

SCOTTISH NATIONAL HERITAGE

Low Carbon Scotland: Meeting our Emissions Reduction Targets 2013 - 2027

WRITTEN SUBMISSION

Climate change is characterised by complexity and continues to present challenges for integrated delivery around multiple and shared objectives. Our responses are interdependent. We address the four main questions posed by the committees through specific comments on: peatlands¹; energy (including renewable developments on peatlands)²; placemaking (including transport, active travel and planning)³ and the public sector⁴.

Transport

1. We welcome the emphasis on travel demand (travel plans) and active travel. Although the direct emission savings with such measures may be modest, other benefits, such as health, biodiversity, air quality – and behaviour change (as discussed in Section 3.5) - are important.
2. One of the reasons why it is so difficult to change behaviours and reduce emissions is that the vast majority of people in Scotland live and work in places that, especially since the 1950s, have been effectively designed for high-carbon lifestyles (e.g. low density, un-mixed uses that assume mobility primarily by car). Even if individual and societal values and beliefs were in line with low-carbon behaviours, it is difficult to work against the grain of these places. They also make it difficult for people to incorporate the Scottish Government target to take 30 minutes of exercise on at least 5 days a week⁵. Planning has an important role to play in preventative spend by creating walkable places⁶ in which streets and path networks promote active travel as the first-best choice, and to ensure that new development is located as close as possible to existing public transport services to reduce additional demand for car-based travel.
3. We will continue to work with others on the new National Planning Framework, development plans, initiatives such as the Central Scotland Green Network and core path networks and through Community Planning to create more walkable places that promote healthier and low-carbon lifestyles.
4. RPP-2 omits the Strategic Transport Projects Review (2009). It sets out a range of infrastructure and policy approaches to meet three main objectives, including reducing emissions from Scotland's transport

¹ Rural Affairs, Climate Change and Environment Committee

² Energy, Enterprise and Tourism

³ Infrastructure and Capital Investment Committee

⁴ Local Government and Regeneration Committee

⁵ Scottish Government (2011) [Indicators to Measure Progress of the Obesity Route Map](#) (Accessed 1 Feb 2013)

⁶ E.g. as discussed in Scottish Government (2010) [Designing Streets](#). (Accessed 31 Jan 2013)

network. They were projected to increase by 7% between 2005-2022, with the overall effect of the STPR being just a 1% decrease compared to the business as usual scenario, which, given the importance of the transport sector, seems out of kilter with RPP-2.

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