand and plan for heat needs. The approach is already enabling links to additional data sets as well as providing opportunities to learn lessons and share best practice improving the way the programme is delivered.
The Scottish Government is also investigating potential national data sets that can be disseminated to each Local Authority. This includes discussions with:

- The Scottish Federation of Housing Associations regarding data on social housing and energy efficiency projects
- The Energy Saving Trust to investigate sharing data with the Home Analytics programme to improve both data sets

Examples of practical heat work in Scotland

Aberdeen City is well known for its developing district heating system, through arms-length company Aberdeen Heat & Power. The approach brings financial benefits to the Council and tenants. Annual maintenance costs have been reduced for individual properties from an estimated £75 for gas boilers to £35 for heat plates. The cost to tenants to keep a property warm has reduced from an estimated £25 a week to £10.

Fife Council set out detailed specifications for an extension to the north Dunfermline Heat Network. Through developing the Fife heat map, this demonstrated the potential to include social housing in this detailed district heating study. Fife Council has also used the heat map to help guide the development of its Main Issues Report for the Fife Local Development Plan. Additionally, two further heat network studies have been undertaken using the heat map. An online version of the Fife Heat Map is planned for the near future.

3. What action is the Scottish Government taking to monitor climate change activity by Local Authorities?

The Section 44 of the Climate Change (Scotland) Act 2009 places duties on Scottish public bodies to carry out their activities and operations in ways which help contribute to the achievement of Scotland’s statutory greenhouse gas emissions targets, which contribute to climate change adaptation and to act sustainably.

Responsibility for compliance with the section 44 duties is placed directly and individually on each individual public body falling within the definition set out in the Act.

The Scottish Government guidance on these duties encourages public bodies to undertake regular reporting of their climate change actions, either through a dedicated reporting process, or other arrangements. The guidance is available online at the following address: www.scotland.gov.uk/Publications/2011/02/04093254/0

The guidance makes clear that it is for individual bodies to determine the details of how they report, depending on their own individual circumstances. Notwithstanding this, Ministers do provide support to public bodies, including Local Authorities, on the Public Bodies Duties via the Sustainable Scotland Network (SSN). SSN provides sustainable development, climate change and sustainable procurement support and advice to Local Authorities and the wider public sector. This includes coordinating
reporting against Scotland’s Climate Change Declaration (SCCD) – a voluntary declaration, signed by all 32 Scottish Local Authorities, which commits them to a range of actions relating to climate change.

Analysis of Year 4 of Scotland’s Climate Change Declaration Reports was published by SSN on 20th February 2013 and is available online at the following address: http://climatechange.sustainable-scotland.net/documents/Year4_AnalysisReport.pdf

In addition to reviewing the content of the reports and spotlighting examples of Local Authority action, the analysis includes the following recommendations:

- Improve the quality and consistency of SCCD reporting to aid performance improvement.
- Support the development and use of good practice impact and influence analysis.
- Develop the structure and content of SCCD reporting so that it is better aligned with the national strategies for emissions reduction and adapting to the impacts of a changing climate.
- Support and enhance capacity to analyse and feed-back on SCCD reports in future years.
- Continue to ensure the provision of well-targeted and trusted support services which are informed by the experience and requirements of Local Authority officers and elected members.

As part of the RPP2 commitment to develop an action plan to realise greater levels of public sector emissions abatement, a review will be undertaken in 2013 of reporting in the round - both by Local Authorities and the wider public sector. This will be led by the Scottish Government’s Sustainability Reporting Advisory Group and consider the wider issues, including the value of moving to a mandatory reporting regime.

The Scottish Government also monitors activity in the main sectors where local government is an important delivery partner:

**Housing**

The Scottish Government published performance data on the four fuel poverty and energy efficiency programmes (Boiler Scrappage Scheme, Home Insulation Scheme, Universal Home Insulation Scheme and Energy Assistance Package) in June 2012. The report is available on the Energy Saving Trust website at the following address: www.energysavingtrust.org.uk/scotland/content/view/full/868.

This reporting framework explicitly addresses the carbon and household financial savings generated by the programmes. We will publish updated information on performance in 2012-13 and final performance data for 2011-12 later this year. There is a lag in reporting due to the need to ensure that the data is accurate and complete before being published.

We are working with Local Authorities, energy companies, the Energy Saving Trust and others to ensure there is robust monitoring in place for the National Retrofit
Programme (to be renamed the Home Energy Scotland Programme). One of the criteria for successfully receiving funding is that councils will have to show the impact of their proposals on both fuel poverty and greenhouse gas emissions.

Transport

The Scottish Government has set a National Indicator to “Increase the proportion of journeys to work made by public or active transport”. Performance is monitored using the Scottish Household Survey.

The national figure is published annually in the Transport and Travel in Scotland publication (table S3 for time series, table 7 for more in depth breakdowns of most recent figure). The most recent report is available online at the following address: [www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-00.htm](http://www.transportscotland.gov.uk/strategy-and-research/publications-and-consultations/00925-00.htm)

Every two years this information is published at a local authority level. This is set out in table 1 in most recent publication, available online at the following address: [www.transportscotland.gov.uk/files/SHS_LA_Tables_2009_10_updated%5b1%5d.pdf](http://www.transportscotland.gov.uk/files/SHS_LA_Tables_2009_10_updated%5b1%5d.pdf). The next update will be published in September 2013.

‘Public and active travel’ is a combination of the figures for walking, cycling, bus and rail.

Waste

The Scottish Government monitors Local Authority waste management through SEPA's Waste Data Flow System. Local Authorities report the tonnage, type of material and treatment method of their managed (controlled) waste. This data is compiled every year, alongside Commercial and Industrial Waste and waste from the Demolition and Construction sector in the form of the Waste Data Digest, which is available online at the following address: [www.sepa.org.uk/waste/waste_data/waste_data_digest.aspx](http://www.sepa.org.uk/waste/waste_data/waste_data_digest.aspx).

This document is used to report Scotland’s national recycling, energy from waste and landfill figures, and Local Authority recycling rates.

4. Relationship between RPP2 and the Regeneration Strategy

The Scottish Government has a key role setting the vision and strategic direction for regeneration in Scotland, providing an overarching framework for delivery and putting in place the right conditions to implement that vision, evaluating and driving forward change to make a lasting difference. The Scottish Government also has responsibility for ensuring that national Government policies are co-ordinated, pulling together the different strands of related policies at national level so that regeneration does not stand alone and is aligned across a wider range of strategies and policies, including climate change policy.
The Scottish Government’s Regeneration Strategy ‘Achieving a Sustainable Future’ emphasises that regeneration has an important contribution to make to the delivery of the Scottish Government’s overarching purpose – sustainable economic growth. In this context regeneration activity contributes to the drivers for growth including Sustainability – enhancing the environment and reducing emissions – helping to support resource efficiency, one of the measures highlighted in RPP2.

Our vision is a Scotland where our most disadvantaged communities are supported and where all places are sustainable and promote well-being. This vision can only be delivered if regeneration is approached in a holistic way by addressing the economic, physical, environmental and social needs of our communities. This relies upon a wide range of policy levers contributing to the mix from planning, transport, housing and place-making to health.

Support for community-led regeneration is at the heart of the Regeneration Strategy. We are starting from a strong position in Scotland. There is already an impressive range of activity taking place across urban and rural communities, led by hundreds of committed local anchor organisations that drive change across a broad spectrum, including environmental issues. The Regeneration Strategy highlights the opportunities for community anchor organisations to benefit from the Climate Challenge Fund and to consider the scope for local community renewables.

Local Authorities have responsibility for delivering local regeneration alongside other critical functions such as housing, planning, education and local transportation infrastructure. In partnership with Community Planning Partnerships, it is for Local Authorities to ensure that the resources they have available are directed by the genuine needs of local people and that the right working relationships are in place to deliver regeneration.

The Regeneration Strategy details a number of specific regeneration funding programmes all of which contribute to the climate change agenda.

The People and Communities Fund was launched in May 2012 with two themes – employability and preventative spend.

One example initiative is the Milnbank Housing Association (HA) Employability and Prevention project which will enhance the employability of the local community in Milnbank, Glasgow, by providing training and accreditation in various activities. These include Early Years and Childcare through the Registered Social Landlord’s (RSL) new community nursery; horticulture training using the community gardens; providing training programmes through local businesses and the RSL’s IT training suite; and training and accreditation in cycle maintenance.

The Climate Challenge Fund originally provided the capital toward the nursery, bike track and community gardens and these community owned assets are being used to deliver this employability and prevention project. Milnbank HA is applying to the Big Lottery and Climate Challenge Fund in year 2 and year 3 to carry out capital works to the cycling park and to continue the behavioural change in relation to reducing carbon footprint. Although these areas are not directly related to the
service delivery funded through PCF the match funding acts to reduce the % PCF contribution towards total costs.

The outcome specific to climate change is ‘Ensure the project continues to reduce carbon and behavioural change’ and the outputs to achieve this are:-
- 100 people engaged in cycling
- 3 new community growing spaces developed
- 50 Carbon Footprints developed and monitored

The main Regeneration outcomes relate to enhancing employability through the nursery (Create 25 FTE jobs; Create 18 training places; Create 25 work placements); engaging young people in the project to enhance their employability; delivering cycling opportunities for the community and increasing health outcomes by improving access to community growing and healthy eating.

The Vacant and Derelict Land Fund (VDLF) is currently being reviewed in conjunction with COSLA. The purpose of the VDLF is to tackle land that has ceased to fulfil a useful function because it is derelict or vacant; land which represents a significant loss of economic potential and amenity for the community concerned. More detail about the VDLF is provided in section 5 of this paper.

The Scottish Government provides funding for a number of Urban Regeneration Companies (URC) whose business plans are aligned with the Regeneration Strategy. The URCs are required to consider environmental issues and where possible to invest in developments that meet the highest environmental/energy standards. One of the National Outcomes on which they report to the Scottish Government is National Outcome 12: We value and enjoy our built and natural environment and protect and enhance it for future generations. To illustrate the contribution of the URCs, a copy of the environmental policy statement of Irvine Bay URC is included below.

To support the delivery of regeneration projects in Scotland, the Scottish Government has developed the Scottish Partnership for Regeneration in Urban Centres (SPRUCE) investment fund, in conjunction with the European Commission and European Investment Bank. A range of projects, which meet European Structural Funds criteria, can be supported as long as they form part of an area-based regeneration strategy including:
- Support for projects that promote clean and sustainable public transport to link areas of need with areas of opportunity.
- Support for development and refurbishment of existing facilities and workspace to make them suitable for new or established SMEs or social enterprises (especially those that employ “green design” principles).
- Support for conversion and adaption to industrial sites and business centres/facilities that offer employment or training opportunities to people living in targeted areas (especially those that employ “green design” principles).
- Support for energy production from renewable energy and low carbon technologies in response to local energy needs, such as co-generation and
distribution energy systems (e.g. district heating and combined heat and power projects).

- Support for schemes that pilot or demonstrate new or innovative approaches to energy efficiency retrofit measures - in particular targeting the retrofit of existing social housing stock.
- Support for projects that invest in the rehabilitation of the physical environment (specifically work around the decontamination and servicing of brownfield land and gap sites.

In addition, the Joint European Support for Sustainable Investment in City Areas (JESSICA) investment strategy requires the creation/Modification of 7500m² of business space under the BRE Environmental Assessment Method ‘BREEAM’ classification.

Irvine Bay Regeneration Company Environmental Statement

Introduction
Irvine Bay Regeneration Company has been set up to regenerate the economic fortunes of the Irvine Bay area.

The role of Irvine Bay Regeneration Company is to increase investor confidence in the area by catalysing “step change” projects. The company seeks to work with the private sector and local communities to create employment and economic prosperity.

Irvine Bay Regeneration Company recognises the important role that the natural environment plays in the regeneration of the area. The unique coastline gives the area its character. It is the coast that offers great potential for people to visit and appreciate the beaches and stunning views. This in turn provides opportunity for economic benefits in the local area. However, some aspects of the coastal environment are fragile and need to be managed and protected.

Long Term Impact
The regeneration process seeks to embrace three core aspects of sustainable development: -

- Engagement – Community engagement is essential, without the support and involvement of the local community, delivering the regeneration aspirations of the area would be much more difficult and run the risk of having a reduced impact.

- Economy - Economic prosperity is crucial to providing resources to create and sustain employment, and invest in the future.

- Environment - Protection and enhancement of the natural environment is a critical aspect of the development process. The sustainable development of Irvine Bay requires respect and management of the natural environment.

The Environment
While the primary goal is physical regeneration to promote economic prosperity, this is being done with high regard for the environmental context. Achieving high
environmental standards in development not only results in environmental benefits but also reaps economic benefit by improving the quality of materials, increasing the longevity of use, attracting positive publicity for the area and maintaining the environmental assets to a high standard.

The developments that Irvine Bay Regeneration Company is pursuing seek to minimise environmental damage while also achieving optimised economic development benefits. Examples of this approach include the work at Annickbank where Irvine Bay is promoting the creation of a new office development demonstrating the highest possible environmental standards of design and construction. This will result in a great project and utilise a disused site. It will also demonstrate and will trial innovative methods of construction, material and energy use.

Irvine Bay seeks to embrace the following ten key principles in the developments it takes forwards. There are:

1. **Encourage use of public transport**
   The Irvine Bay area is particularly well served by public transport. The rail network is a great asset, with stations in each town. The promotion of developments in town centre, such as business centres, encourages the use of these excellent public transport links and encourages vibrancy back into the town centres and the promotion of transport hubs.

2. **Re-use of brownfield land**
   The re-use of brownfield land rather than developing on green field sites is part of the regeneration approach of Irvine Bay. This includes decontaminating sites to encourage land back into productive use, rather than having it lying derelict. Where there is excess industrial land, opportunities for environmental or community uses will be considered as part of managing a land portfolio.

3. **Renewable Energy**
   Utilising renewable energy will be considered where ever possible. This includes in project design, or seeking opportunities for renewable power generation in the Irvine Bay area.

4. **Sensitive Sites**
   Where sensitive sites are affected by development, Irvine Bay Regeneration Company will seek to develop sensitively and appropriate solutions for that environment and adhere to best practice in land-use management.

5. **Interpretation and appreciation of the natural environment**
   Irvine Bay seeks to encourage understanding and appreciation of the natural environment of Irvine Bay. This helps local communities to respect and protect their environment, and will also encourage others to come and visit the area to appreciate it.
6. **Local Sourcing**
To reduce the carbon footprint, using local labour and materials is encouraged in all development projects. This is currently being done in the streetscape work in Kilwinning Town Centre.

7. **Eco-buildings**
In buildings where Irvine Bay Regeneration Company has influence, eco—building techniques are being encouraged.

8. **Sea Levels**
Irvine Bay Regeneration Company is very conscious of vulnerability to flooding and rising sea levels. Research will be undertaken to ensure that the implications of rising sea levels on coastal developments are understood and mitigated.

9. **Coastal Management**
The overall management of the coast and the creation of a Coastal Park is an aspiration for Irvine Bay. The coastline and beaches are currently blighted by unmanaged and sometimes conflicting recreational land uses such as trail biking, horse riding, kite surfing, bird watching etc. By creating a park with clear land use management will help to manage and maintain fragile areas and steer recreational uses to appropriate sites.

10. **Design Guide**
Irvine Bay Regeneration Company is promoting the development and implementation of a new Design Guide to inform and guide all design projects in the area. This will help to raise the level and quality of design and set a high environmental standard. This will particularly enhance developments in town centres, making these more attractive for investment and encouraging the re-use of existing infrastructure.

5. **Recovery of vacant and derelict land.**

**National Planning Framework 2 (NPF2)**

NPF2 states that:

Vacant and derelict land is a wasted resource and causes blight, sometimes exacerbating the difficulties of already deprived communities. The Government wants to see this land brought back into productive use for housing, for economic purposes and to create attractive environments.

National planning policy encourages the reuse of previously developed land in preference to greenfield land. However, while the highest levels of growth are expected in the East, vacant and derelict land is heavily concentrated in the West. There is therefore potentially much greater scope for accommodating new development on previously used land in Glasgow and the Clyde Valley and Ayrshire.
than in Edinburgh and the Lothians, Stirling and the North East, where a higher proportion of new development will have to be on greenfield sites.

The restoration of vacant and derelict land, former mineral workings and landfill sites offers important strategic opportunities for improving the environment and increasing biodiversity through the development of green networks and the expansion of urban, amenity and community woodlands. Indeed, vacant, derelict and even contaminated land can have greenspace and natural heritage value even without remediation.

The creation of a Central Scotland Green Network will complement improvements in rail, road and communications infrastructure, making Central Scotland a more attractive place to live in, do business and visit. Improving the health and resilience of the natural environment will help it to adapt to climate change. A well-planned increase in woodland cover can substantially enhance the landscape settings of our towns and cities, bring vacant and derelict land back into beneficial use, improve biodiversity and amenity and help to absorb CO2.

The Central Scotland Green Network is designated as National Development 12 in NPF2.

Scottish Planning Policy (SPP)

SPP states that ‘Previously developed land (also referred to as brownfield land) is a potential source of sites for new development and planning authorities should support and promote proposals to bring vacant or derelict land back into productive use for development or to create more attractive environments. Not all previously developed sites are available in the short term, but areas can be identified where investment in site assembly, remediation, infrastructure and environmental improvement will enable successful development in the longer term. Vacant and derelict land and obsolete commercial and industrial property can act as a constraint on the economic growth of towns and cities. Authorities should therefore adopt a proactive approach to encouraging the reuse of buildings and previously developed land, making use of land assembly and compulsory purchase powers to enable redevelopment opportunities.’

Vacant and Derelict Land Fund

As highlighted in section 4 of this paper, part of the Vacant and Derelict Land Fund, currently being reviewed with COSLA, is one of the Scottish Government’s regeneration funding programmes. The purpose of the VDLF is to tackle land that has ceased to fulfil a useful function because it is derelict or vacant; land which represents a significant loss of economic potential and amenity for the community concerned. More detail about the VDLF is provided in section 5 of this paper.

The criteria of the fund are:
- to tackle long term vacant/derelict land;
- stimulate economic growth/job creation; and
- promote environmental justice and improved quality of life – with a focus on projects which promote innovation in temporary and longer term greening techniques for vacant and derelict land sites.
One example is the North Lanarkshire Council Biomass Storage Facility. VDLF has been used to support the construction of a biomass storage facility, contributing directly to the remediation of a VDLF site as well as helping to put in place infrastructure that will support sustainable waste management and the future reuse of other V&DL sites for biomass production.

**Scottish Vacant and Derelict Land Survey 2012**

The main findings of the 2012 survey include:

- Between 2006 and 2012 there has been a three per cent decrease in the total extent of urban vacant and derelict land in Scotland, from 11,282 hectares in 2006 to 10,984 hectares by 2012 (a net decrease of 298 hectares).
- Changes in the extent of urban vacant and derelict land are more varied at Local Authority level. Some Local Authorities (for example Falkirk, South Lanarkshire and Glasgow City) have large decreases whereas others have recorded larger than average increases in total amount of urban vacant and derelict land (such as North Ayrshire) between 2006 and 2012.
- Where the length of time for which land had lain unused was known, 65% of vacant and derelict land in settlements has been out of use for at least twelve years. Thirty nine per cent of vacant and derelict land within settlements and 52% of derelict land within the countryside had been unused since before 1991.
- 3,396 hectares (36%) of derelict and urban vacant land was reported to be developable in the short term and so has an expectation of development within the next five years.
- Of the 285 hectares brought back into use between 2011 and 2012, 111 hectares received some public funding (either a full or partial contribution).

The Scottish Vacant and Derelict Land Survey 2012 is available online at the following address: [www.scotland.gov.uk/News/Releases/2013/01/scottish-vacant-derelict-land](http://www.scotland.gov.uk/News/Releases/2013/01/scottish-vacant-derelict-land)

**Stalled Spaces**

The Local Government and Regeneration Committee stakeholder session on RPP2 on 20 February 2013 heard from Alistair Macdonald: Convener, RTPI Scotland about the Glasgow City Council Stalled Spaces initiative.

Glasgow, from its legacy as an industrial city, now has a problem with Stalled Spaces across the city. Glasgow currently has more vacant sites than the rest of Scotland put together. Many of these sites may have plans for future development, however this can be anywhere from one to over ten years until development is scheduled to begin.

This project delivers an innovative approach to dealing with issues relating to poor environmental conditions that have become more prevalent due to economic
downturn. The project focuses on the temporary use of vacant land, under-utilised open space and sites earmarked for development though stalled.

These projects deliver a range of initiatives that promote health and wellbeing. Examples of such uses include
- green gym/ play space/ outdoor exercise
- pop up sculpture
- exhibition space
- outdoor education
- arts project
- event space
- urban beach
- pop up park
- growing space

The project has brought over 12 hectares of land into temporary use in the past year.

This project recognises the opportunities available to use unproductive vacant land on a temporary basis to deliver a range of innovative projects that would benefit local communities.

The project is built around the central tenet that place and space have an impact on health and wellbeing and that individual action to improve lifestyle or health are likely to be constrained by the environmental and socio-economic contexts in which they take place.

Accessible, safe urban greenspace has a positive and significant influence on levels of physical activity as well as enhancing an individual's sense of wellbeing by providing opportunities for engagement with nature, and social interaction

**Scottish Government and Stalled Spaces**

The Scottish Government’s planning website hosts a case study on Glasgow’s Stalled Space Initiative at the following address: [http://www.scotland.gov.uk/Topics/Built-Environment/planning/modernising/cc/stalled](http://www.scotland.gov.uk/Topics/Built-Environment/planning/modernising/cc/stalled)

The initiative also won a Scottish Awards for Quality in Planning (SAQP) Award for Community Involvement in September 2012. Here is an extract from the SAQP page on our website:

**STALLED SPACE INITIATIVE - GLASGOW CITY COUNCIL**

*About this initiative*

*The initiative focuses on the temporary use of vacant or under-utilised land to deliver a range of projects, enabling physical renewal and fostering community empowerment throughout Glasgow.*

*Reason for Award*
This initiative has been given an Award because the partners have used passion, commitment and innovation to turn neglected vacant environments into positive spaces for people. With an understanding of the relationship to health and wellbeing, the project is making a real difference to the confidence and capacity of communities across the city.

Who made it happen

Glasgow City Council | Glasgow Housing Association | Creative Scotland | Public Art Scotland | Glasgow & Clyde Valley Green Network

Scottish Government officials met with Glasgow City Council to discuss Stalled Spaces in February 2013. We are currently looking at ways of taking this initiative to a national level.

Other planning case studies relevant to vacant and derelict land and climate change

Glasgow Clyde Valley Green Network
www.scotland.gov.uk/Topics/Built-Environment/planning/modernising/cc/qcvgreen

Edinburgh Waterfront visioning
www.scotland.gov.uk/Topics/Built-Environment/planning/modernising/cc/CaseStudies/EdinWaterfront

Scottish Awards for Quality in Planning
www.scotland.gov.uk/Topics/Built-Environment/planning/National-Planning-Policy/awards/planning-awards

6. Detail of the Government’s strategy to deliver behavioural change in the population at large to support the RPP2.

The infrastructural and technology measures in RPP2 are crucial in moving us towards a low carbon Scotland – and the impact of many of these policies and proposals depends heavily on the extent to which people adopt and use them. Integrating behaviours into our policies and proposals is key.

The Scottish Government will publish a Low Carbon Behaviours Framework will be available on Monday 4 March. Due to timings in finalising RRP2 and feeding the work of RPP2 into the Framework, the Framework is being launched a few weeks after the publication of the draft RRP2.

The forthcoming Framework proposes the ‘Individual, Social, Material’ (ISM) tool for effectively influencing behavioural change. This tool, drawing on key behavioural research from recent years, recognises that behaviour is contextualised and cannot be successfully influenced by targeting the individual alone. It is important to
simultaneously target the social norms within which an individual operates, as well as the material or infrastructural world in which they live. A full technical guide to ISM will be published in mid-2013.

We will deliver workshops in 2013-14 on the Individual, Social and Material (ISM) tool for government officials responsible for the proposals and policies put forward in RPP2. This will help refine the behavioural aspects of our policies and proposals to deliver the greatest change. We will also offer introductory workshops on ISM to local government, NGOs and other partners to support low carbon behaviours.

In addition to this, we are currently commissioning a series of pilot projects based on the principles of the ISM research. Each of these is aimed at influencing one or two specific behaviours, and will seek to test out the efficacy of new approaches.

The ‘Greener Together’ campaign launched in January 2012 is our main engagement tool with the general public in relation to carbon emissions reductions. The campaign is based on 10 key behaviour areas which were identified as having the most impact in reducing emissions at a householder / consumer level. These fall into four categories: Homes, Transport, Food and Consumption. The objective of the Greener Together campaign is to encourage the Scottish public to adopt more of the 10 key behaviours, more often.

The Greener Together campaign is used to bolster topic-specific marketing activity to achieve increased behaviour change. Recent topic-specific campaigns include Recycling (Jan 2012), Eat in Season (July 2012), Home Energy (Nov 2012) and Food Waste (Oct / Nov 2012). An Active Travel campaign is scheduled to launch in May 2013.

Media activity for the Greener Together campaign is supported by field activity e.g. in shopping centre and visitor attractions; an interactive website (www.greenerscotland.org ), an electronic customer relationship management (eCRM) strategy and engagement through various partnership agreements.

An independent evaluation of the Greener Together Campaign has been carried out showing good levels of awareness, recognition, motivation and action taken as a result of the campaign.

Alongside Greener Together we are working with stakeholders and networks to engage with a range of groups, for example Eco-congregations, Climate Challenge Fund, 2020 Group and Sustainable Scotland Network (SSN), on the key climate change behaviour areas.
7. Detail of actions the Scottish Government is taking to support Local Government to reach the targets.

**Housing**

The Scottish Government prepared joint guidance with COSLA in 2011 to provide advice to Local Authorities on how to address climate change in their Local Housing Strategies (LHS), to help them meet the duties they have as public bodies under the Climate Change (Scotland) Act 2009, set out the financial and other resources available to assist them and signpost sources of technical information and advice.

The Scottish Government funded **Universal Home Insulation Scheme** (UHIS) has provided significant investment to Local Authorities to enable them to deliver energy efficiency advice and free basic insulation measures such as loft insulation and cavity wall insulation on a free-to-all basis. This has assisted councils in reducing emissions and fuel poverty in their local communities.

The first phase of this area based scheme saw around 30,000 free energy efficiency measures (such as loft and cavity insulation) installed in 27 Local Authority areas across Scotland.

In the 2011-12 follow up scheme, 31 Local Authorities accessed £14.3m of Scottish Government grant.

All 32 Local Authorities were awarded a share of the 2012-13 budget. Installations remain ongoing from these programmes and in the autumn we announced a further allocation of £6m for the scheme in this financial year bringing the total budget to £22.5m. Local Authorities are responsible for the delivery of this scheme and estimate that up to 10,000 households across Scotland could benefit from this additional funding.

Local Authorities have a central role in developing and delivering the new **National Retrofit Programme** (to be renamed Home Energy Scotland Programme), which will replace UHIS and other schemes in 2013-14.

Scottish Government will make available £79m funding for energy efficiency programmes in 2013-14, which will lever in funding from energy companies to create an initiative with access to up to £200m.

For 2013-14, the area-based scheme will have a budget of around £60m with a proportion as an allocation to all 32 authorities based on a needs formula and the balance based on bids for an assessed allocation.

In December 2012, we announced NRP pilots worth £27m to cut heating bills and transform more than 2,200 older, colder properties across Scotland. Scottish Government investment of £3.5m on these pilots will lever in £13m from major utility companies.

The area based scheme could assist RSLs and Local Authorities where mixed tenure schemes exist by funding any owner occupied ‘blockers’ to projects and we
are encouraging Local Authorities to engage with RSLs over their proposals for the NRP in their local areas.

Through COSLA and the Association of Local Authority Chief Housing Officers, councils have been represented on the Deputy First Minister’s Sustainable Housing Strategy Group which is shaping a Sustainable Housing Strategy to achieve our vision of warm, high quality, affordable, low carbon homes and a housing sector that helps to establish a low carbon economy across Scotland.

**Transport**

Transport Scotland is supporting Local Authorities around sustainable transport on a range of fronts detailed below.

**Car Clubs:** To encourage reduced car ownership, and use, Transport Scotland is supporting the establishment of car clubs in urban populations over 25,000 and a network of community-led rural car clubs. Local Authorities play a key role in the development of car clubs, often being the main business partner. Eleven car clubs have so far received support from the Developing Car Clubs in Scotland programme, including city-based schemes in Aberdeen and Dundee and a number of community-led schemes. Car clubs also have potential to give drivers experience of low carbon vehicles.

**Smarter Choices Smarter Places (SCSP):** a four-year Scottish Government/Transport Scotland demonstration project in partnership with COSLA designed to increase active travel and public transport use and tackle transport emissions in seven communities, working with their Local Authorities. £16m (including Transport, Health and Climate Change funding) has been made available to the lead Local Authorities between 2008 and 2012 to fund a range of interventions. The main interventions from the whole programme consist of much needed incentives to change travel behaviour with improvements to the walking and cycling infrastructure to make it more comfortable and convenient to get around actively; bus infrastructure including service and stop improvements; personal travel planning by travel advisors visiting over 50,000 households to promote each project and the opportunities for active and sustainable travel available locally, public realm improvements including signposting and lastly branding, promotion and marketing of all of the schemes ensuring local identity.

Key interim findings from year one by monitoring is showing that overall, the investment in infrastructure and improved service delivery has resulted in enhanced public engagement and involvement, thus helping to build foundations for more innovative future approaches geared to stimulating further modal shift towards sustainable transport options. A knowledge sharing event involving the various demonstration project managers and other stakeholders from this programme took place in May 2012, which explored some of the early lessons from programme and other associated initiatives. A full evaluation report will be available in spring 2013 following which next steps for local delivery work will be developed.
**Fuel Efficient Driving** (FED) techniques can lead to average fuel savings of 5-10% for the average driver. Current activity includes subsidised training delivered via the Energy Saving Trust, which Local Authorities are encouraged to access for their employees. The longer term aim of this proposal is to encourage market demand for fuel-efficient driving training from car drivers and thus stimulate its delivery. In 2011-12, around 3,000 drivers benefited from subsidised training provided on our behalf by EST. 2,000 of these lessons were made available to public sector drivers, including Local Authority staff. Early feedback suggests that 96% of trainees change their behaviour after having the training, resulting in fuel savings which equate to around two months’ worth of fuel per year. The lessons therefore pay themselves back in around three to four weeks per driver.

**Grey Fleet Reviews:** Grey fleet is use of private cars for business use. Transport Scotland funds the Energy Saving Trust (EST) to take forward grey fleet reviews. In 2012-13, 13 public sector organisations underwent a grey fleet review (including five Local Authorities). The results show that substantial financial savings can be made, as well as carbon savings. In 2013-14, EST will produce case studies and tools based on the learning from pilot organisations, as well as information papers for Local Authority Directors of Finance.

**Public Sector Fleet Benchmarking:** Transport Scotland funds the Energy Saving Trust (EST) to take forward a benchmarking exercise for the public sector on fleet emissions. In 2013-14, EST will continue to work with the Environmental Association of Universities and Colleges (EAUC) and the Scottish Sustainability Network on the adoption of appropriate policies and procedures to reduce carbon while maintaining service delivery. Case studies will be publicised.

**Cycling infrastructure development and promotion:** Scottish Government funding to Cycling Scotland and Sustrans supports key actions evolving from the cycling Action Plan for Scotland (CAPS) to bring about significant behavioural change around functional cycling, in schools, workplaces and communities.

- CAPS is currently under-going a refresh, as a partnership endeavour with the active engagement of Local Authorities (who come together with other delivery partners in the CAPS Delivery Forum which monitors progress).
- The Bikeability delivery group delivers a coordinated approach to training for young people across all Local Authorities. In 2011, 95% of schools were offered training and 69.5% of schools delivered training. Training courses for adults are also being delivered.
- The ‘Give Me Cycle Space’ campaign is supported in 12 authorities. This campaign is supported by national TV, radio and roadside hoardings delivering key road safety message around cycling to the wider community and all road users.
- All Local Authorities complete the Hands Up Scotland Survey to gather a longitudinal data set on how young people travel to school. Data on cycling is also extracted from the Scottish Household survey.
- The Cycle Friendly Employer award now encompasses 118 workplaces, with over 53,000 employees across Scotland.
- the Scottish Government grant-funds Sustrans to work in partnership with Local Authorities to develop cycling infrastructure, on a match-funded basis,
and this is enabling the development of community links to key destinations such as schools, stations and shopping areas as well as the development of the National Cycle Network.

- Local Authorities are supported to actively manage roads for active travel for cyclists and pedestrians by encouraging the roll out of effective 20 mph schemes in residential areas and in the vicinity of schools. Also by promoting ‘Designing Streets’ and ‘Cycling by Design’. Examples of best practice from Local Authorities like Edinburgh which has developed its own cycling action plan, are shared widely.

- A programme of ‘Making Cycling Mainstream’ courses provides professional training to staff including Local Authority officers on cycling related issues to promote the use of planning policy, access legislation and design guidance,. Three universities have been involved and over 290 candidates have successfully completed courses.

- Monitoring the shift in authorities towards more functional journeys by bicycle will be an integral part of the refreshed CAPS, spring 2013.

**Low Carbon Vehicle support and the Plugged in Places (PiP) Scheme:** Through the Low Carbon Vehicle (LCV) Procurement Support Scheme and membership of the UK Government's Plugged in Places (PiP) Scheme, the Scottish Government has invested over £8m in LCVs and charging infrastructure since 2010. This has enabled Scotland’s public services to purchase around 270 low carbon vehicles, including electric cars, vans and street sweepers, and to install over 300 charging posts across the country. Transport Scotland has continued to work closely with the Local Authorities of Scotland’s cities and major conurbations to work towards increasing the number of charging posts to over 500 by the end of 2012-13 to ensure that the people of Scotland have access to a viable charging infrastructure. This infrastructure will allow us to maximise the potential environmental and economic benefits that arise from the increased use of electric vehicles in keeping with the aims of the national, regional and local transport strategies and support Scottish Government targets on carbon reduction.

**E-cosse:** This partnership, launched Mar 2012, of government, industry (including Scottish Power, SSE, Toyota and Nissan), WWF Scotland, other stakeholders promotes advance adoption of electric vehicles (EVs) in Scotland. Publication of an EV roadmap for Scotland is planned for spring 2013.

**Community Rail Partnership (CRP):** At the inaugural Community Rail Partnership (CRP) conference on 19th February 2013, Keith Brown, Minister for Transport and Veterans, announced additional funding of up to £100,000 of Scottish Government support for 2014-15, in addition to the £100,000 already committed to March 2014. This funding will assist with the creation and development of CRPs in Scotland. The primary role of CRPs is to encourage local communities, Regional Transport Partnerships and rail industry partners to invest in realistic and affordable initiatives. Building on existing successful schemes such as the Scottish Community Regeneration Fund and "Adopt-a -station", CRP backed initiatives will further support and develop local transport and community requirements.”
Major infrastructure work: Fastlink: The Scottish Government’s has committed to provide Strathclyde Partnership for Transport (SPT) up to £40m for the Glasgow Fastlink project core scheme. Fastlink is a bus rapid transit system which will provide fast access to jobs, services and communities along a key development corridor, including healthcare services at the new South Glasgow Hospital Campus, and improve transport links for the Commonwealth Games. The Fastlink Core scheme incorporates the three main transport hubs in Glasgow city centre - Glasgow Central Station, Glasgow Queen Street Station, and Buchanan Bus Station.

Other significant infrastructure development work includes the Edinburgh Trams project with CEC.

Buses and local transport: The role of the Scottish Government is to set the national policy framework and the strategic direction for buses. The main aim is to achieve growth in a manner that supports the environment and is broad based. A Bus Stakeholder Group (BSG), comprising of the regulator, operators, transport authorities (RTPS & LAs), users and community transport, meet regularly to review the operation and regulation of the bus sector.

We are considering with the Bus Stakeholder Group the development of a Bus Investment Fund (BIF) to encourage projects that deliver partnership working and patronage growth. The aim of BIF is to provide funding to incentivise and enable transport authorities to work in partnership with operators to improve bus services in Scotland. Projects can obtain funding over a maximum period of three years and the Fund is planned to be introduced in 2013-2014.

More widely on the bus industry:

- We amended the Bus Service Operators Grant (BSOG) scheme as from April 2012. The grant calculation is now based on distance and not fuel use and thus removes an inappropriate incentive. It encourages further fuel efficiency measures and will support our climate change targets. It also provides a limited redistribution of funding towards longer and more rural services and supports the bus network. BSOG also contains incentives for low carbon vehicles at twice the agreed rate.
- Through the Scottish Green Bus Fund (SGBF) we have so far supported the purchase of 70 low carbon buses with investment of £5.75m in two rounds. Further grant in round 3 (2012-13) has seen bids totalling £2.5m from five operators which, if approved, will allow purchase of approximately 45 new low carbon vehicles (23 hybrid buses, 20 gas buses and 2 all-electric buses). Round 3 of the SGBF has seen a bid (still to be approved) from the South West of Scotland Partnership (SWestrans) in Dumfries for grant totalling £96,288 to assist in securing the purchase of an all-electric mini bus. The proposed vehicle (seating capacity 33) will assist the current disconnect in the transport network in providing links with ferry ports in Cairnryan with the rail and bus network at Stranraer.
Wider work of relevance: 2020 Climate Change Group:

- Ongoing work with this group which has recently launched a transport challenge, encouraging organisations to trial electric vehicles, look at public transport, participate in fuel efficient driver training and consider tele/video-conferencing to replace business travel. This work is in parallel to work with the wider public sector through the Climate Action Group, in which COSLA participates, and associated networks such as the Scottish Sustainability Network.

Waste

Local Authorities contribute to cutting greenhouse gas emissions through measures to cut household waste and increase reuse and recycling. To help meet national recycling targets and ahead of new requirements for separate collection of food waste and key recyclables, the Scottish Government is supporting Local Authorities through:

- National campaigns to influence public behaviours to recycle more and waste less – supported by local roadshows in partnership with Local Authorities and retailers.
- Working with major food retailers and brands through the Courtauld Commitment to use their influence to meet stretching targets to reduce household packaging and food waste.

And through Zero Waste Scotland (ZWS) grant funding for:

- Local Authority food waste collections (£2.5m in 2011-12, and £6.5m in 2012-13). Eighteen Local Authorities are now providing some form of separate food waste collections, making use of previous ZWS investment in food waste processing infrastructure.
- Recycle on the Go facilities (£250,000 in 2011-12, and £850,000 in 2012-13) for Local Authorities and others managing public venues such as shopping malls, universities and tourist attractions. Boosting recycling when people are out and about.
- Local Authority glass collection infrastructure and improvements to household waste recycling centres (£1.2m and £0.4m in 2012-13).
- £200,000 in 2012-13 for four Local Authorities to participate in a trial collection of nappies and similar Absorbent Hygiene Products for recycling.