



### Climate Change (Emissions Reduction Targets) (Scotland) Bill – Call for Views – SPT response

**Committee** Strategy and Programmes

**Date of meeting** 7 September 2018

**Date of report** 14 August 2018

**Report by Senior Director**

#### 1. Object of report

To recommend approval of SPT's draft response to the Scottish Parliament Environment, Climate Change & Land Reform Committee's Call for Views on the Climate Change (Emissions Reduction Targets) (Scotland) Bill<sup>1</sup>. SPT's draft response is attached at Appendix 1 and was submitted by the deadline of 23 August 2018 subject to approval by this Committee.

#### 2. Background

- 2.1 On 23 May 2018, Scottish Ministers introduced the Climate Change (Emissions Reduction Targets) (Scotland) Bill 2018 to the Scottish Parliament<sup>2</sup>. The Bill increases the levels of Scotland's targets for reduction of greenhouse gas emissions by 2050 from 80% to 90%. It also provides for the possibility of creating a target of 100% (known as a 'net zero target') in the future, and proposes new interim targets ahead of 2050. It also updates accounting and reporting mechanisms on the targets.
- 2.2 The transport sector has a crucial role to play in emissions reduction given that it is the largest source of carbon emissions<sup>3</sup>. While efforts to reduce these have met with some success, overall progress in transport emissions reduction to date has been slow.
- 2.3 'Reduced emissions' is a key outcome of the current Regional Transport Strategy. SPT is in the process of developing a new Regional Transport Strategy and has embedded consideration of the impacts of climate change and emissions reduction into the process.

<sup>1</sup> <http://www.parliament.scot/parliamentarybusiness/CurrentCommittees/109022.aspx>

<sup>2</sup> [http://www.parliament.scot/Climate%20Change%20\(Emissions%20Reduction%20Targets\)%20\(Scotland\)%20Bill/SPBill30S052018.pdf](http://www.parliament.scot/Climate%20Change%20(Emissions%20Reduction%20Targets)%20(Scotland)%20Bill/SPBill30S052018.pdf)

<sup>3</sup> In 2015 transport was the largest contributing sector to greenhouse gas emissions in Scotland, overtaking energy production for the first time. See <https://www.transport.gov.scot/media/41280/sct11174314381.pdf>

- 2.4 In addition, SPT is a member of the Climate Ready Clyde Partnership<sup>4</sup>, an initiative aimed at creating a shared vision, strategy and action plan to help the Glasgow city region adapt to the challenges and opportunities brought about by climate change.
- 2.5 The proposed targets set out in the Bill update those in the Climate Change (Scotland) Act 2009 which aimed to reduce Scotland's greenhouse gas emissions by at least 42% by 2020, and 80% by 2050, compared to the 1990/1995 baseline. The Bill proposes new legally binding, domestic emissions reduction targets and reflects the Scottish Government's aspiration to achieve 'net zero' emissions as soon as possible. The targets in the Bill are as follows:
- 56% emissions reduction by 2020
  - 66% emissions reduction by 2030
  - 78% emissions reduction by 2040
  - 90% emissions reduction by 2050
- 2.6 In addition to seeking views on the proposed new targets themselves, the Committee is also seeking ideas and views on what actions and behaviour change will be required if Scotland is to meet the targets. The Committee will compile a list of all the ideas and views it receives over the course of its work on the Bill and include this in its findings prior to the Bill being considered by the Scottish Parliament.

### 3. Outline of proposals

- 3.1 SPT's draft response to the Call for Views is attached at Appendix 1. The key points of the response include:
- SPT is supportive of the targets set out in the Climate Change (Emissions Reduction Targets) (Scotland) Bill;
  - SPT welcomes reference within the Bill to the possibility of creating a target of 100% (net zero target) in the future and the proposals to establish new interim targets ahead of 2050;
  - We note that the targets have been set taking into account independent advice the Scottish Government has received from the UK Climate Change Committee (CCC) that, at the present time, a 90% target is at the limit of feasibility. We welcome the commitment in the Bill that Ministers will regularly review the earliest date that a net zero target can be set, informed by advice from the CCC;
  - SPT believes emissions targets should not be achieved through initiatives that encourage greater sole occupancy car use leading to congestion and other negative impacts which adversely affect the economy;
  - SPT supports greater investment in sustainable transport to help tackle emissions; and
  - SPT urges the Scottish Government to consider the introduction of more progressive parking policies that enable greater restraint of demand for car parking in urban centres.

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<sup>4</sup> <https://www.sniffer.org.uk/climatereadyclyde>

#### 4. Conclusions

The Scottish Parliament Environment, Climate Change & Land Reform Committee has issued a Call for Views on the Climate Change (Emissions Reduction Targets) (Scotland) Bill. SPT has submitted a draft response to the Call subject to Committee approval. SPT officers will continue to keep the Committee apprised as the Bill progresses.

#### 5. Committee action

The Committee is recommended to approve the response at Appendix 1.

#### 6. Consequences

|                         |                              |
|-------------------------|------------------------------|
| Policy consequences     | <i>In line with the RTS.</i> |
| Legal consequences      | <i>None at present.</i>      |
| Financial consequences  | <i>None at present.</i>      |
| Personnel consequences  | <i>None at present.</i>      |
| Equalities consequences | <i>None at present.</i>      |
| Risk consequences       | <i>None at present.</i>      |

**Name** Charles Hoskins  
**Title** Senior Director

**Name** Gordon MacLennan  
**Title** Chief Executive

For further information, please contact *Bruce Kiloh, Head of Policy and Planning* on 0141 333 3740.

## **APPENDIX 1**

### **Scottish Parliament**

#### **Environment, Climate Change and Land Reform Committee**

#### **Climate Change (Emissions Reduction Targets) (Scotland) Bill**

#### **Response by Strathclyde Partnership for Transport**

### **Introduction**

Strathclyde Partnership for Transport (SPT) is the Regional Transport Partnership for the west of Scotland, covering 11 full council areas and part of one other – East Ayrshire, East Dunbartonshire, East Renfrewshire, Glasgow, Inverclyde, North Ayrshire, North Lanarkshire, Renfrewshire, South Ayrshire, South Lanarkshire, West Dunbartonshire and the Helensburgh and Lomond area of Argyll and Bute – with a population of 2.14million. SPT was established by the Transport (Scotland) Act 2005 and has a range of responsibilities including the statutory Regional Transport Strategy, socially necessary bus services, the Subway, major bus stations, and various other operational responsibilities and project development / delivery initiatives. Further information on SPT is available from [www.spt.co.uk](http://www.spt.co.uk).

### **General Comments**

SPT is supportive of the targets set out in the Climate Change (Emissions Reduction Targets) (Scotland) Bill to increase the levels of Scotland's targets for reduction of greenhouse gas emissions by 2050 from 80% to 90%. We note too reference within the Bill to the possibility of creating a target of 100% (net zero target) in the future and the proposals to establish new interim targets ahead of 2050.

SPT is committed to supporting the Scottish Government in achieving these targets. We recognise that the transport sector has a crucial role to play given that it is the single largest source of carbon emissions<sup>1</sup> and that progress to reduce emissions in this sector has to date been slow.

SPT is currently preparing a new Regional Transport Strategy and is working closely with Transport Scotland, our constituent councils and other stakeholders to ensure the RTS meets the challenges faced by the impacts of climate change. The RTS will support the delivery of national, regional and local policies and targets for the environment, climate change mitigation and adaptation, and air quality.

SPT is a member of the Climate Ready Clyde Partnership<sup>2</sup>, an initiative aimed at creating a shared vision, strategy and action plan to help the Glasgow city region adapt to the challenges and opportunities brought about by climate change.

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<sup>1</sup> In 2015 transport was the largest contributing sector to greenhouse gas emissions in Scotland, overtaking energy production for the first time.

See <https://www.transport.gov.scot/media/41280/sct11174314381.pdf>

<sup>2</sup> Further details on Climate Ready Clyde are available at: <https://www.sniffer.org.uk/climatereadyclyde>

## Target-setting

Reflecting on the proposed Scottish targets and specifically the decision not to propose a net zero target, SPT would agree with the Scottish Government, based on independent advice it has received from the UK Climate Change Committee<sup>3</sup> (CCC), that at the present time, a 90% target is at the limit of feasibility. We welcome the commitment in the Bill that Ministers will regularly review the earliest date that a net-zero target can be set, informed by advice from the CCC.

## Meeting the targets

The Climate Change Plan<sup>4</sup> (CCP) acknowledges the crucial role that the promotion of behaviour change to more sustainable transport modes can play in helping to tackle emissions, and SPT supports the promotion of Ultra Low Emission Vehicles (ULEVs) and the commitment to phase out new petrol and diesel cars and vans by 2032. However, it must be borne in mind that any moves toward a technology-led solution such as ULEVs brings with it a potential risk of reinforcing car-dominated town and city centres, undermining efforts, for example, to reduce congestion and the negative impacts it brings.

It is encouraging however that the CCP's supporting Evidence Review on the Transport Sector<sup>5</sup> acknowledges that "the role and extent to which demand management can facilitate take-up of walk, cycle and public transport modes could be considered further, with options in the Scottish context evaluated alongside modal shift interventions." Such an evaluation would be welcome and SPT would be keen to help support this work.

Reducing the overall need to travel should remain a cornerstone of Scottish Government policy, and as such achieving emissions targets should not result in places where individualised modes dominate our urban fabric and where congestion continues to impact adversely on our economy. Instead, our approach should be instructed by the vision for place set out in Designing Places<sup>6</sup> that sets out the six qualities of successful places as: distinctive; safe and pleasant; easy to move around; welcoming; adaptable; and resource efficient.

A critical part of achieving such places (and with it encouraging sustainable travel behaviour and emissions reduction) will be a commitment to greater investment in integrated and sustainable public transport modes. For example, bus remains by far the main public transport mode, and has the potential to play a hugely significant role in cutting carbon emissions and improving air quality in our towns and cities. If investment in bus were to increase, then the impact for passengers, air quality and emissions reduction would be significant and transformational.

Recent research<sup>7</sup> suggests more people access the high street by bus than by any other mode with 40% of shoppers using the bus, compared with 30% by car. One double decker

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<sup>3</sup> <https://www.gov.scot/Resource/0053/00530182.pdf>

<sup>4</sup> <http://www.gov.scot/Publications/2018/02/8867>

<sup>5</sup> <http://www.gov.scot/Publications/2017/01/2646>

<sup>6</sup> [file:///C:/Users/jb/Downloads/00425496%20\(1\).pdf](file:///C:/Users/jb/Downloads/00425496%20(1).pdf)

<sup>7</sup> [http://www.urbantransportgroup.org/system/files/general-docs/UTG%20Inclusive%20Growth%20response%20final\\_0.pdf](http://www.urbantransportgroup.org/system/files/general-docs/UTG%20Inclusive%20Growth%20response%20final_0.pdf)

bus can potentially take 75 cars off the road<sup>8</sup> and bus services can help to reduce the risk of injury, poor air quality and community severance caused by roads and traffic. Bus services provide a boost to our economy and represent a practical, affordable and flexible public policy opportunity to not only help tackle emissions, but address inequalities and help empower our communities.

Any investment in bus or other public transport must also be combined with complementary measures to discourage unnecessary private car trips into our congested towns and cities. SPT welcomes the introduction of Low Emission Zones and considers it essential that there is sufficient funding made available to deliver them and any complementary measures to the appropriate standard. Key among these complementary measures is parking, and we believe a more progressive approach to parking policy at national level, as well as measures by local authorities to restrain demand for car parking in urban centres, is essential.

Allied to investment in public transport, particularly the bus network, is the need to invest in our existing road infrastructure to ensure that it remains safe, durable and reliable. This should be undertaken before any further sizeable expansion of the road network is undertaken. Essential investment to green the public transport fleet will be undermined if our road network is not adequately maintained.

SPT would be happy to elaborate on any of the above points, and look forward to working with the Scottish Government and other partners in delivering towards the new Climate Change targets.

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<sup>8</sup> 169 “Bus travel “a third less stressful than the car””, Greener Journeys news release, 20 September 2010.