



Environment Policy Development and Scrutiny Panel

West Lothian Civic Centre
Howden South Road
LIVINGSTON
EH54 6FF

26 January 2022

A meeting of the **Environment Policy Development and Scrutiny Panel** of West Lothian Council will be held within the **MS Teams Virtual Meeting Room** on **Tuesday 1 February 2022 at 11:00am**.

For Chief Executive

BUSINESS

Public Session

1. Apologies for Absence
2. Declarations of Interest - Members must declare any interests they have in the items of business for consideration at the meeting, identifying the relevant agenda items and the nature of their interests.
3. Order of Business, including notice of urgent business and declarations of interest in any urgent business
4. Confirm Draft Minutes of Meeting of Environment Policy Development and Scrutiny Panel held on Wednesday 17 November 2021 (herewith)
5. Request for a 30MPH Speed Limit on the B8046 Westfield Road, the B792 Slackend and Cathlaw Lane in Torphichen - Report by Head of Operational Services (herewith)
6. Request for Speed Reduction Measures in Main Street, Mid Calder - Report by Head of Operational Services (herewith)
7. Consultation Response to Scotland's Pavement Parking Prohibitions - Report by Head of Operational Services (herewith)
8. Regional Transport Strategy 2035 Consultation Response - Report by Head of Operational Services (herewith)

9. Underground Refuse Systems - Investigation of Potential Benefits - Report by Head of Operational Services (herewith)
10. Performance Report - Report by Head of Operational Services (herewith)
11. Hiring of Council Minibuses to Community Organisations - Report by Head of Operational Services (herewith)
12. 2021/22 Financial Performance - Month 6 Monitoring Report - Report by Head of Finance and Property Services (herewith)
13. Greening the John Muir Way Study - Report by Head of Planning, Economic Development and Regeneration (herewith)
14. Quarterly Climate Change Update - Report by Head of Planning, Economic Development and Regeneration (herewith)
15. Workplan (herewith)

NOTE **For further information please contact Anastasia Dragona on tel. no. 01506 281601 or email anastasia.dragona@westlothian.gov.uk**



CODE OF CONDUCT AND DECLARATIONS OF INTEREST (2021)

This form is a reminder and an aid. It is not a substitute for understanding the Code of Conduct and guidance.

Interests must be declared at the meeting, in public.

Look at every item of business and consider if there is a connection.

If you see a connection, decide if it amounts to an interest by applying the objective test.

The objective test is whether or not a member of the public with knowledge of the relevant facts would reasonably regard your connection to a particular matter as being so significant that it would be considered as being likely to influence your discussion or decision-making.

If the connection does not amount to an interest then you have nothing to declare and no reason to withdraw.

If the connection amounts to an interest, declare it as soon as possible and leave the meeting when the agenda item comes up.

When you declare an interest, identify the agenda item and give enough information so that the public understands what it is and why you are declaring it.

Even if the connection does not amount to an interest you can make a statement about it for the purposes of transparency.

More detailed information is on the next page.

Look at each item on the agenda, consider if there is a “connection”, take advice if necessary from appropriate officers in plenty of time. A connection is any link between the item of business and:-

- you
- a person you are associated with (e.g., employer, business partner, domestic partner, family member)
- a body or organisation you are associated with (e.g., outside body, community group, charity)

Anything in your Register of Interests is a connection unless one of the following exceptions applies.

A connection does not exist where:-

- you are a council tax payer, a rate payer, or a council house tenant, including at budget-setting meetings
- services delivered to the public are being considered, including at budget-setting meetings
- councillors’ remuneration, expenses, support services or pensions are being considered
- you are on an outside body through a council appointment or nomination unless it is for regulatory business or you have a personal conflict due to your connections, actions or legal obligations
- you hold a view in advance on a policy issue, have discussed that view, have expressed that view in public, or have asked for support for it

If you see a connection then you have to decide if it is an “interest” by applying the objective test. The objective test is whether or not a member of the public with knowledge of the relevant facts would reasonably regard your connection to a particular matter as being so significant that it would be considered as being likely to influence your discussion or decision-making.

If the connection amounts to an interest then:-

- declare the interest in enough detail that members of the public will understand what it is
- leave the meeting room (physical or online) when that item is being considered
- do not contact colleagues participating in the item of business

Even if decide your connection is not an interest you can voluntarily make a statement about it for the record and for the purposes of transparency.

The relevant documents are:-

- [Councillors’ Code of Conduct, part 5](#)
- [Standards Commission Guidance, paragraphs 129-166](#)
- [Advice note for councillors on how to declare interests](#)

If you require assistance, contact:-

- James Millar, Interim Monitoring Officer and Governance Manager, 01506 281613, james.millar@westlothian.gov.uk
- Carol Johnston, Chief Solicitor and Depute Monitoring Officer, 01506 281626, carol.johnston@westlothian.gov.uk
- Committee Services Team, 01506 281604, 01506 281621
committee.services@westlothian.gov.uk

January 2022

MINUTE of MEETING of the ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL held within MS TEAMS VIRTUAL MEETING ROOM, on 17 NOVEMBER 2021.

Present – Councillors Tom Conn (Chair), Cathy Muldoon, Alison Adamson, Diane Calder, Chris Horne, Andrew McGuire, George Paul and Andrew McGuire

Apologies – Maureen Finlay (Senior People's Forum Representative)

In attendance – Pippa Plevin (WL Joint Forum of Community Councils Representative)

1 DECLARATIONS OF INTEREST

Agenda Item 8 - Litter Picking Volunteers

Councillor Andrew McGuire declared an interest in that he was involved with litter-picking volunteer groups.

2 ORDER OF BUSINESS

The Chair advised that an appendix to the report under agenda item 7 had been missing from the original agenda and had been circulated to members separately; also, missing pages 3–5 of the report under agenda item 9 had been circulated to members.

3 MINUTES

- a The panel approved the minute of its meeting held on 14 September 2021 as a correct record.
- b The panel approved the minute of its meeting held on 18 October 2021 as a correct record.

4 BROXBURN PROPERTY FLOOD RESILIENCE SCHEME

The panel considered a report (copies of which had been circulated) by the Head of Operational Services updating on the progress being made to deliver the council's Property Flood Resilience scheme for up to 15 properties in New Holygate and Parkwood Gardens, Broxburn.

It was recommended that the panel note the content of the report and the proposals for implementing the Broxburn Property Flood Resilience scheme.

During discussion, members requested more information on the uptake of the scheme as well as the consequences of non-uptake and it was agreed that an update would be provided to a future panel meeting.

Decision

1. To note the contents of the report.
2. To provide a further report on the uptake of the flooding scheme to a future panel meeting.

5 ASH DIEBACK

The panel considered a report (copies of which had been circulated) by the Head of Operational Services updating on the impact and costs associated with the management of Ash Dieback in West Lothian.

It was recommended that the panel:

1. note the environmental impact that Ash Dieback would have across West Lothian;
2. note the significant future costs for the council to remove or make safe dead or failing Ash trees;
3. note that the council was required to act through the implementation of an Ash Dieback Action Plan;
4. advise officers of any further actions required to mitigate the impact of Ash Dieback across West Lothian; and
5. note that the panel would be provided with a further update on the finalised Ash Dieback Action Plan, in February 2022.

Decision

To note the contents of the report.

6 MAINTENANCE OF OPEN SPACES, TREES AND SHELTERBELTS IN DEVELOPMENT AREAS

The panel considered a report (copies of which had been circulated) by the Head of Operational Services providing an update on the maintenance of open spaces and shelterbelt trees in Springfield, Linlithgow; including providing an update on the areas the council maintained that may not be owned by the council or where the maintenance responsibility had not been transferred or taken over by the council.

It was recommended that the panel note:

1. the current maintenance information for Springfield, Linlithgow and the current maintenance arrangements provided by the council;
2. the findings from the Springfield review along with the future

considerations for the ongoing maintenance of Springfield, Linlithgow; and

3. officer recommendations that there were no changes to current service standards and that the current maintenance arrangements were continued for open spaces, trees and shelterbelts in development areas; and that officers sought to conclude the transfer of maintenance responsibilities for development areas where formal documentation did not exist.

During discussion, members requested more information and made comments on the difference between open space and tree shelter belt, maintenance obligations of council and residents, and tree management safety. It was agreed that an updated report would be presented to a future panel meeting.

Decision

1. To note the contents of the report.
2. A further report to be presented to a future panel meeting on progress of discussions with developers across West Lothian, and considering the comments made at the meeting.

7 LITTER PICKING VOLUNTEERS

The panel considered a report (copies of which had been circulated) by the Head of Operational Services inviting members to recognise efforts made by local litter picking volunteer groups in keeping West Lothian looking at its best and to thank the volunteers for their continued hard work. The panel's attention was also drawn to diplomatic and logistical efforts as well as the financial contribution made by the service to facilitate the work of the volunteer groups and members were asked to acknowledge the operational challenges such active litter picking groups brought.

It was recommended that the panel note the report and the efforts of West Lothian Litter Pickers in keeping West Lothian Tidy.

Decision

1. To note the contents of the report.
2. To note the panel's thanks and appreciation to litter picking volunteers.

8 LIVINGSTON SKATEPARK

The panel considered a report (copies of which had been circulated) by the Head of Operational Services providing an update on the Livingston Skate Park.

It was recommended that the panel note the report.

Decision

To note the contents of the report.

9 WEST LOTHIAN COMMUNITY CHOICES – UPDATE ON GROUNDS MAINTENANCE CONSULTATION AND SERVICE DELIVERY

The panel considered a report (copies of which had been circulated) by the Head of Operational Services updating on the approach for the delivery of Community Choices for Grounds Maintenance and providing an update on the results from the consultation on Grounds Maintenance activities.

It was recommended that the panel note the:

1. Community Choices approach for Grounds Maintenance;
2. findings from the consultation for Grounds Maintenance;
3. officer recommendations that the council continue with its current priorities and service standards for Grounds Maintenance activities, and
4. officer recommendations that officers develop options based on the three key themes identified from participants feedback for consultation with communities in Summer/Autumn 2022.

Decision

To note the contents of the report.

10 FOOD FOR LIFE UPDATE

The panel considered a report (copies of which had been circulated) by the Head of Operational Services providing an update on the Food For life initiative.

It was recommended that the panel note:

1. the council had retained Food for Life Served Here Bronze accreditation in its primary schools; and
2. requests that officers provide the panel with a further update on the Bathgate Academy pilot at the end of the current school term.

Decision

To note the contents of the report.

11 PERFORMANCE REPORT

The panel considered a report (copies of which had been circulated) by the Head of Operational Services reporting the current levels of performance for all indicators which were the responsibility of the Environment Policy Development and Scrutiny Panel.

It was recommended that the panel note the performance information and determine if further action or enquiry was necessary for any of the indicators mentioned within the report.

Decision

To note the contents of the report.

12 THE LICENSING OF ACTIVITIES INVOLVING ANIMALS REGULATIONS

The panel considered a report (copies of which had been circulated) by the Head of Planning, Economic Development and Regeneration making members aware of new regulations which required the licensing of various activities involving animals and the need to update and approve council policies, procedures and fees covering the activities.

It was recommended that the panel note and consider the following recommendation which was intended to be submitted to Council Executive:

1. note the content of the report; and
2. approve the policies, procedures and fees for implementation of the regulations set out in Appendix 1 of the report.

Decision

1. To note the content of the report; and
2. To agree that the report and its recommendations be forwarded to the next appropriate Council Executive for approval.

13 SPACES FOR PEOPLE - ENGAGEMENT WITH COMMUNITIES AND STAKEHOLDERS

The panel considered a report (copies of which had been circulated) by the Head of Operational Services informing of the Spaces for People (SfP) engagement plan which was instructed by Council on 28 September 2021.

It was recommended that the panel note:

1. the content of the report;

2. the scope timeline, engagement methodology and question set as detailed in the report;
3. that a full report on the engagement would be reported to a meeting of West Lothian Council in March 2022;
4. that the temporary 20mph and 40mph speed limits measures were to be extended as detailed in the report but would revert back to the permanent (pre-Covid-19) speed limits by mid-July 2022;
5. that the temporary parking restrictions on the Loanings, Linlithgow had been extended and would expire in 26 April 2022, and;
6. that the Spaces for People cycle lanes in Blackridge, Broxburn and Linlithgow would remain for the time being and monitored during Spring 2022.

Members were assured that disabilities groups would be consulted regarding cycle lane usage.

The Deputy Chief Executive advised that guidance should be sought from the Governance Manager prior to any amendments made to the questionnaire as a council decision had already been made on the presentation of the questionnaire.

Decision

1. To note the contents of the report.
2. To seek legal advice prior to any amendments to the questionnaire.

14 WORKPLAN

A workplan had been circulated for information.

Decision

To note the workplan.

LABEL: PUBLIC



ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

REQUEST FOR A 30MPH SPEED LIMIT ON THE B8046 WESTFIELD ROAD, THE B792 SLACKEND AND CATHLAW LANE IN TORPHICHEN

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to inform the Panel of the outcome of the additional speed limit survey work carried out, following the interim report presented to the Environment PDSP on the 1 June 2021.

B. RECOMMENDATION

The Panel should note and consider the following recommendation which is intended to be submitted to the Council Executive for approval.

It is recommended that there is no justification for the reduction of the existing 40mph speed limits on the B8047 Westfield Road, the B792 Slackend and Cathlaw Lane in Torphichen at this time. These routes will continue to be monitored through the council's annual Accident Investigation and Prevention programme.

C. SUMMARY OF IMPLICATIONS

I Council Values	<ul style="list-style-type: none">• Focusing on our customers' needs; and• Being honest, open and accountable;
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	<p>Policy: The council's procedures on dealing with deputations are that they require to be considered by the Council Executive. Reference is made to the adopted West Lothian Council Speed Limit Strategy.</p> <p>Legal: None.</p>
III Implications for Scheme of Delegations to Officers	None.
IV Impact on performance and performance Indicators	None.
V Relevance to Single Outcome Agreement	None.

VI Resources - (Financial, Staffing and Property)	Financial: None. Staffing: None. Property: None.
VII Consideration at PDSP	N/A
VIII Other consultations	None

D. TERMS OF REPORT

D1 Background

An interim report was presented to the Environment PDSP on 1 June 2021 in relation to a deputation made regarding concerns relating to the existing 40mph speed limit on the B8047 Westfield Road, the B792 Slackend and Cathlaw Lane, Torphichen. It was concluded that a further report will be presented to the Panel with updated traffic and accident data.

Although the Covid pandemic is still ongoing, traffic has returned to more normal conditions therefore officers have undertaken a second set of speed and volume surveys on 1 December 2021 to gather further data for comparison with the data presented to the Panel on the 1 June 2021.

D2 Speed and volume data analysis survey comparison

The speed surveys were carried out at the same twelve locations as previous, six sites on the B8047 Westfield Road, four sites on the B792 Slackend and two sites on Cathlaw Lane for a seven-day period (1-7 December 2021). The twelve data collection site survey locations are shown in Appendix 1.

The speed and volume data collected at each of these twelve sites on 17 June and 1 December 2021 has been summarised for the three routes and is shown in Appendix 2. Both survey data is shown and a comparison has been made between the two sets of data and is shown on the right hand side of the table.

B8047 Westfield Road

The data collected for the B8047 Westfield Road is shown on sites 7 to 12. The route where the surveys were carried out were at the change in de-restricted speed limit (60mph) to the 40mph speed limit through to the junction with the B792 Slackend.

At site 7 westbound there was a minor reduction of 3.5% of the number of vehicles travelling under the 40mph speed limit indicating vehicle speeds have increased but are still within the 40mph speed limit. This is reflected in an increase in recorded mean speed of 2.3mph (33.3mph to 35.6mph).

The other data recorded for these sites is similar to the original data collected previously.

The B792 Slackend

The data collected for the B792 is shown on sites 3 to 6. Survey locations 3 and 4 were placed either side of the junction with the B8047 Westfield Road and Cathlaw Lane. Sites 5 and 6 were in the 30mph urban area of Torphichen.

The updated data collected shows an increase in vehicle numbers (except at site 3), however these numbers are small. There are slight decreases in mean speeds at sites 3 and 4, however the rest of the sites are similar to the previous survey data collected.

At site 3 northbound there has been a decrease in mean speed from 35.1mph to 27.8mph (-7.3%), however southbound there was an increase in mean speeds from 34.1mph to 37.8mph (+3.7%). All the recorded mean speeds on the B792 are compliant with the existing posted speed limits.

There has also been an increase in vehicle compliance with the existing 40mph speed limit (94.4% to 97.9%) which is encouraging, however there were 45 less vehicles recorded.

The other site data is similar to the previous data collected and there are no other issues to report.

Cathlaw Lane

The data collected for Cathlaw Lane is shown on sites 1 and 2.

At these two sites there was small increases in traffic flow ranging from 28 vehicles to 61 vehicles over the 7 day period. Mean speed data was similar to the previous data collected.

The mean speed data on this route has shown a slight reduction of 0.3mph eastbound exiting Cathlaw Lane, however minor increases ranging from 0.3 to 0.4mph. The 85thile speeds have all shown small increases ranging from 0.2mph to 1.3mph, however these speeds are 37.7mph eastbound and 38.8mph westbound are still compliant with the existing posted 40mph speed limit.

General comparisons

The recently collected data is consistent with the June 2021 data and there are no significant changes to the traffic speeds or volumes which would necessitate further investigation.

There is good compliance with the existing speed limits on all three routes.

D3 Accident search

Officers have carried out an updated accident search on these three routes for the last five year period up to 28 August 2021.

From this search there have still been no reported injury accidents on the B8047 Westfield Road or Cathlaw Lane.

There were two reported injury accidents on the 40mph speed limit section of the B792 Slackend highlighted in the interim report. These two previous slight injury accidents were still within the updated reporting period and unfortunately there has been another recent slight injury accident that occurred in June 2021. This consisted of a southbound vehicle colliding with a northbound vehicle that was travelling in the centre of the road close to the junction with Westfield Road/Cathlaw Lane.

This information highlights that there are is no evidence based speeding road safety problems on these three routes, however they will continue to be monitored annually through the council's Accident Investigation and Prevention programme.

As reported in the interim report, there is no evidence to suggest that these routes are unsafe for pedestrians or other road users.

E. CONCLUSION

In response to the deputation, officers have undertaken two sets of traffic data collection surveys and further accident analysis for the three routes.

The report highlights that there are no speeding or road safety issues on these three routes.

The collected traffic data indicates that vehicles comply with the existing posted speed limits on these three routes and it is recommended that the existing speed limits are still appropriate and should remain in position. From the two sets of data recorded, there is no justification for reducing the speed limits on any of these three routes to 30mph at this time, however they will continue to be monitored annually through the councils' Accident Investigation and Prevention programme.

F. BACKGROUND REFERENCES

Environment PDSP report 1 June 2021 – Request for a 30mph speed limit on the B8046 Westfield Road, The B792 Slackend and Cathlaw Lane in Torphichen (Interim Report)

Appendices/Attachments:

Appendix 1 – Data collection site locations

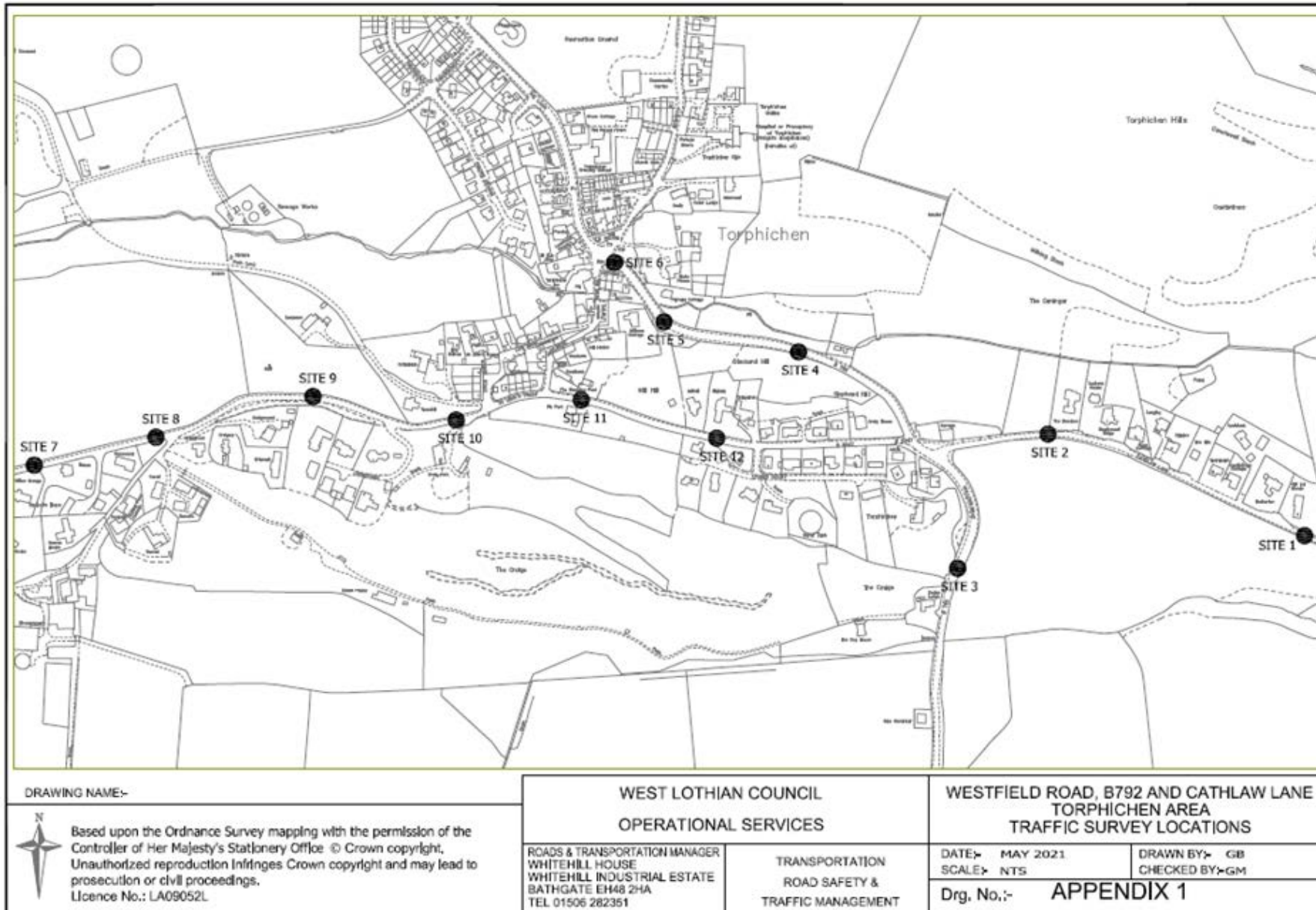
Appendix 2 – Data collection survey results

Contact Person: Gordon Brown, Roads Network Manager tel: 01506 282340, e-mail: gordon.brown@westlothian.gov.uk

Jim Jack, Head of Operational Services, Whitehill House, Whitestone Place, Bathgate, West Lothian

Date: 1 February 2022

APPENDIX 1



APPENDIX 2

		SURVEY 1 (17/6/21)					SURVEY 2 (1/12/21)					COMPARISON				
Site	Location	Mean mph	85%ile mph	% Below 40mph	% Above 40 mph	Vehicle total	Mean mph	85%ile mph	% Below 40mph	% Above 40mph	Vehicle total	Mean mph (+/-)	85%ile mph (+/-)	% Below 40mph (+/-)	% Above 40mph (+/-)	Vehicle total Increase/ decrease
1 E/B	Cathlaw Lane at the 40mph	31.0	37.5	92.4	7.6	1258	30.7	37.7	94.3	5.7	1314	-0.3	0.2	1.9	-1.9	56
1 W/B	Cathlaw Lane at the 40mph	31.5	37.5	93.0	7.0	1209	31.9	38.8	92.0	8.0	1270	0.4	1.3	-1.0	1.0	61
2 E/B	Cathlaw Lane at the first house	24.1	28.0	99.8	0.2	1456	24.5	29.0	99.9	0.1	1484	0.4	1.0	0.1	-0.1	28
2 W/B	Cathlaw Lane at the first house	24.1	27.9	99.9	0.1	1414	24.4	28.6	99.9	0.1	1454	0.3	0.7	0.0	0.0	40
3 N/B	On the B792, LC AF115	35.1	39.5	94.4	5.6	5779	27.8	33.6	97.9	2.1	5734	-7.3	-5.9	3.5	-3.5	-45
3 S/B	On the B792, LC AF115	34.1	38.8	78.3	21.7	6786	37.8	44.6	71.7	28.3	6864	3.7	5.8	-6.6	6.6	78
4 N/B	On the B792, LC AF102	31.5	35.9	96.8	3.2	6168	31.6	36.2	98.2	1.8	6295	0.1	0.3	1.4	-1.4	127

4 S/B	On the B792, LC AF102	34.7	39.8	85.6	14.4	6738	34.6	39.9	88.8	11.2	6948	-0.1	0.1	3.2	-3.2	210
5 N/B	At the start of the high friction surfacing	22.3	26.1	100.0	0.0	6602	22.8	27.1	99.9	0.1	6605	0.5	1.0	-0.1	0.1	3
5 S/B	At the start of the high friction surfacing	26.9	30.8	99.8	0.2	6466	27.7	32.4	99.6	0.4	6586	0.8	1.6	-0.2	0.2	120
6 N/B	On the B792, LC AF124	22.0	26.3	100.0	0.0	6079	22.5	27.1	100.0	0.0	6203	0.5	0.8	0.0	0.0	124
6 S/B	On the B792, LC AF124	23.5	28.6	99.9	0.1	6695	23.9	29.8	99.8	0.2	6850	0.4	1.2	-0.1	0.1	155
7 E/B	40mph speed limit B8047	33.3	39.7	79.7	20.3	1548	34.2	42.3	80.9	19.1	1465	0.9	2.6	1.2	-1.2	-83
7 W/B	40mph speed limit B8047	33.3	39.9	75.5	24.5	1557	35.6	44.4	72.0	28.0	1578	2.3	4.5	-3.5	3.5	21
8 E/B	At junction with B8047	27.1	32.1	96.9	3.1	1564	28.5	35.4	97.3	2.7	1477	1.4	3.3	0.4	-0.4	-87
8 W/B	At junction with B8047	29.9	35.4	89.7	10.3	1598	31.5	39.9	89.4	10.6	1535	1.6	4.5	-0.3	0.3	-63
9 E/B	On the B8047, LC AF83	28.3	33.1	98.9	1.1	1615	28.6	34.0	99.2	0.8	1547	0.3	0.9	0.3	-0.3	-68
9 W/B	On the B8047, LC AF83	27.2	31.1	99.5	0.5	1618	27.9	32.6	99.4	0.6	1633	0.7	1.5	-0.1	0.1	15

10 E/B	B8047, west side of private junction	25.7	29.9	99.9	0.1	1511	25.6	30.0	100.0	0.0	1687	-0.1	0.1	0.1	-0.1	176
10 W/B	B8047, west side of private junction	26.5	31.1	99.2	0.8	1566	26.7	31.6	99.5	0.5	1702	0.2	0.5	0.3	-0.3	136
11 E/B	B8047, LC AF66	30.0	35.4	95.4	4.6	1534	31.1	37.7	93.3	6.7	1502	1.1	2.3	-2.1	2.1	-32
11 W/B	B8047, LC AF66	29.2	34.5	96.2	3.8	1437	30.8	37.2	93.9	6.1	1422	1.6	2.7	-2.3	2.3	-15
12 E/B	B8047, at telegraph pole	25.9	30.7	99.4	0.6	1423	26.0	31.6	99.1	0.9	1433	0.1	0.9	-0.3	0.3	10
12 W/B	B8047, at telegraph pole	26.0	30.3	99.0	1.0	1492	26.1	31.5	98.9	1.1	1515	0.1	1.2	-0.1	0.1	23

LABEL: PUBLIC



ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

REQUEST FOR SPEED REDUCTION MEASURES IN MAIN STREET, MID CALDER

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to inform the Panel of a deputation which has been remitted to the Environment PDSP from the West Lothian Council meeting on the 23rd November 2021. The deputation is seeking for the introduction of traffic calming measures on Main Street, Mid Calder.

B. RECOMMENDATION

The Panel should note and consider the following recommendation which is intended to be submitted to the Council Executive for approval.

It is recommended that Main Street, Mid Calder continues to be monitored through the annual AIP programme and any accident trends or changes be analysed accordingly through this programme.

C. SUMMARY OF IMPLICATIONS

I	Council Values	<ul style="list-style-type: none">Focusing on our customers' needs; andBeing honest, open and accountable;
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	Policy: None. Legal: None
III	Implications for Scheme of Delegations to Officers	None
IV	Impact on performance and performance Indicators	None
V	Relevance to Single Outcome Agreement	None
VI	Resources - (Financial, Staffing and Property)	Financial: None Staffing: None. Property: None.

VII	Consideration at PDSP	N/A
VIII	Other consultations	None

D. TERMS OF REPORT

D1 Background

On 23rd November 2021, West Lothian Council heard a deputation from Mr Graham Campbell in relation to concerns of speeding vehicles on Main Street in Mid Calder. The deputation raised concerns about the safety of this route and is seeking the introduction of traffic calming measures.

Main Street is an urban road within Mid Calder and subject to a permanent restricted road speed limit of 30mph which has been temporarily reduced to 20mph through the council's Spaces for People programme.

The carriageway on Main Street has varying widths from the east end, at the church, eastwards through to the junction with Bank Street. The carriageway at the church is of sufficient width to accommodate on street parking for visitors to the church. The width change reduces to 5.5 metres at house number 70 whereby on street parking occurs on the more urban, narrower section east of this house.

D2 Assessment of the deputation

The deputation raised the concern of speeding vehicles on Main Street, Mid Calder from the church area into Mid Calder.

As part of the council's Spaces for People programme, traffic speed and volume data collection surveys have been carried out. Traffic data was collected for a 7 day period from a survey site that was placed on Main Street on 6 May 2021. The survey site location is shown in Appendix 1. The table below shows the data that was recorded.

	Location	Survey mean mph	% Below 20mph	% Above 20mph	% Below 30mph	% Above 30mph	Total vehicles	Speed limit mph
E/B	Main Street	22.8	21.0	79.0	97.3	2.7	7163	T20 (30)
W/B		21.3	35.9	64.1	98.5	1.5	6203	

Speed limit assessments are carried out in line with the adopted West Lothian Speed Limit Strategy and current Scottish Government guidance 'Setting Local Speed Limits: Guidance for Local Authorities: ETLLD Circular 1/2006'. Guidance states that when setting local speed limits, the mean (average) speeds reflect what the majority of drivers perceive to be an appropriate speed to be driven on a road and therefore mean speeds should be considered in determining local speed limits.

From the data collected, the mean speeds are over the temporary 20mph speed limit that is currently in force. The mean speeds are 22.8mph eastbound and 21.3mph westbound. The average number of daily vehicles are 1023 eastbound and 886 westbound.

When investigating the percentages, the information shows that there are a large percentage of vehicles (79% and 64.1%) which are not compliant with the temporary 20mph speed limit currently in force, however there is a very high compliance with a 30mph speed limit, 97.3% and 98.5% respectively. This indicates that most vehicles on Main Street are travelling between 20mph and 30mph. There is an extremely low percentage of vehicles travelling over 30mph (2.7% and 1.5% respectively). Based on this it would appear that there is very good compliance with the permanent urban 30mph speed limit but less compliance with the temporary 20mph speed limit.

It should be noted that the temporary 20mph speed limit currently in place on Main Street may be removed and the speed limit will return to the original permanent 30mph speed limit. There is currently a public engagement exercise running from 1 December 2021 to 31 January 2022 which is seeking to gain the public's views on these measures and will help inform a future decision on whether the temporary 20mph speed limits will be retained or removed.

The council's Accident Investigation and Prevention programme (AIP) is the mechanism used for casualty reduction in West Lothian. The AIP programme is based on international best practice as embodied in the RoSPA Road Safety Engineering Manual. At its core is the use of reported road injury accident data. The Road Traffic Act 1988 states that local authorities must investigate such accidents and take measures to prevent them from re-occurring.

To assess if there is an injury accident concern on Main Street, accident records have been investigated for the latest five year period (up to the 28 August 2021). The accident retrieval has confirmed that there has been one slight accident involving a motorcyclist losing control and colliding with the grass verge.

The deputation highlighted the possible introduction of speed cameras. West Lothian Council do not install or operate speed cameras, all 'safety' camera sites in Scotland are assessed, installed, managed and operated through the Scottish Safety Camera Programme and their operational partners Safety Cameras Scotland. They have strict casualty and speed criteria that must be met before a site is considered. Based on the speed data collected for Main Street and the current 5 year accident record, the criteria will not be met for the introduction of speed camera enforcement.

Police Scotland had advised that having reviewed their data there have been eight damage only accidents that they have attended on Main Street in the last five year period (1/1/17 to 31/12/21). These damage only collisions are non reportable or recordable on Police systems. Police Scotland had advised that having considered their data, Main Street, Mid Calder had not been highlighted as an area of concern in relation to road traffic offences requiring additional enforcement or attention. They also confirmed that on a daily basis they carry out mobile patrols in marked and unmarked police vehicles in West Lothian to improve driver behaviour and reduce injury on Scotland's roads, through engagement and proportionate enforcement of legislation.

Officers have carried out a review of any damaged roadside furniture over the last five year period (1/1/17 to 31/12/21) on Main Street. This review highlighted that there has been no reports of damage to any public infrastructure such as bollards, guards rails or lighting columns.

For the same period, there have been no formal complaints raised through the council's complaints procedure regarding speeding and there have been 5 enquiries of which 2 were in relation to speeding.

D3 SUMMARY

The council receives many requests for traffic calming speed reduction measures throughout West Lothian to address speeding concerns on public roads, but has a limited casualty reduction budget that must be prioritised.

Main Street, Mid Calder has never been identified as a site for concern through the AIP programme and a review of our injury accident database for the latest five year period (up to 28 August 2021) shows that there has been one slight injury accident, however this would not merit further investigation.

The information contained within this report highlights that there is no justification for the introduction of traffic calming measures on Main Street, Mid Calder at this time, however this will continue to be monitored. Police Scotland will continue to carry out any speed limit enforcement action that they may deem necessary in this area.

E. CONCLUSION

Based on the information contained within this report, there is no justification for the introduction of traffic calming measures at this time, however it is recommended that Main Street, Mid Calder continues to be monitored through the annual AIP programme and any accident trends or changes be analysed accordingly through this programme.

F. BACKGROUND REFERENCES

None.

Appendices/Attachments:

- Appendix 1 – Location of speed survey at lighting column

Contact Person: Gordon Brown, Roads Network Manager tel: 01506 282340, e-mail: gordon.brown@westlothian.gov.uk

Jim Jack, Head of Operational Services, Whitehill House, Whitestone Place, Bathgate, West Lothian

Date: 1 February 2022

APPENDIX 1



Location of speed survey at lighting column

LABEL: PUBLIC



ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

CONSULTATION RESPONSE TO SCOTLAND'S PAVEMENT PARKING PROHIBITIONS

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

The purpose of this report is to inform the Panel of the consultation that is being carried out by the Scottish Government in relation to Scotland's Pavement Parking Prohibitions. The report suggests a Council response to the consultation questions.

B. RECOMMENDATION

It is recommended that the Panel notes the content of the Scotland's Pavement Parking Prohibitions consultation document and recommends the proposed response detailed in Appendix 1 to Council Executive.

C. SUMMARY OF IMPLICATIONS

I Council Values	<ul style="list-style-type: none">• Focusing on our customers' needs; and• Being honest, open and accountable;
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	Policy: None. Legal: None
III Implications for Scheme of Delegations to Officers	None
IV Impact on performance and performance Indicators	None
V Relevance to Single Outcome Agreement	None
VI Resources - (Financial, Staffing and Property)	Financial: Scottish Government has provided £54,000 to allow footway assessment to be undertaken. Staffing: None. Property: None.

VII Consideration at PDSP None.

VIII Other consultations None.

D. TERMS OF REPORT

D1 Overview

The Scottish Government has been working to improve parking legislation in Scotland in order to tackle the impact of inconsiderate and obstructive parking and ensure that our roads and pavements are accessible for all.

A suite of secondary legislation is required for the pavement parking prohibition to work in practice and give local authorities the power to implement and enforce the prohibitions. Prior to the pavement parking provisions coming into force under the Act, local authorities will be required to assess their footways for the purposes of determining which, if any, may be appropriate to be exempt from the pavement parking prohibition.

Local authorities will be required to consider their obligations under the Equality Act 2010 throughout this determination process and prior to an Exemption Order being proposed. Ministerial Directions and Pre-Implementation Guidance will be published to assist local authorities in undertaking this determination process.

D2 Consultation Questions and Responses

Appendix 1 highlights the questions asked by Transport Scotland and the suggested council responses. If these responses to the consultation are approved by the PDSP it would be the intention to present this report to the next meeting of the Council Executive whereby the approved responses will be submitted to the Scottish Government using their Consultation Hub, Citizen Space as specified. The deadline for responses is 11 March 2022.

D3 Next Steps

The council's response to this consultation will be analysed and used as part of the policy making process, along with a range of other available information and evidence. Responses to this consultation will help to inform the secondary legislation required to bring the parking provisions contained within the Transport (Scotland) Act 2019 into force.

When the secondary legislation has been concluded, additional staffing pressures will be placed upon the council to promote Traffic Regulation Orders for any footway exemptions deemed necessary after assessment. The Scottish Government has recently provided the council with £54,000 to carry out footway assessments to determine any footways that may require exemptions to be applied.

Future financial and staffing pressures will also be placed upon the council to carry out the new Local Authority powers in the Transport (Scotland) Act 2019 to enforce, manage and administer the ban on pavement parking, double parking and parking at dropped kerbs. Police Scotland will have no powers to address issues of this nature, the responsibility will lie solely with the council.

E. CONCLUSION

It is recommended that the responses shown in Appendix 1 are submitted as the council's formal response to the Scotland's Pavement Parking Prohibitions consultation. In doing so the council's views will be considered prior to the final publication of the directions and regulations for Local Authorities.

F. BACKGROUND REFERENCES

Scotland's Pavement Parking Prohibitions – Consultation document, website link:

<https://www.transport.gov.scot/media/50837/consultation-on-pre-implementation-directions-and-regulations-for-local-authorities-pdf-version.pdf>

Appendices/Attachments:

Appendix 1 – Consultation questions with proposed formal responses on behalf of
West Lothian Council.

Contact Person: Gordon Brown, Roads Network Manager tel: 01506 282340, e-mail:
gordon.brown@westlothian.gov.uk

Jim Jack, Head of Operational Services, Whitehill House, Whitestone Place, Bathgate, West
Lothian

Date: 1 February 2022

APPENDIX 1- CONSULTATION QUESTIONS AND PROPOSED COUNCIL RESPONSES

Number	Consultation Question
1	Do you agree or disagree with the proposed road characteristics that would allow local authorities to consider an exemption order from the pavement parking prohibition? Please be as specific as possible in your reasoning.
	Agree with point 'a' and point 'b' in relation to the characteristics for exemptions on the footway and associated carriageway to be considered for an exemption order.
2	Do you agree or disagree that the form of a Pavement Parking Exemption Order should follow a similar format to the TRO example shown above?
	Agree.
3	Are there any additional points you feel should be shown in a Pavement Parking Exemption Order?
	No.
4	Are there any alternative formats you feel would be better suited to this type of Exemption Order?
	No.
5	Do you agree or disagree that local authorities should have to publish details of their proposals on their website for a period of no less than a week before, and during the consultation response period?
	Disagree, the formal traffic regulation order process should be the avenue used for advertisement. This is unnecessary and places additional resource issues on Local Authorities.

6	Do you agree or disagree that local authorities should keep an archive of all previous and existing notices on their website?
	Agree. Keeping a list of footway exemptions on local authority websites would help the public clearly understand which footways in the authority they can legally park on. A proposal of this nature should also reduce the number of people contesting tickets that they may have been issued with and they could be directed to a specific suitable council webpage for further information.
7	Do you agree or disagree that local authorities should display the Notice of Order on appropriate locations such as lampposts in the vicinity of a proposed exemption?
	Agree. This would assist the public in the affected area to understand the areas that the exemption will be promoted on.
8	Do you agree or disagree with the proposal that there should be no requirement to advertise Notices of Pavement Parking Exemption Orders in the printed press?
	Agree. The requirement to advertise notices in the press for all Traffic Regulation Orders should be removed. Local Authority social media channels could be utilised.
9	Do you agree or disagree with the proposal that the same list of consultees for TROs should be applied to the Exemption Orders process, including Police Scotland and the other parties set out above?
	Agree, however as these Exemption Orders are for footways there should be no need to consult with Passenger Transport Authorities.
10	<p>Do you agree or disagree with the proposal that residencies and businesses, and any other stakeholders present within a set distance of a proposed exemption should have a notice placed through their door or posted to them?</p> <p>If so, what would you think that minimum set distance should be?</p> <ul style="list-style-type: none"> • 100 metres? • 50 metres? • 20 metres?

	<ul style="list-style-type: none"> • Something else?
	Something else – direct frontagers adjacent to the footway where the exemption is to be promoted should receive a posted notice only. Local Authority discretion should be applied outwith this area.
11	Do you agree or disagree that local authorities should be able to contact other possible stakeholders they may wish to inform who live out with an established contact vicinity?
	Agree. Local Authorities should have the flexibility to consult with other stakeholders such as local disability groups and Community Councils for example.
12	Are there any other parties who you consider should be formally consulted on a proposed Exemption Order?
	No.
13	Do you agree or disagree that there should be a required period of time to allow for written notices of support and/or objection to be made (a consultation response period)?
	Agree.
14	Do you agree or disagree that this period should be for a minimum of 21 days? If no, would you suggest an alternative length of time?
	Disagree. This period should be for 21 days (no maximum or minimum period).
15	Do you agree or disagree that the consideration of notices of support and objections should be handled in a similar way to the existing TRO process?
	Agree.

16	Do you agree or disagree that if no objections are received to an Order then it should be processed by the local authority's roads department without the need to be approved by a committee?
	Agree.
17	Do you agree or disagree that if there are objections and notices of support then these should be reported to a local authority committee to make a decision, similar to current TRO's?
	Agree.
18	Do you agree or disagree that objectors should be notified as to when the matter will be put in front of committee and given the opportunity to make representations?
	Agree.
19	Do you agree or disagree that if a local authority cannot make a decision via committee then they could have the opportunity to refer a case to the DPEA to arrange a Public Local Inquiry or a Hearing?
	Disagree. Local Authority committees should make the final decision based on information received from the advertising period and officers recommendations.
20	Do you agree or disagree that Scottish Ministers should have the opportunity to "call in" a case should a matter of genuine national interest be at stake?
	Disagree. It is hard to think of a practical scenario where a local pavement parking issue could be considered as of genuine national interest.

21	Do you agree or disagree that local authorities should be able to modify their proposals only where the modified Order covers less pavement than the area of exemption in the original order?
	Agree.
22	Do you agree or disagree that local authorities should not have to consult on such a modification?
	Agree as the modification will be less onerous.
23	Do you agree or disagree that local authorities should not have to advertise the modification except the requirement to place the modified Order on their website?
	Agree, the modification should just involve modifying the original order to suit the change then place on the Local Authorities website once the modification comes into force.
24	Do you agree or disagree with the proposals in relation to notices to be given when making an Order?
	Agree with steps 1-3 for making and order but do not agree with step 4. There should be no need for Local Authorities to post a notice of the final made order to the same list of premises they posted to originally. This is an unnecessary administration burden of no value placed on Local Authorities.
25	Do you agree or disagree with the proposals in relation to notices to be given when amending an Order?
	Agree.
26	Do you agree or disagree with the proposals in relation to notices to be given when revoking an Order?
	Agree.

END

DATA LABEL: PUBLIC



ENVIRONMENT POLICY & DEVELOPMENT SCRUTINY PANEL

REGIONAL TRANSPORT STRATEGY 2035 CONSULTATION RESPONSE

REPORT BY HEAD OF OPERATIONAL SERVICES

A Purpose of Report

- 1.1 The purpose of this report is to update the Panel on the completion of SEStran's draft Regional Transport Strategy 2035 and to provide a draft consultation response to the associated consultation (Appendix 1).
- 1.2 The report also provides a short update on the national Strategic Transport Projects Review 2 (STPR2) process, which contains priorities for regional mobility that will shape the content of the Regional Transport Strategy (RTS) and outlines the next steps in the process. In addition, the relationship of the emerging RTS to the ongoing development of the STPR2 is considered.

B. RECOMMENDATION

It is recommended that the Panel note the draft Regional Transport Strategy 2035 and approve the suggested draft consultation response (Appendix 1) for Council Executive.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Focusing on our customers' needs; being honest, open and accountable; and working in partnership.
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	<p>Policy implications - A new RTS will impact on future strategy development and local transport authorities' plans and strategies.</p> <p>Equalities implications - The new RTS has been subject to an Equalities Impact Assessment (EQIA) which is one of the attached papers.</p>
III	Implications for Scheme of Delegations to Officers	N/A
IV	Impact on performance and performance Indicators	N/A
V	Relevance to Single Outcome Agreement	N/A
VI	Resources - (Financial,	Financial implications – The development of the

	Staffing and Property)	RTS has been funded by SEStran.
VII	Consideration at PDSP	N/A
VIII	Other consultations	Councillors Muldoon and Horne have been briefed on the draft RTS in their role as Seastrand Partnership Board members.

D. TERMS OF REPORT

2 Background

2.1 The draft Regional Transport Strategy 2035 when finalised will supersede the current Strategy – Regional Transport Strategy 2015 – 2025 Refresh. SEStran appointed consultants in late 2020 to undertake the various development stages of the new strategy:

- Main Issues Report
- Case for Change (CfC)
- Statutory Assessments (completed to stage)
- Preliminary Option Appraisal Report

The Council's SEStran Board Members have had regular updates on the development of this work through their participation on the Board. Relevant SEStran Board papers are referenced in the background papers.

2.2 The development of the RTS over the past year, in conforming to Scottish Transport Appraisal Guidance (STAG) processes, has involved a number of defined development stages, some with public consultation elements. The process has been supported and supplemented by a range of engagement activities and opportunities, appropriate to the relevant stages of the RTS.

2.3 The context for the RTS has ensured very close alignment with national priorities as expressed in National Transport Strategy 2 of reducing inequalities; taking climate action; helping to deliver inclusive economic growth; and improving health and wellbeing.

3 RTS Overview

3.1 The draft RTS focuses heavily on the Spatial elements of the policy Strategy and the thirteen Regional Mobility Themes which have been developed into a number of actions and policies for each one.

3.2 The draft RTS has twelve Regional Mobility Themes;

- Shaping Development and Place
- Delivering Safe Active Travel
- Enhancing Access to Public Transport
- Enhancing and Extending the Bus Service
- Enhancing and Extending the Train Service
- Reallocating Roadspace on The Regional and Local Network
- Improving Integration Between Modes
- Decarbonising Transport
- Facilitating Efficient Freight Movement and Passenger Travel
- Working Towards Zero Road Deaths and Serious Injuries
- Reducing Car Kilometres
- Responding to the Post Covid World

3.3 The vision and aim for the RTS are below.

Vision

A South-East of Scotland integrated transport system that will be connected and safe, creating inclusive, prosperous, and sustainable places to live, work and visit, affordable and accessible to all, enabling people to be healthier and delivering the region's contribution to net zero emissions targets.

Aim

SEStran's aim as an organisation is to make sustainable modes of transport easier, more appealing to use and more accessible.

- 3.4 Policies and Actions have been developed to provide a framework for delivering the vision to meet the Regional Mobility Themes identified for the region. There are 74 policies with associated actions. Partnership working is highlighted as key to the delivery of many of the desired outcomes. The four Strategy Objectives of the draft RTS are encompassing and cover key important aspects of equity, climate, health, social inclusion, economic growth etc.
1. Transitioning to a sustainable, post-carbon transport system
 2. Facilitating healthier travel options
 3. Widening public transport connectivity and access across the region
 4. Supporting safe, sustainable and efficient movement of people and freight across the region
- 3.5 The strategy and all associated policies and policy actions establish a positive framework which will allow more detailed interventions to be designed and fits well with the aims of the National Transport Strategy.
- 3.6 The RTS sets out a range of policies and actions which will shape investment in transport in the region for the next 10-15 years. Crucially, in response to the Climate Emergency the Scottish Government has set a target to reduce car traffic levels (car km) by 20% by 2030. This is a fundamental point for the RTS to address and it is therefore important to understand car-based travel in the SEStran area in order to appropriately focus initiatives aimed at reducing car-km. This ambitious target is one which this Council will have to play its role in if the national target is going to be achieved at local, regional and national level.
- 3.7 The spatial element of transport and development is fundamental to the RTS and is covered in section 17.0 of the RTS. Whilst providing a framework for all travel and transport in the region, the RTS has a particular focus on regional travel, i.e., travel between local authorities as opposed to travel wholly within local authority areas. To understand this, although now dated, the census of 2011 provides the most comprehensive and detailed picture of (pre COVID-19) commuting travel in the SEStran region and is consistent with data underpinning the development of STPR2, – this has been taken as a proxy for all travel for the purposes of analysis here. Typically, commuting sees a higher share of public transport than for other travel so if anything, this may underestimate the scale of the 'problem'
- 3.8 The Statutory Assessments are integral to the development of the draft RTS. The Environmental Report (ER) Appendix 3 has documented the findings of the SEA carried out in respect of the Draft SEStran Regional Transport Strategy. The high-level nature of the strategy and all associated policies and actions precludes the identification of any specific impacts.

- 3.9 However, in general, the proposed RTS Objectives provide an appropriate high-level platform from which to develop specific schemes, policies, and proposals to address a range of key environmental (as well as socio-economic and wider) issues. Specific individual measures e.g. major infrastructure may require to undertake more comprehensive SEA to fully meet their statutory requirements.
- 3.10 As a result, the consultation version of the Draft RTS is considered to be more robust and effective in terms of addressing relevant environmental issues. This has made the SEA reporting process more efficient and improved the environmental performance of the Draft RTS. In particular, the consultation version of the Draft RTS is now predicted to generate a range of likely significant beneficial effects on the environment and in relation to identified key environmental issues, with no residual significant adverse effects considered likely. The SEA has been advertised as part of this consultation as have the Equalities Impact Assessment report (EqIA).
- 3.11 Fairer Scotland Duty and the Child Rights and Wellbeing Duties. This ensures that The Equalities Impact Assessment report (EqIA) and associated reports detail how the draft RTS has been developed and serves to meet the statutory Public Sector Equality Duty, the equalities issues are integral to the draft RTS. The high-level nature of the strategy and all associated policies and actions precludes the identification of any specific impacts.
- 3.12 The SEStran Board has noted that the matters regarding deliverability, including powers, roles and responsibilities associated with the RTP role and 'Model 1' status, had been identified within the appraisal process. These matters will be examined further and proposal(s) prepared on the appropriate governance arrangements to be included in the draft RTS. The proposals outlined in paragraphs 3.13 and 3.14 below acknowledge SEStran's position as a 'Level 1' Regional Transport Partnership and the limited range of statutory functions this conveys coupled with a lack of dedicated funding to support delivery of the RTS, has compromised the delivery of cross-boundary schemes and interventions in the existing RTS.
- 3.13 The Transport (Scotland) Act 2005 allows for arrangements and associated functions that could be developed for cross boundary or multi partner RTS schemes which can be agreed and brought into effect through the provisions of sections 10 and 14 of the 2005 Act. It is proposed that in accordance with these provisions, SEStran should, as appropriate, carry out future consultation with its constituent authorities, to consider use of these powers in order that particular projects or schemes could be taken forward.
- 3.14 This could involve SEStran evolving beyond a model 1 partnership with enhanced and shared powers and functions to effectively deliver interventions; particularly those associated with bus services. Equally it could be that specific projects or schemes could be accomplished by means of SEStran taking on powers and functions under section 14 by agreement with some or all of the constituent authorities to deliver specific projects on their behalf.

4 Strategic Transport Projects Review 2 (STPR 2)

- 4.1 The SEStran Partnership Board meetings have discussed a need for the RTS to give due consideration to the finalising of STPR2, which will set out national investment priorities in support of the National Transport Strategy (NTS2). Although it is still the case that STPR2 will not be delivered until the early 2022. Engagement has taken place via STPR2 Regional Reference Groups to ensure that these two major transport strategies align.

5 Consultation Process

- 5.1 The consultation period is running from 1 November until 2021 until 4 February 2022.
- 5.2 A virtual engagement hub has been developed which allows on line participation and the opportunity to comment on the draft RTS and take part in a survey. The link is <https://virtual.engage.stantec.com/sestranrts/>. The main draft RTS document is available in full on the top tab. The virtual walk through provides key information.

E. CONCLUSION

The draft RTS has been developed using a robust review process and sets out a clear vision and aim for a South East of Scotland integrated transport system. The policies and actions outlined are consistent with emerging transport, mobility and climate change issues and align with the Council's own developing strategies and plans.

F. BACKGROUND REFERENCES

SEStran Partnership Board Minutes for 19 March, 18 June, 24 September, 29 October and 3 December 2021.

Appendices/Attachments: One

Appendix 1: SEStrans Draft RTS 2022-2035 Consultation Response

Contact Person: Graeme Malcolm, Tel: 01506 282351 Email: Graeme.malcolm@westlothian.gov.uk

Jim Jack

Head of Operational Services

1 February 2022

APPENDIX 1

SESTran Draft Regional Transport Strategy 2022-2035

West Lothian Council's Consultation Response

Introductory Questions

1. Please confirm you are 16 years of age or above

Yes

2. Are you responding:

On behalf of an organisation - Yes

Organisations

3. Please state the name of the organisation

West Lothian Council

4. Please state which areas your organisation is active across or represents:

West Lothian

5. Please provide a contact email address:

We will only contact you if we need to clarify your answers. You do not need to leave a contact email to complete the survey

6. Have you read the draft Regional Transport Strategy?

Yes

Transport Challenges and Problems

11	In Chapter 3 the draft RTS has identified 29 individual transport challenges and problems, do you agree or disagree that these provide an appropriate focus for the RTS?
	Agree✓ Disagree Neither
12	Please provide any comments to explain your response if you wish. The identified transport challenges and problems are wide ranging and reflect current urban and rural type transport and travel issues. Many of the 29 key challenges outlined are experienced within West Lothian.
13	Do you feel there are any other transport challenges and problems which have been missed?
	Yes No✓ Don't Know

14	<p>What other transport challenges and problems should be considered and why?</p> <p>Two transport challenges not specifically called out in the RTS is the likely non-availability of both capital and revenue funding and linked to that is the delivery capacity, within Scotland, in terms of local authority professional / engineering services and external consultants to achieve the necessary transport improvements. With Government transport and climate targets set for the end of this decade the delivery of interventions has to be swift if these are to be achieved.</p>
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Vision

15	<p>The RTS vision is set out in Chapter 4. Do you agree or disagree that this should be the vision for the new RTS?</p>
	<p>Agree✓ Disagree Neither</p>
16	<p>Please provide any comments to explain your response if you wish.</p> <p>The new vision encapsulates the key expected elements for a strategy of this nature; these being connectivity, inclusion, sustainability, health and climate. The vision is easy to understand and the terminology and language utilised is similar to that used in many of the Council's own publication. The additional SEStran organisation vision to make sustainable modes of transport easier, more appealing to use and more accessible is a welcome addition and reinforces the organisations commitment.</p>

Objectives

17	<p>The Strategy Objectives are outlined in Chapter 4. Do you agree or disagree that this should be the vision for the new RTS?</p>
	<p>Agree✓ Disagree Neither</p>
18	<p>Please provide any comments to explain your response if you wish.</p> <p>The four key strategy objectives are the clear overarching priorities and link to societal outcomes. Having the strategy objectives linked to societal outcomes gives a clear thought process in the direction of travel of the RTS and helps put structure on the document. The introduction of new outcomes such as equitable access to transport, greater equality of opportunity and travel barriers removed are illustrations that the new draft has been update to reflect wider policy changes.</p>
19	<p>Do you think any other Objectives should be considered for the new RTS?</p>
	<p>Yes No✓ Don't Know</p>
20	<p>What other Objectives should be considered? Why?</p> <p>The careful selection of a small manageable number of objectives is sensible and allows focus. Adding additional objectives within the RTS is likely to only</p>

	dilute the key message of most important ones.
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Mobility Themes

21	We have identified 'Shaping development and place' as one of the key themes for the RTS in Chapter 5. How important is this theme to you?
	Very High✓ High Medium Low Very Low
22	Please provide any thoughts and comments on the policies and actions in the box below if you wish. Transit Oriented Development and 20-minute neighbourhoods are now developing as planning concepts and will be considerations within future planning applications and decisions. In working towards the principles of these concepts at an early stage should allow the associated aspects of active travel and shared mobility.
23	We have identified 'Delivering safe active travel' as one of the key themes for the RTS in Chapter 6. How important is this theme to you?
	Very High✓ High Medium Low Very Low
24	Please provide any thoughts and comments on the policies and actions in the box below if you wish. West Lothian's Active Travel Strategy is due for refresh in 2022 and as part of the refresh work officers will be mindful of the RTS Policies and Actions and will align where possible.
25	We have identified 'Enhancing access to public transport' as one of the key themes for the RTS in Chapter 7. How important is this theme to you?
	Very High✓ High Medium Low Very Low
26	Please provide any thoughts and comments on the policies and actions in the box below if you wish. This theme is very important, even more so as recovery from the pandemic progresses. Confidence in using public transport is at an all time low therefore it is essential that steps are taken to encourage passengers to return to public

	<p>transport but also to reduce and remove barriers for those people who are prevented from accessing public transport.</p> <p>The policies and actions outlined in the strategy for this theme are clear and relevant and will be beneficial in striving for consistency, where possible, across the region to further enhance opportunities.</p>
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27	<p>We have identified 'Enhancing and extending the bus service' as one of the key themes for the RTS in Chapter 8. How important is this theme to you?</p>
	<p>Very High✓ High Medium Low Very Low</p>
28	<p>Please provide any thoughts and comments on the policies and actions in the box below if you wish.</p> <p>The policies and actions outlined in the RTS under this theme provide good examples of steps that can be taken to support and encourage operators to enhance and extend the bus service. Particular focus appears to be placed on bus priority and reducing journey times which will aim to provide a competitive alternative to private car use. West Lothian is currently engaged in both local and regional projects through the Bus Partnership Fund looking at specific bus priority measures over various corridors, the outcomes of which align with this draft RTS.</p> <p>West Lothian is also currently looking at different transport models including the expansion of Community Transport and Demand Responsive Transport within the area and has participated with SEStran in recent study work. We would wish to continue working with SEStran on this development work.</p>

29	<p>We have identified 'Enhancing and extending the train service' as one of the key themes for the RTS in Chapter 9. How important is this theme to you?</p>
	<p>Very High High✓ Medium Low Very Low</p>
30	<p>Please provide any thoughts and comments on the policies and actions in the box below if you wish.</p> <p>On the whole, West Lothian is generally well served by train services but it cannot afford for services to be reduced via erosion of the timetable. The requirement for a new station at Winchburgh is vital in underpinning the provision of sustainable travel options for the developing core development area.</p> <p>A review of station car parking requires to be undertaken in terms of need for expansion or not and to clearly understand what role station car parks will have in the future in terms 20 minute neighbourhood, active / sustainable travel etc.</p>

31	We have identified 'Reallocating roadspace on the regional network' as one of the key themes for the RTS in Chapter 10. How important is this theme to you?
	Very High✓ High Medium Low Very Low
32	<p>Please provide any thoughts and comments on the policies and actions in the box below if you wish.</p> <p>Reallocation of road space will be required to improve network capacity for bus services. Reallocating road space for buses will help improve service reliability and will be an important intervention in helping achieve the target of 20% reduction in car vehicle kms by 2030.</p> <p>With communities the reallocation of road space will be important in terms of providing better walking and cycling options to align with 20 minute neighbourhoods.</p> <p>The case for road space will require to be clear to ensure that communities and business understand the need. At national and regional level this is easier to argue but at local level is more difficult. There would be benefits in developing the case for these changes at a regional level so that engagement and messaging is clear throughout the South East of Scotland.</p>

33	We have identified 'Improving integration between modes' as one of the key themes for the RTS in Chapter 11. How important is this theme to you?
	Very High✓ High Medium Low Very Low
34	<p>Please provide any thoughts and comments on the policies and actions in the box below if you wish.</p> <p>The draft RTS provides good examples of how to improve integration. The concept of Mobility as a Service (MaaS) is relatively new to Scotland but European case studies show what can be achieved. Many of the case studies show what can be achieved in areas of low car ownership, poor public transport service areas and within rural communities. Consideration of how West Lothian can develop the MaaS concept will be undertaken as demand responsive transit and bus partnership work progresses.</p> <p>The vision to develop local access multi-modal mobility hubs is one that West Lothian requires to consider in order to improve public transport integration and in order that it also contributes to reducing car vehicle kms by 2030. The Council has already participated with SEStran in some study work on pilot locations and would wish to continue working with SEStran on this development work.</p>

35	We have identified 'Decarbonising transport' as one of the key themes for the RTS in Chapter 12. How important is this theme to you?
	Very High✓ High Medium Low Very Low
36	<p>Please provide any thoughts and comments on the policies and actions in the box below if you wish.</p> <p>The draft RTS sets out the challenges of phasing out of the need for new petrol and diesel cars by 2030. The Council's own Climate Strategy is consistent with the draft RTS. The Council would welcome a partnership approach to establishment of e- bike, e-Cargo bike hubs as an example.</p>

37	We have identified 'Facilitating efficient freight movement and passenger travel' as one of the key themes for the RTS in Chapter 13. How important is this theme to you?
	Very High High✓ Medium Low Very Low
38	<p>Please provide any thoughts and comments on the policies and actions in the box below if you wish.</p> <p>West Lothian supports a large number of distributors and distribution centres who underpin much of Scotland distribution network. Covid had highlighted the importance of these services but also the gaps in infrastructure / facilities. As the strategy moves towards into the delivery / action plan West Lothian would welcome a regional collaborative approach to freight movements.</p> <p>The measures and initiatives that help with "last mile / first mile" deliveries could have significant contributions to reducing HGV/LGV movements with town and village centres.</p>

39	We have identified 'Working towards zero road deaths and serious injuries' as one of the key themes for the RTS in Chapter 14. How important is this theme to you?
	Very High High Medium ✓ Low Very Low
40	<p>Please provide any thoughts and comments on the policies and actions in the box below if you wish</p> <p>Although the RTS requires to recognise this point it should be noted that Scotland's and the region's road safety has been generally improving over many years. This is not a justification to dismiss its importance but it could be argued that through other key themes this will improve further through</p>

	<p>improvements in road space, reduction car journeys etc.</p> <p>The Scottish Governments policy to introduce 20mph speed limits in urban environments will be a major contributor to ensuring casualty severity is reduce in these areas. Again. A nation / regional approach would be beneficial to ensure consistency for motorists.</p>
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41	<p>We have identified 'Reducing car kilometres' as one of the key themes for the RTS in Chapter 15. How important is this theme to you?</p>
	<p>Very High ✓ High Medium Low Very Low</p>
40	<p>Please provide any thoughts and comments on the policies and actions in the box below if you wish</p> <p>Scottish Government's target is extremely ambitious and the Covid lockdown experience has provided an indication of what requires to happen in terms of travel movement and choice to reduce car vehicle kms significantly.</p> <p>SEStran and Local Authorities along with other partners will require to obtain clear and immediate guidance from Scottish Government on its priority areas for interventions and will have to be provided with capital and revenue funding to enable those tasked with delivery to be able to do so.</p>

43	<p>We have identified 'Responding to the post-Covid world' as one of the key themes for the RTS in Chapter 16. How important is this theme to you?</p>
	<p>Very High High Medium Low Very Low</p>
44	<p>Please provide any thoughts and comments on the policies and actions in the box below if you wish</p>

Spatial Strategy

45	<p>In Chapter 17 the spatial strategy identifies two themes to direct where individual projects should be progressed. Do you agree or disagree that these themes provide an appropriate focus for interventions emerging from the new RTS?</p>
	<p>Agree ✓ Disagree Neither</p>
46	<p>Please provide any thoughts and comments on the spatial strategy in the box below if you wish.</p> <p>No additional comments</p>

Monitoring

47	In Chapter 18 a set of Key Performance Indicators (KPIs) linked to the Strategy Objectives are set out. Do you agree or disagree that these KPIs provide an appropriate means to monitor performance of the RTS?
	Agree ✓ Disagree Neither
48	Please provide any thoughts and comments on the KPIs in the box below if you wish. KPIs identified will be helpful high order monitoring of the progress of the RTS but additional KPIs may need to be developed as workstreams are agreed. Individual projects and initiatives should have their own SMART objectives which in themselves may have performance indicators.

Statutory Assessments

If you have any comments to make on the Equalities or Strategic Environmental Assessment documents, please do so in the boxes below.

49	Equalities No comment – assessments appear to have been undertaken in line with guidance.
50	Strategic Environmental Assessment No comment – assessments appear to have been undertaken in line with guidance.

Other

51	If you have any other comments regarding the RTS which have not been covered within the survey, please add them below. The draft RTS is presented in an easy to read format and contains helpful and meaningful data and case study examples. The draft RTS is aspirational and outlines the transport challenges faced by the South East of Scotland. Within the strategy there is no reference to funding and resources for the interventions suggested. Appreciating that the strategy is about setting out the route map for the coming years and is extremely important in that regard, without significant cash investment the strategy will under deliver. It may be valuable to include a section at the end of the report on these associated issues. Figure 6.1 Has unfortunately lost the town of Broxburn.
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DATA LABEL: PUBLIC



ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

UNDERGROUND REFUSE SYSTEMS – INVESTIGATION OF POTENTIAL BENEFITS

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

To investigate a pilot scheme for underground waste disposal in Craigshill with the options available, feasibility and costs of an initial pilot. To report on areas suitable for a roll out with the estimated costs and potential phasing. To compare underground refuse provision with equivalent above ground shared provision.

B. RECOMMENDATION

It is recommended that the panel note;

1. that on 23rd November 2021 full council resolved that officers bring a report to this PDSP in relation to Underground Refuse Systems
2. and consider the following recommendations which are intended to be submitted to Council Executive for approval
3. the assessed of benefits and cost implications of a pilot scheme and roll out of underground refuse systems.
4. the view that the proposed system does not currently offer value for money and would require significant capital expenditure to implement.
5. the receipt of grant funding of £964,000 to implement improvements to above ground recycling provision and monitor successful implementation.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Focusing on our customers' needs; making best use of our resources;
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	The Council is required to demonstrate Best Value through a structured framework for the management of its services
III	Implications for Scheme of Delegations to Officers	None

IV	Impact on performance and performance Indicators	Thought to be neutral, no evidence of application in UK
V	Relevance to Single Outcome Agreement	Protecting Natural Environment
VI	Resources - (Financial, Staffing and Property)	The adoption of underground collection system will have unbudgeted capital and revenue implications for the council. Grant funding has recently been received for the deployment of above ground communal collection points.
VII	Consideration at PDSP	None
VIII	Other consultations	Finance Management Unit

D. TERMS OF REPORT

D.1 Council Motion

A motion was submitted to Council on 23rd November 2021 by Cllr Frank Anderson and Cllr Tom Conn. Council approved the following actions within the motion:

- Agree to investigate a pilot scheme for underground waste disposal in Craigshill, an area with many flats.
- Officers to prepare a report for the Environment PDSP, 2nd February 2022, on the options available, feasibility and costs of an initial pilot.
- Officers to prepare a report on the areas suitable for a roll out of such a scheme and the estimated costs of the total scheme and potential phasing of such a scheme.
- Officers to also prepare a report on the provision of ground level external waste bin enclosures, timber fence or similar material, with suitable landscape screening and associated costs etc.

D.2 Background

Underground refuse systems are used in some European cities and have been adopted by several areas of the UK in recent years as part of urban renewal programmes. Large containers for waste and recycling material are installed below ground and accessed by a small hatch which is similar in design to a litter bin. The containers are lifted and emptied by specially adapted refuse collection vehicles which are dedicated to this service.

This avoids the need for multiple bins at street level and has several practical benefits. Removing bins from the streets improves the visual impact of waste containers, and also removes street clutter and obstacles. This has particular value in areas with restricted space for bins above ground and high volumes of pedestrians, such as in historic city centres or as part of premium urban regeneration projects. The underground systems are also easy and safe for householders to use which may encourage more recycling activity.

The primary disadvantage is the high capital cost of installation, outlined in sections D.3, D.5 and D.5. Installation can also be problematic due to underground utilities such as water pipes, electricity cables and broadband cabling. Each installation site is typically suitable for around 25 properties, ensuring the correct volume of service provision. This often results in householders having to walk long distances to reach the containers, or additional costs installation costs. For medium density flats, typical across West Lothian, the required provision is likely to be around 1 site per 17 properties.

The system has recently been adopted in several areas of the UK:

- A new housing development in Cambridge was built with underground bins as an integral part of the streetscape design, avoiding the need for unsightly wheeled bins and making more efficient use of public spaces
- Semi-underground bins are used in Kelvingrove Park (Glasgow) and Princes Street Gardens (Edinburgh) for street litter, enabling high volumes of litter to be stored with limited visual impact
- Liverpool Council is in the process of adopting underground bins in some areas of densely packed Victorian terraced housing. This will replace individual wheeled bins in rear access alleyways, improving the quality of streetscape. This is part of a wider regeneration project aimed at tackling blighted neighbourhoods.

D.3 Costs of implementation

The key costs to implement the service are outlined below, based on information supplied by Liverpool City Council and market research.

Installation of infrastructure - £36,000 to £45,000 per location

Each unit can be purchased and installed for £12,000 to £15,000 and serves up to 25 properties in areas of densely packed housing such as city centres and high-rise flats. One underground chamber has the same capacity as 3-5 large four-wheeled bins. Each location requires three units – two for twin-stream recycling and one for residual refuse. Food and garden waste would need separate above ground provision. Maintenance of the units is quite low as they have no power supply and limited moving parts. The operating life of a unit is not known, assuming a seven year lifespan is appropriate for financial forecasting.

Purchase and operation of vehicles - £75,000 per year, including capital charges.

The underground bins require a dedicated specialist vehicle with a lifting arm and compaction chamber. These are around 20% more expensive to purchase than standard refuse collection vehicles and have similar running costs (fuel, maintenance etc). The annual operating cost, including capital charges, is forecast to be around £75,000 per year. This is slightly higher than the cost of running a standard vehicle due to the higher purchase price and maintenance.

Vehicles will usually be unavailable for 10-15% of the time due to scheduled maintenance and unplanned breakdowns. Therefore it will be necessary to build in spare capacity to allow for planned and unplanned down time.

Crew operating costs - £61,000 per year

The vehicle can be operated by a driver and one loader, as compared to driver and two loaders for standard collection services. Operating with two staff is essential to maintain safety while operating the crane in public spaces and in close proximity to the public.

The operating efficiency is broadly similar to regular collections – it takes longer to empty underground containers but this is offset by reducing the crew to two.

Offsetting current collection costs

Productivity when emptying underground bins is roughly the same as emptying shared bins at flats. This means that moving a whole day's work from regular collections to underground bins is resource neutral, however underground bins are likely to require more frequent emptying than regular collections, even when the total capacity is the same. This is because underground bins are more adversely affected by issues in their operation – mechanical malfunctions and waste deposited next to bins requires regular inspection. Therefore sites should be emptied at least every two weeks to ensure that problems are dealt with. This will create a net increase in the resources required for collections.

The system also requires an additional vehicle added to the fleet to ensure that vehicles are available for scheduled collections. One vehicle can be scheduled for a maximum of three days per week to allow for scheduled maintenance and unscheduled breakdowns. If work was scheduled for 5 days per week then two of the specialist vehicles would be required, however this would also reduce the regular vehicle by one.

The overall impact is that underground waste systems result in higher capital costs and marginally higher collections costs when applied to flatted properties with shared bins.

Significant capital investment costs are required to install the underground bins and purchase the vehicle, these will increase the overall cost of delivering the waste collection service. If there are only a small number of underground bin locations then it will not be possible to offset the costs by reducing operating costs on the regular collection rounds. There would need to be a sufficient volume of work transferred across to the new collection rounds to enable a reduction in front line rounds. The costs and savings cannot be forecast accurately until the specific service changes have been established.

A viable service can be achieved by creating roughly three day's work each week for a collection crew. This equate to moving around 2,000 to 3,000 properties onto underground bins, emptying the refuse fortnightly for one day per week and the recycling on the other two days.

D.4 Options for implementation of a pilot in Craigshill

Most flats in Craigshill are currently provided with individual wheeled bins for refuse and recycling, located either in internal bins stores or external stores constructed from wooden panelling. In some locations this leads to bins being left on the street instead of being stored in the compounds and internal rooms. The introduction of twin-stream recycling is likely to increase this problem – the current storage arrangements may not be adequate in some areas.

The following locations are potential sites for underground bins:

Table 1

Street location	Number of properties	Underground bins	Comments
Melbourn Street	40	3 sets	2 x blocks of flatted properties
Victoria Street	105	5 sets	7 blocks of flatted properties
Hobart Street	44	4 sets	3 blocks of flatted properties
Sydney Street & Adelaide Street	66	4 sets	5 blocks of flatted properties within this area covering 2 streets
Willow Grove	48	4 sets	4 blocks of flatted properties
Poplar Grove	12	1 set	1 x block of flatted properties
Linden Grove	24	1 set	1 x block of flatted properties
Juniper Grove	24	2 sets	1 x block of flatted properties
Oak Grove	18	1 set	1 x block of flatted properties
Hazel Grove	24	1 set	1 x block of flatted properties
Fir Grove	18	1 set	1 x block of flatted properties
Yew Grove	24	1 set	1 x block of flatted properties
Forth Drive	58	3 sets	4 blocks of flatted properties
Don Drive	64	3 sets	4 blocks of flatted properties
Total	569	33 sets	

A pilot could initially cover 569 households and be extended if successful. The initial pilot phase would help to ensure that future development of the service meets the needs of residents and is effective. The costs of pilot for 500 households are outlined in the table 2

Table

Purchase and installation of 99 URS banks	£1,336,500	33 locations, 3 banks per site
Purchase of vehicle	£255,000	26 tonne specialist refuse vehicle with lifting crane
Total capital spending	£1,591,500	
Vehicle operating costs	£22,000	Assumes reduced operating costs due to operating 2 days per week
Crew costs	£0	Assumes no additional crew costs
Total annual operating cost	£22,000	
Total cost year 1	£1,613,500	

The costs of running a pilot scheme are excessively high and are primarily due to the capital costs of purchasing and installing the underground bins. It is not possible to depreciate capital costs over multiple years when running a pilot, all costs must be accounted for during the timescale of the pilot.

D.5 Implementation of Council-wide system for flats

The optimum number of flatted households to include in a long term scheme is around 3,000. This would provide a suitable level of work for one vehicle and crew and additional properties could be added. It is assumed that 17 properties can be serviced per site, based on the evaluation of sites in Craigshill,.

Areas covering over 4,000 properties have been identified as potential locations:

Table 3

Craigshill	1,000	Extension of the pilot scheme in D.4
Linlithgow	500	Narrow Streets could cause collection problems, flats and houses. Parking issues must be considered
Bangour new development	500	Mixture of houses and flats
Fauldhouse flats	300	Large area, high social deprivation and high turnover of residents
Blackburn Beechwood	100	Ongoing access issues
Blackburn (other)	200	Issues with bins left on streets and small bin stores
Winchburgh (new development)	1000	A further three phases to be developed
Whitburn (phase 3)	500	New development, easier to implement

Where possible developer will be asked to provide or contribute to the infrastructure required to facilitate communal waste collection.

The capital costs of a long term system can be spread over a seven year period, the usual life-span of a refuse collection lorry that is subject to lighter usage. The lifespan on the underground bins is unknown and there are no reference sites in the UK that have been operating for more than four years, therefore a 7-year depreciation period is sensible.

The likely costs of setting up and delivering the system are outlined below, this includes the likely cost of the Craigshill pilot and all capital costs depreciated over seven years.

Table 4

	Units	Unit cost	Capital (if applicable)	Annual cost
Underground units purchase and installation	529	£13,500	£7,141,500	£1,190,250
Vehicle purchase	1	£255,000	£255,000	£42,500
Vehicle operation				£22,000
Total annual cost				£1,254,750

Note that staffing costs are assumed to be neutral, staff from regular collections can be reallocated to deliver this service.

D.6 Comparison with ground level bin enclosures

Flats across the area are currently served by communal wheeled bins and collected using the same crews that collect from other households. Many of these have external bin stores on the street or internal bin stores on the ground floor. The change to twin stream recycling will increase the number of recycling bins required and in some cases the existing infrastructure will be inadequate, resulting in bins being left on pavements and in public spaces.

The cost of building suitable above-ground bin stores varies according to the location and specific requirements, however the average cost is estimated to be around £7,500. The Scottish Government's Recycling Improvement Fund (managed by Zero Waste Scotland) has granted £964,000 for above ground infrastructure. This includes funding for 93 bin stores, new bins and high quality signage, to be implemented over the next four years.

Underground bin stores cost on average £33,000 more than above ground provision, per location. If above ground stores were built at 176 locations (ie serving 3,000 flats) then the total capital cost would be £5.8 million lower than underground provision, with no additional operating costs.

E. CONCLUSION

Underground refuse systems are a practical way to improve the visual impact of waste on a neighbourhood and can encourage positive behaviours in residents when implemented effectively, however the capital costs are prohibitively expensive. Successful systems in the UK have taken place as part of new housing and urban regeneration developments, reflecting the challenges associated with installing systems in existing neighbourhoods.

Any pilot scheme would incur all of the capital costs within the financial year that the pilot takes place, adding to the financial challenges of implementation.

Enhanced above ground provision offers a far more cost-effective approach to improving recycling and can be delivered through funding of £964,000 recently secured from Zero Waste Scotland. This funding grant was awarded specifically for above ground provision, however there would still be a significant funding gap even if the funds could be repurposed. No sources of further funding have been identified at this time.

F. BACKGROUND REFERENCES

APSE Guide to Underground Refuse Systems

Appendices/Attachments: None

Contact Person: David Robertson, Recycling and Waste Manager,
david.robertson2@westlothian.gov.uk

Jim Jack, Head of Operational Services, jim.jack@westlothian.gov.uk

Date of meeting: 2nd February 2022

DATA LABEL: PUBLIC



ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

PERFORMANCE REPORT

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

To report the current levels of performance for all indicators which are the responsibility of the Environment Policy Development and Scrutiny Panel.

B. RECOMMENDATION

That the Panel note the performance information and determine if further action or enquiry is necessary for any of the indicators mentioned within the report.

C. SUMMARY OF IMPLICATIONS

I Council Values	Being honest, open and accountable.
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	In compliance with the Corporate Code of Governance.
III Implications for Scheme of Delegations to Officers	None
IV Impact on performance and performance Indicators	Challenges current service performance through the evaluation of performance indicators
V Relevance to Single Outcome Agreement	Indicators support various outcomes in the SOA
VI Resources - (Financial, Staffing and Property)	Met from existing budgets
VII Consideration at PDSP	Performance reports will be submitted to the PDSP every other meeting.
VIII Other consultations	None

D. TERMS OF REPORT

Background

The council's performance management system, Pentana measures the performance of service activities through the use of key performance indicators (KPIs). These indicators have been deemed high level and are publically reported.

Pentana uses a simple traffic light system to show if progress is on target (green), in danger of falling behind target (amber), or below target (red). The trend chart commentary field provides an explanation of the ongoing trend in the performance as well as describing any shortfall in performance and what action is being taken to rectify this shortfall.

Members will note that the performance indicators linked to the Environment PDSP range across four service areas – Environmental Health, NETs, Land and Countryside Services, Roads and Transportation and Fleet, Recycling and Waste Services.

Performance Update

There are currently 36 High Level Key Performance Indicators under the remit of the Panel. 13 of these are quarterly indicators and are included in this quarterly report. A full annual report which also includes all annual indicators will be presented to the panel in June 2022.

The 13 performance indicators are categorised as follows:

- 11 Green
- 1 Amber
- 1 Red

Each indicator is shown in full detail in appendix 1 of this report, including latest notes and trend chart commentary to explain the current performance. Details of the red PI are shown below.

Red Indicator

P:WM089_9b.1c Number of bins missed during collection per 100,000 collections (not including contamination etc).

Current Performance: 113

Target: 100

The number of missed bins per 100,000 collections decreased this quarter. There are currently increased levels of Covid-19 in the community leading to an increase in staff absences and staff being advised to self-isolate, so it continues to have an effect. In the previous quarter collections were disrupted and blue bins were suspended for a short time. Waste and Recycling recruited additional staff to provide cover for leave and catch up on required staff training and they started work near the end of this quarter.

Access to certain streets has also proven difficult due to customers working from home and a much higher presence of parked cars in more urban areas with a higher level of parking on the street restricting our HGVs and general bin access between cars creating an increase in missed collections.

The number of missed bins continues to be higher than prior to quarter 1 2020/21 and is 0.1% of all scheduled collections.

As part of Transforming Your Council (TYC) efficiencies the previous separate weekly food waste only collection and 4 weekly green waste only brown services were replaced by fortnightly comingled food and garden waste collections on 30th September 2019. This produced vehicle savings and allowed all rural properties to recycle their food waste. This efficiency reduces the number of scheduled bin collections provided per quarter from 2.1 million per quarter to around 1.5 million across all its customers, as a result of the end of weekly food waste collections, even taking the increase in brown bin collections from 4 weekly to fortnightly into account.

Although fewer collections should result in proportionately fewer missed bins, if the majority of missed bins originate from grey and blue bins, then even if the number of missed bins remains steady compared to previous quarters, the reduced number of collections will affect the calculation of this indicator by increasing the 'Number of bins missed during collection per 100,000 collections'.

The target for 2021/22 remains at 100 per quarter as this previously represented a reasonable average. However, this may need to be reviewed when the effect of the above changes has been determined.

E. CONCLUSION

The attached performance report is intended to keep members of the Environment PDSP informed about the performance of the wide range of activities taking place to support the remit of the panel.

The summary chart at the front of Appendix 1 shows that the majority of performance indicators which are the responsibility of the Environment PDSP are categorised as green.

The information contained in Appendix 1 will allow the Panel to focus on the issues that services currently face and includes the indicators where service's performance is currently below target.

This information allows the Panel to function in accordance with the Council's Code of Corporate Governance and the principles of Best Value.

F. BACKGROUND REFERENCES

Best Value and Community Planning Audit, 2006

Appendices/Attachments: One.

- 1 Environment PDSP Performance report - quarterly

Contact Person:

Melanie Phillips, Project Team Leader, Operational Services, Whitehill Service Centre, Bathgate. melanie.phillips@westlothian.gov.uk

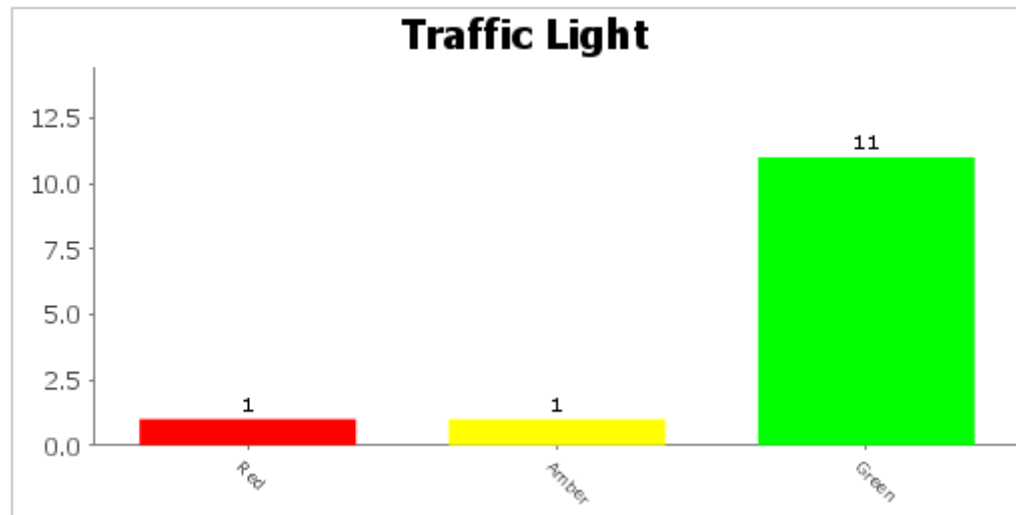
Jim Jack
Head of Operational Services

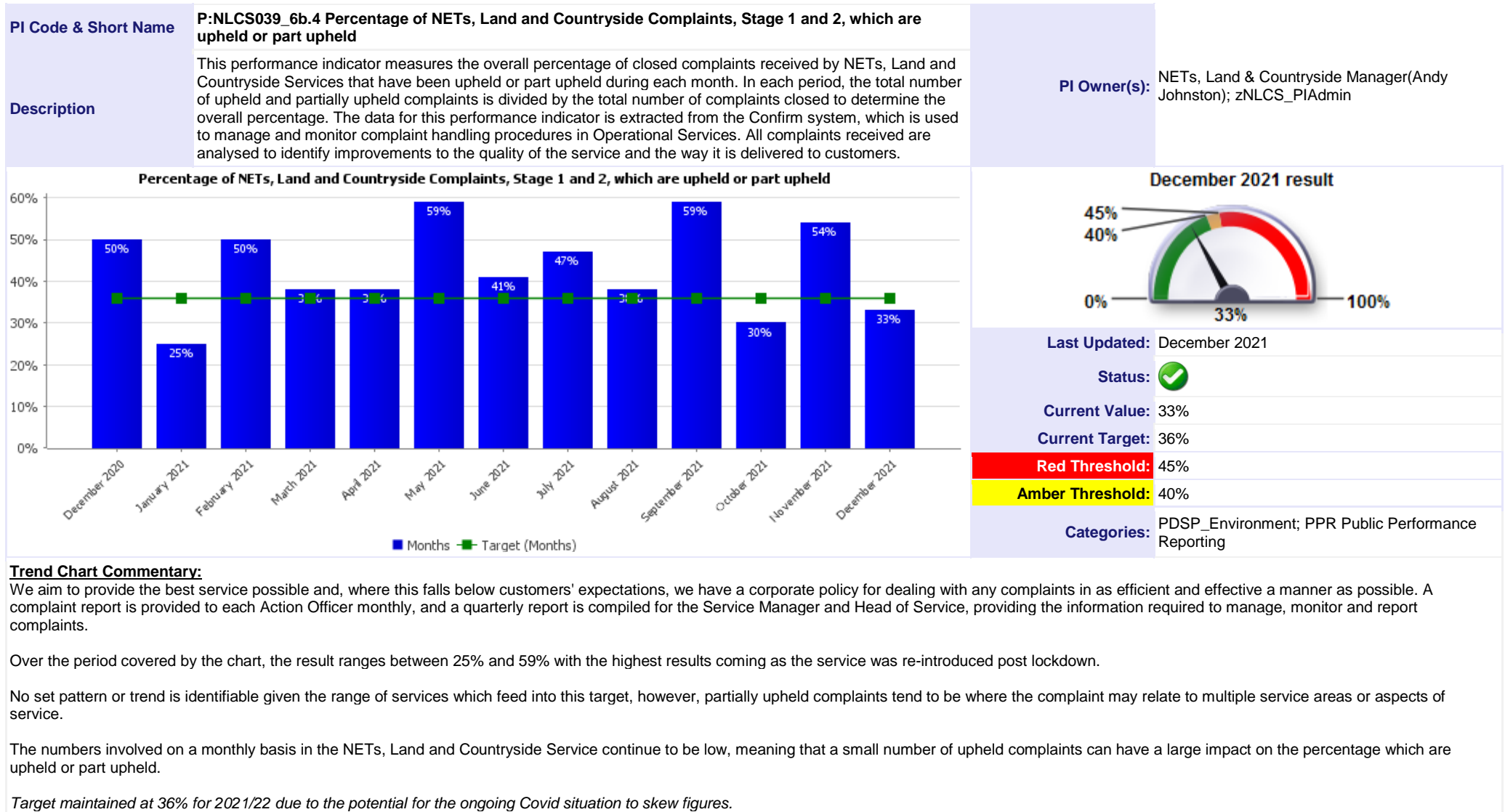
1 February 2022

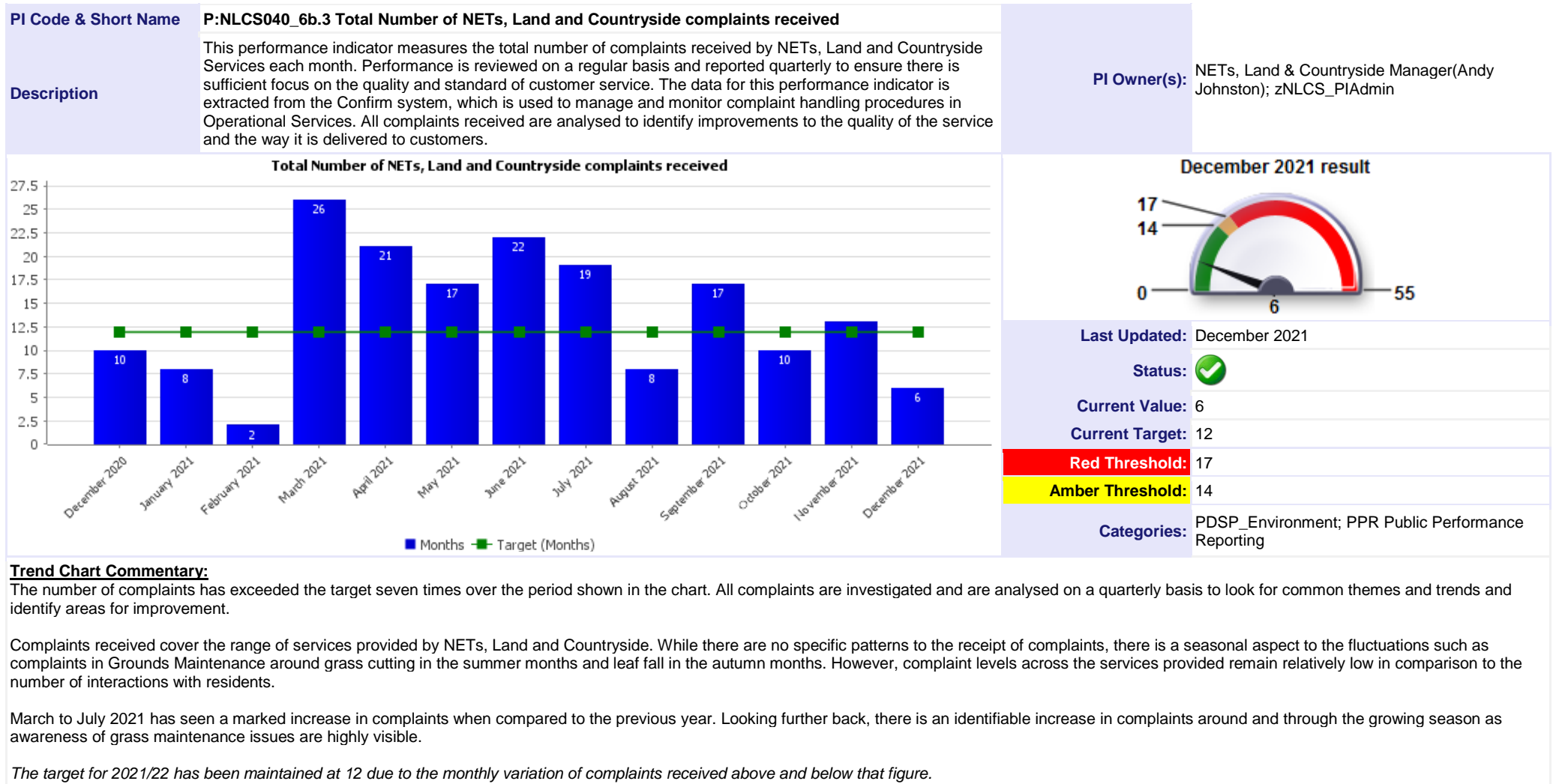
Appendix 1

Data Label : OFFICIAL

Environment PDSP Performance report – quarterly







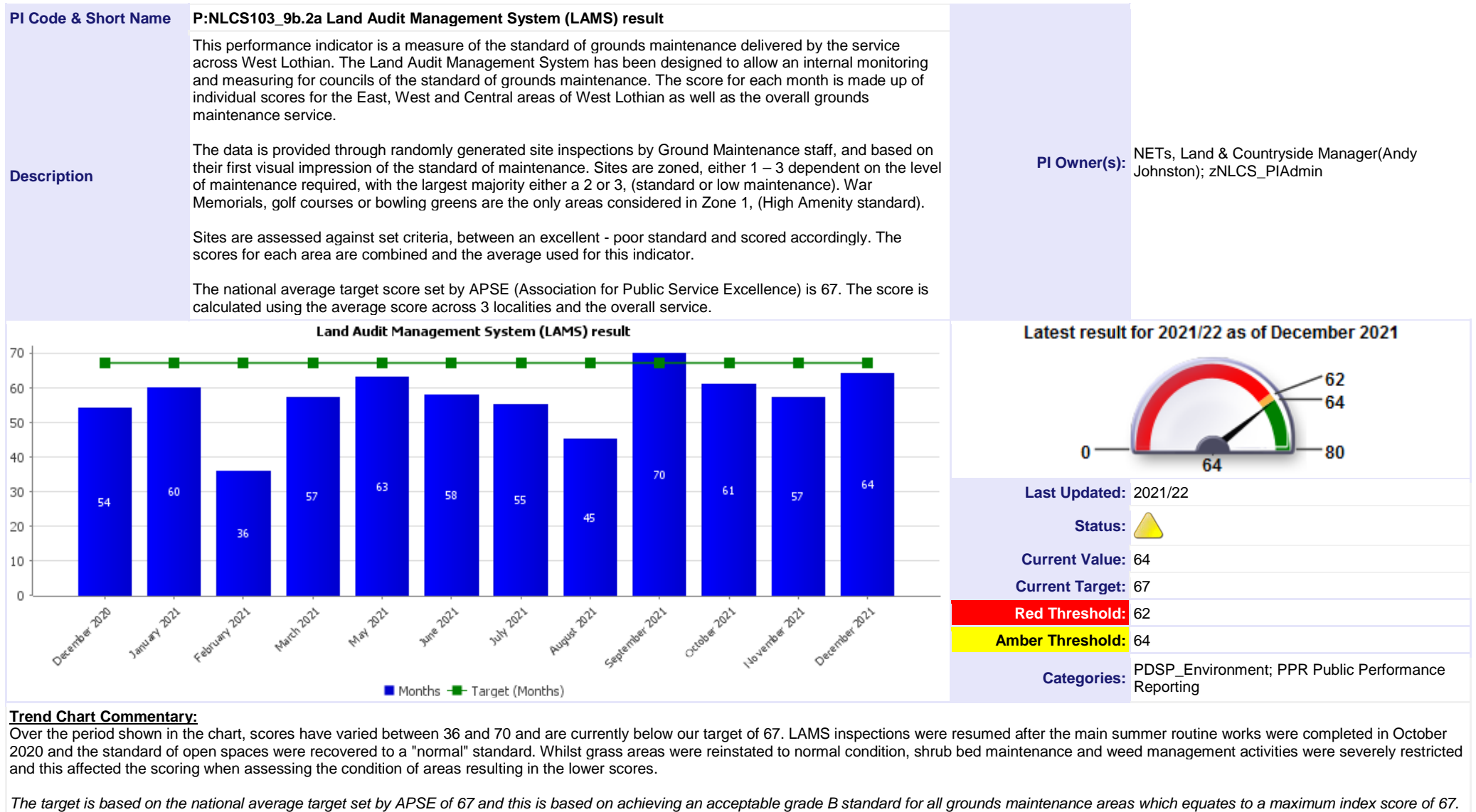
Trend Chart Commentary:

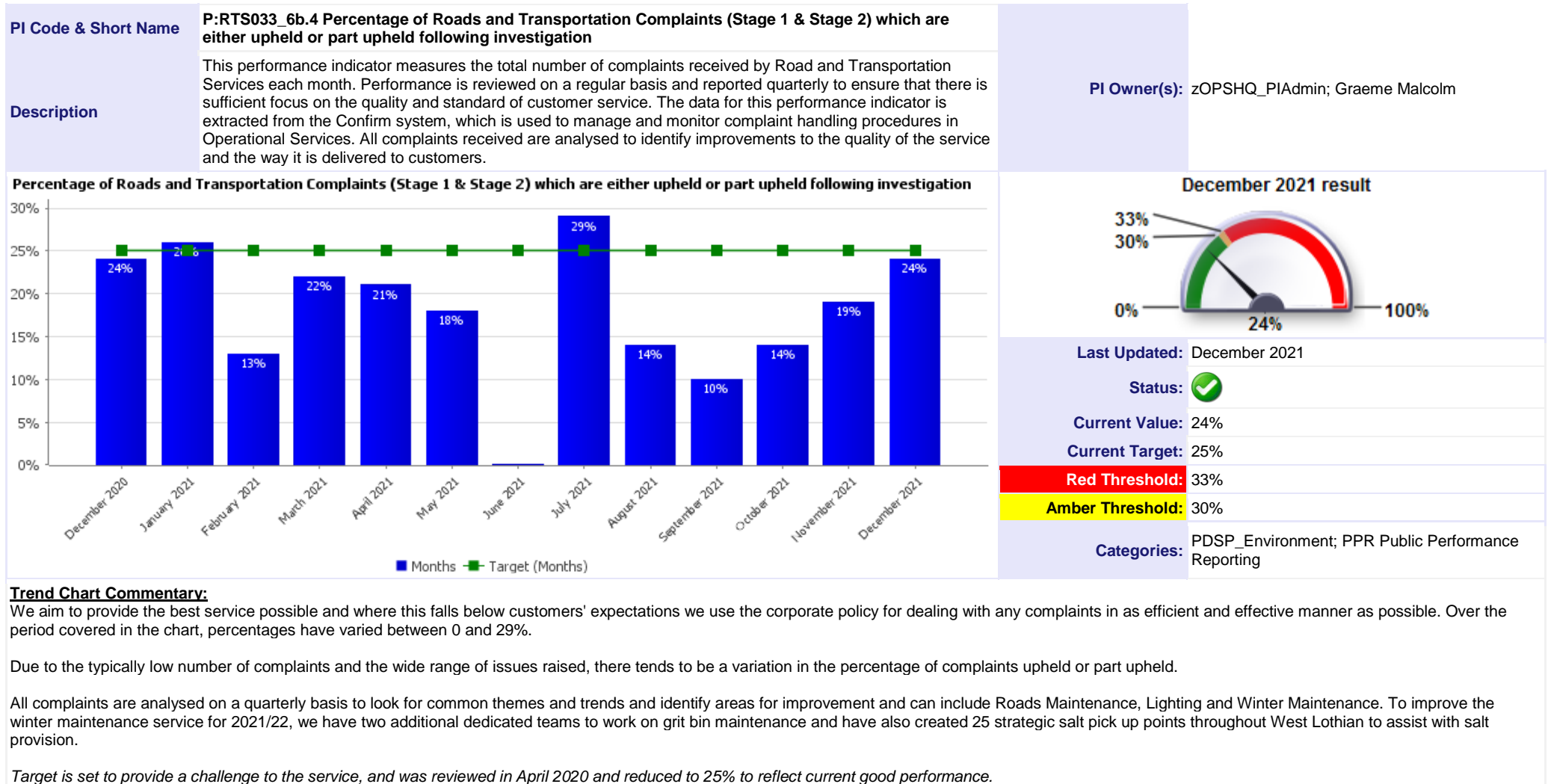
The number of complaints has exceeded the target seven times over the period shown in the chart. All complaints are investigated and are analysed on a quarterly basis to look for common themes and trends and identify areas for improvement.

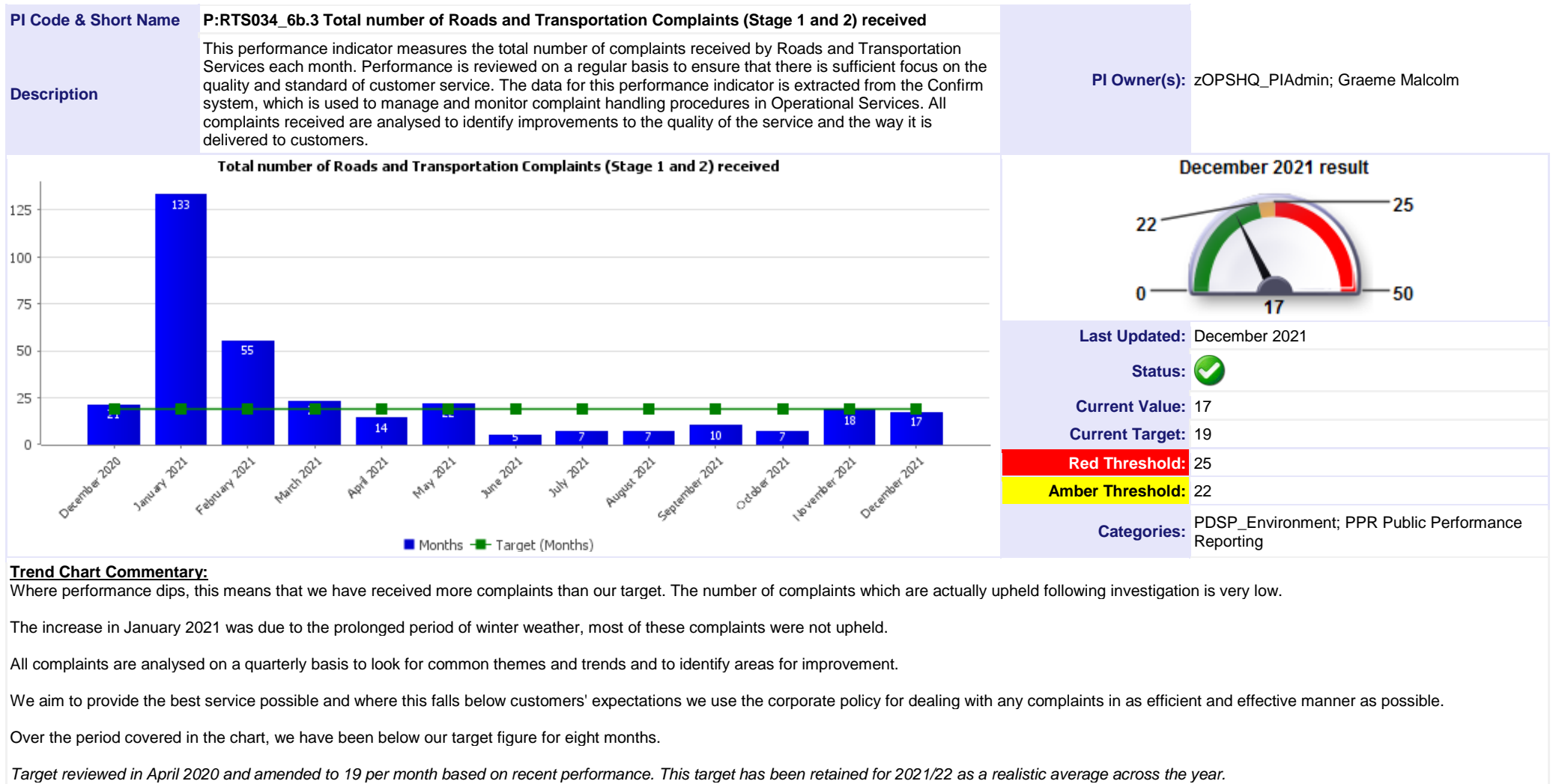
Complaints received cover the range of services provided by NETs, Land and Countryside. While there are no specific patterns to the receipt of complaints, there is a seasonal aspect to the fluctuations such as complaints in Grounds Maintenance around grass cutting in the summer months and leaf fall in the autumn months. However, complaint levels across the services provided remain relatively low in comparison to the number of interactions with residents.

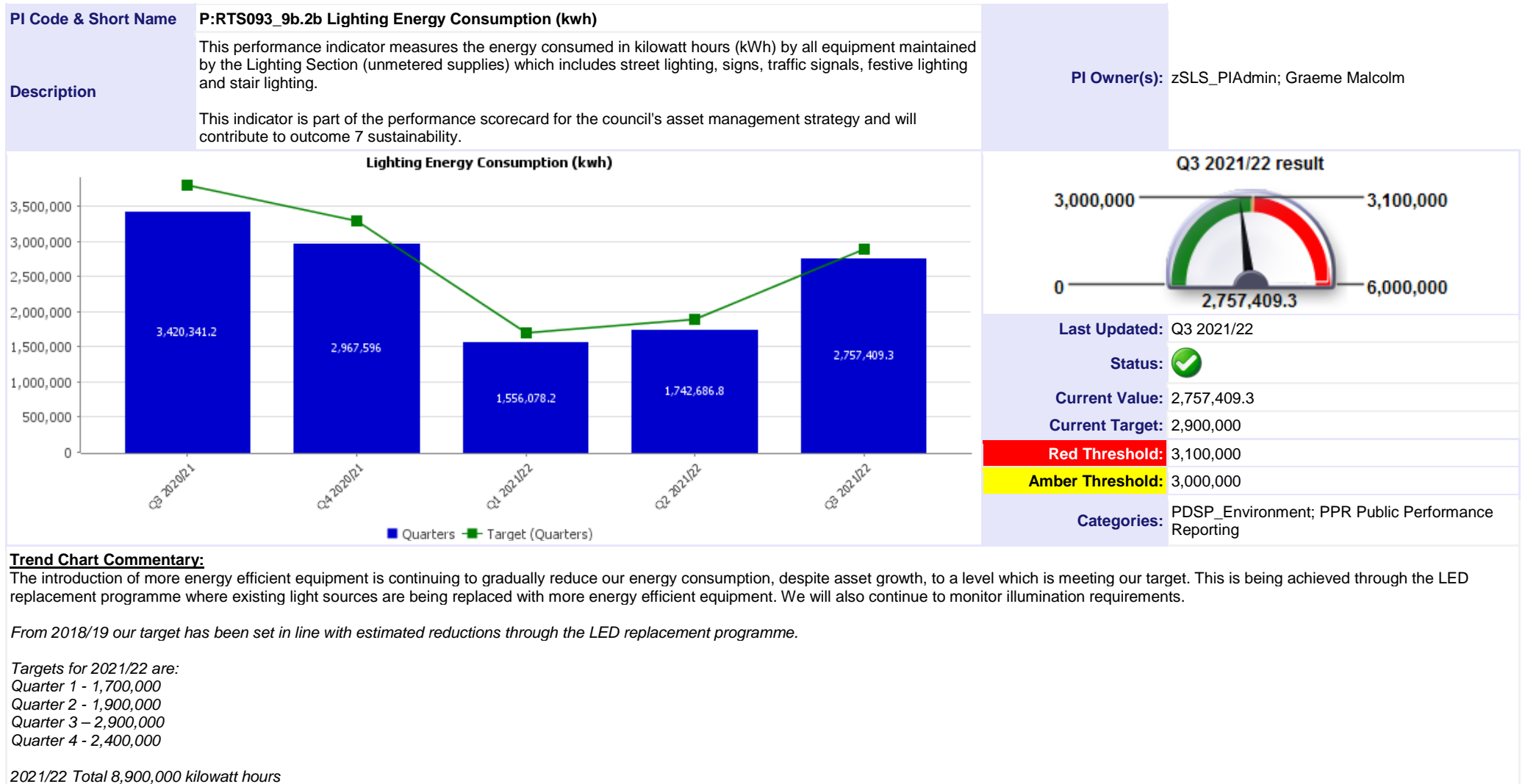
March to July 2021 has seen a marked increase in complaints when compared to the previous year. Looking further back, there is an identifiable increase in complaints around and through the growing season as awareness of grass maintenance issues are highly visible.

The target for 2021/22 has been maintained at 12 due to the monthly variation of complaints received above and below that figure.









Trend Chart Commentary:

The introduction of more energy efficient equipment is continuing to gradually reduce our energy consumption, despite asset growth, to a level which is meeting our target. This is being achieved through the LED replacement programme where existing light sources are being replaced with more energy efficient equipment. We will also continue to monitor illumination requirements.

From 2018/19 our target has been set in line with estimated reductions through the LED replacement programme.

Targets for 2021/22 are:

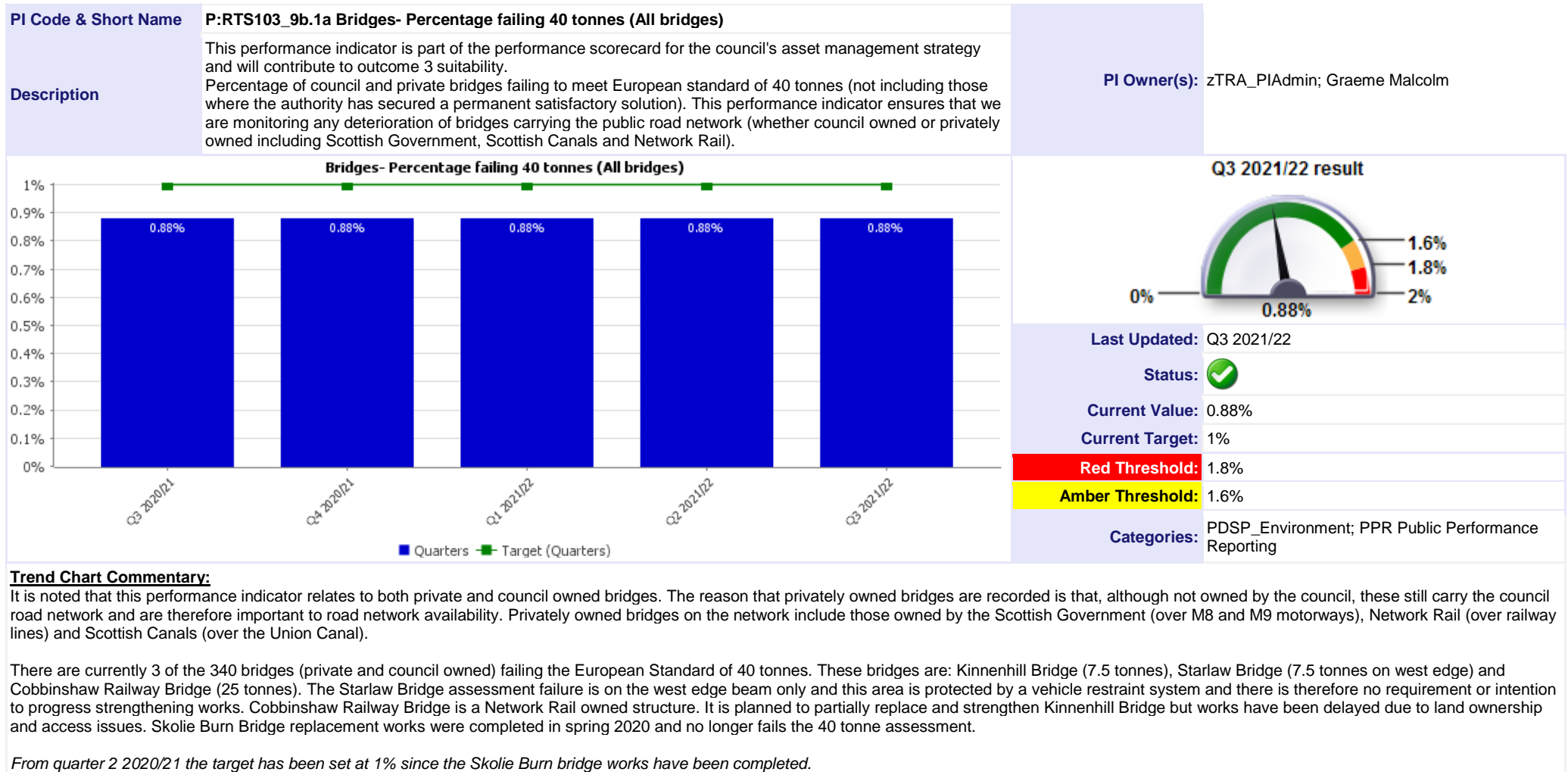
Quarter 1 - 1,700,000

Quarter 2 - 1,900,000

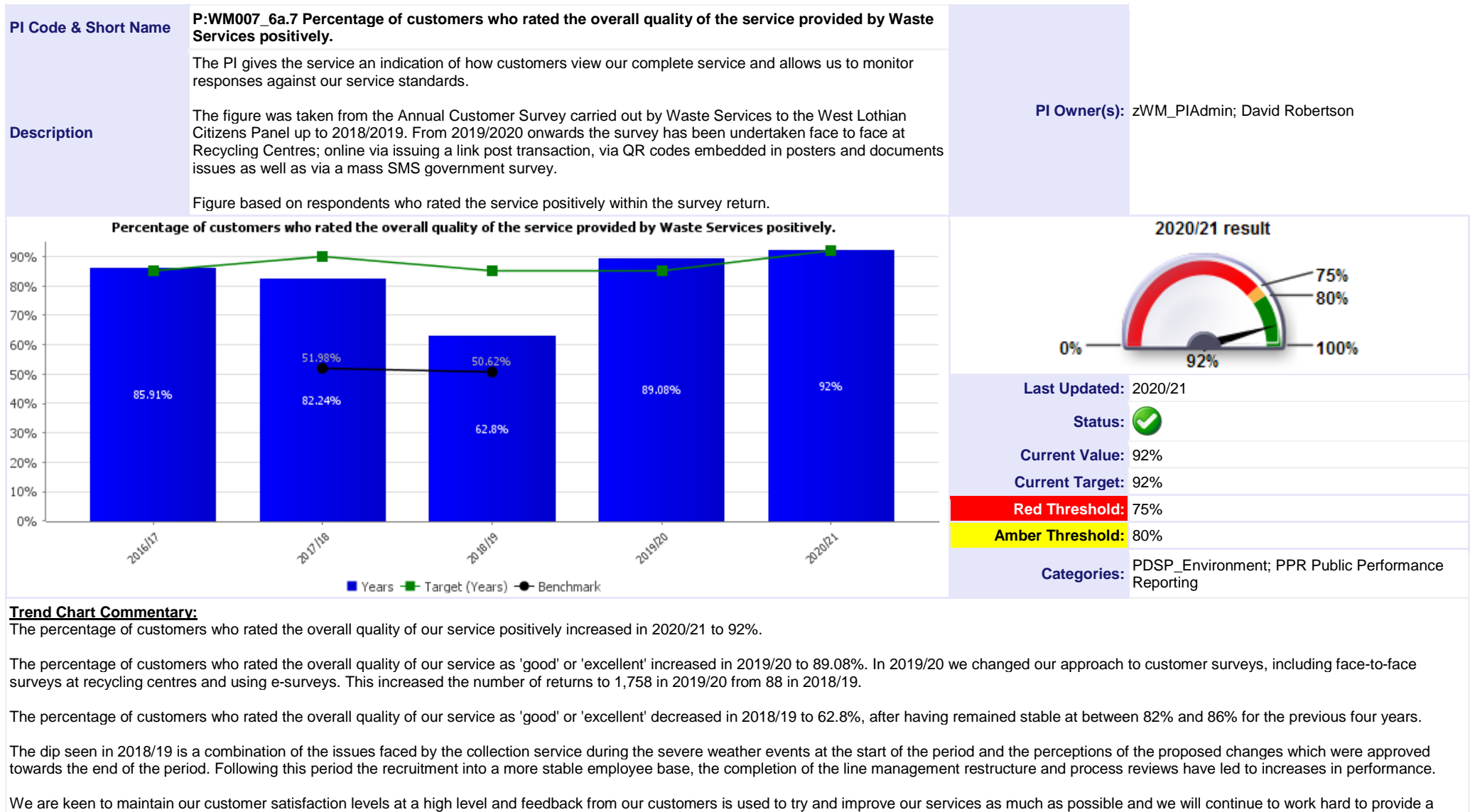
Quarter 3 - 2,900,000

Quarter 4 - 2,400,000

2021/22 Total 8,900,000 kilowatt hours





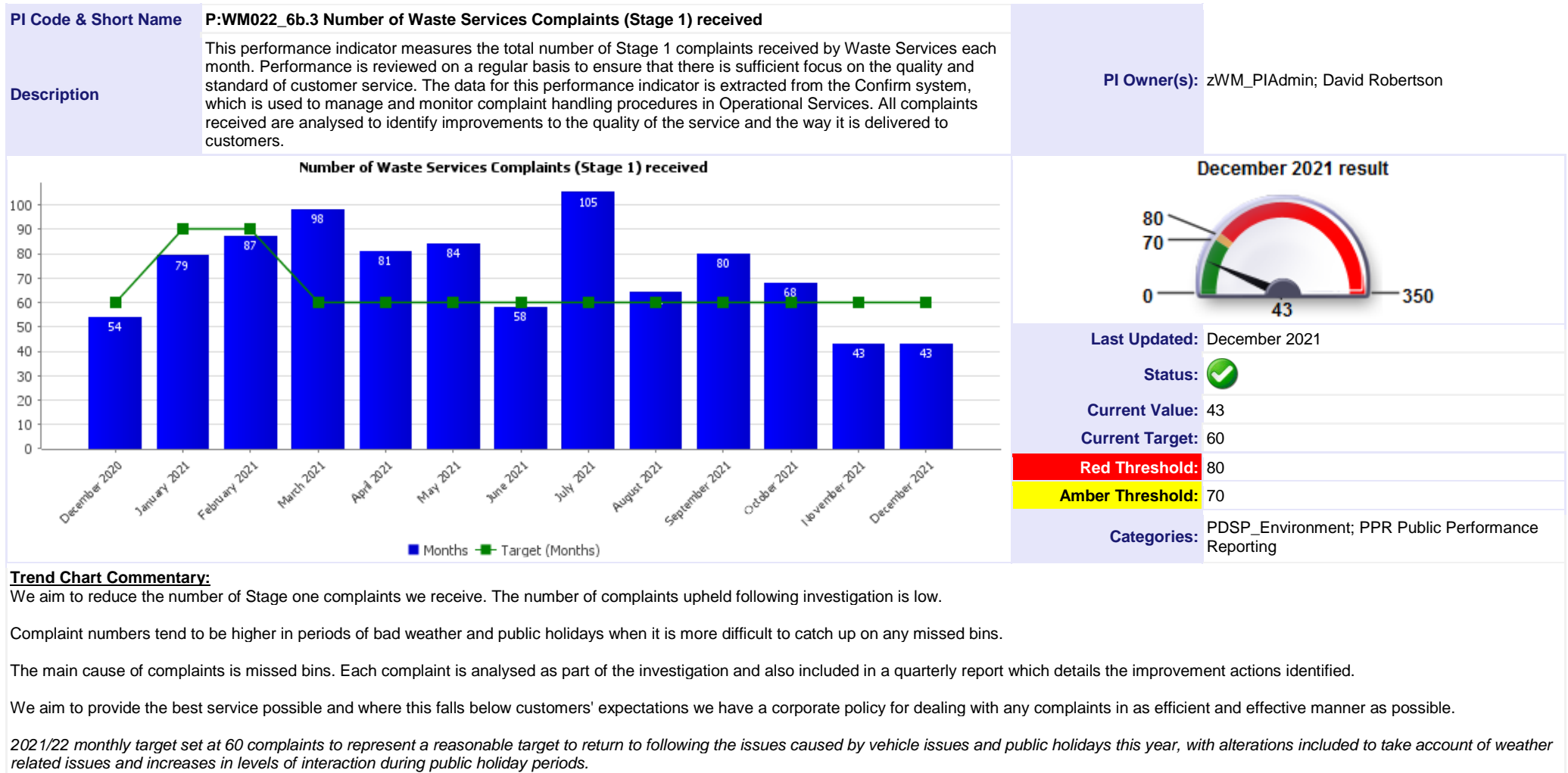


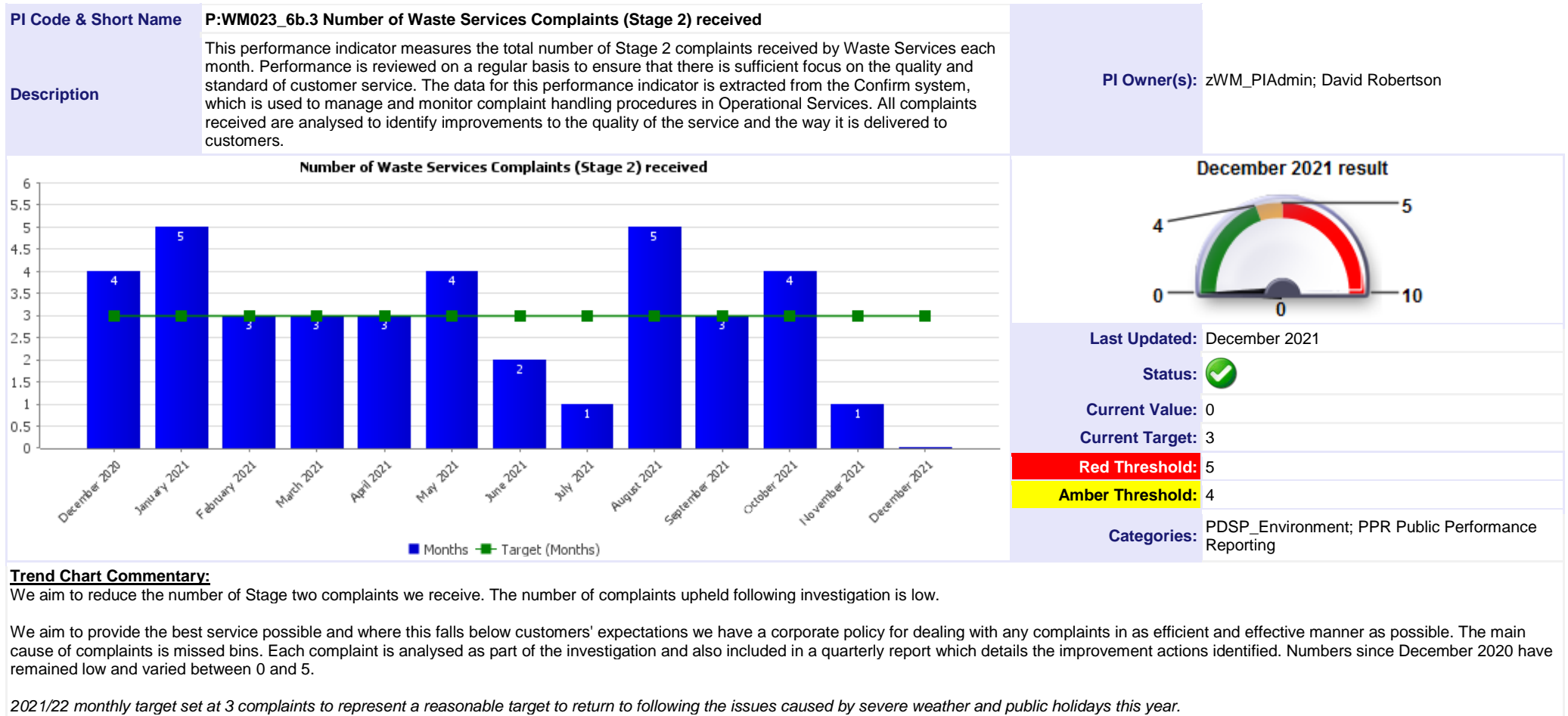
good service to the Households of West Lothian.

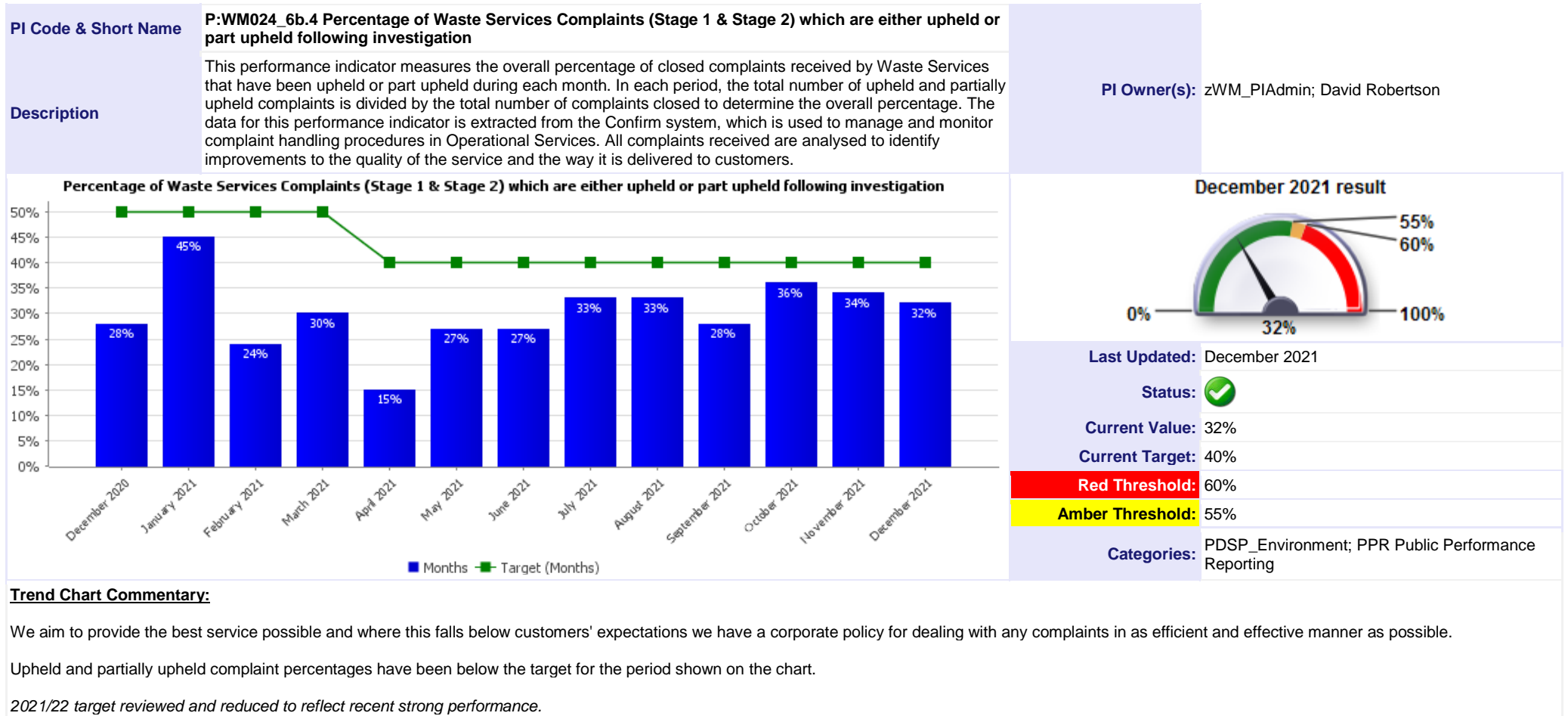
The 2018/19 Survey was distributed to 1,297 members of the West Lothian Citizens Panel in March 2019 with only 88 responses being received. The service explored alternative approaches to increase survey returns for 2019/20. There were direct surveys undertaken at Recycling Centres in November/December 2019 (356 responses) and the use of e-surveys which are sent to those who have ordered bins via the online system, QR code linked posters in CIS offices and libraries as well as the mass issue of the link to the survey to all customers who have engaged with the service via complaints in mid December 2019, enquiries or other interactions recorded within Confirm. This brought the total number of survey responses to 1,758 for the period, an increase of 1,670 versus the previous year.

The black line shows Operational Services average.

2021/22 target set at 94% to represent a reasonable increase in performance from a new baseline.





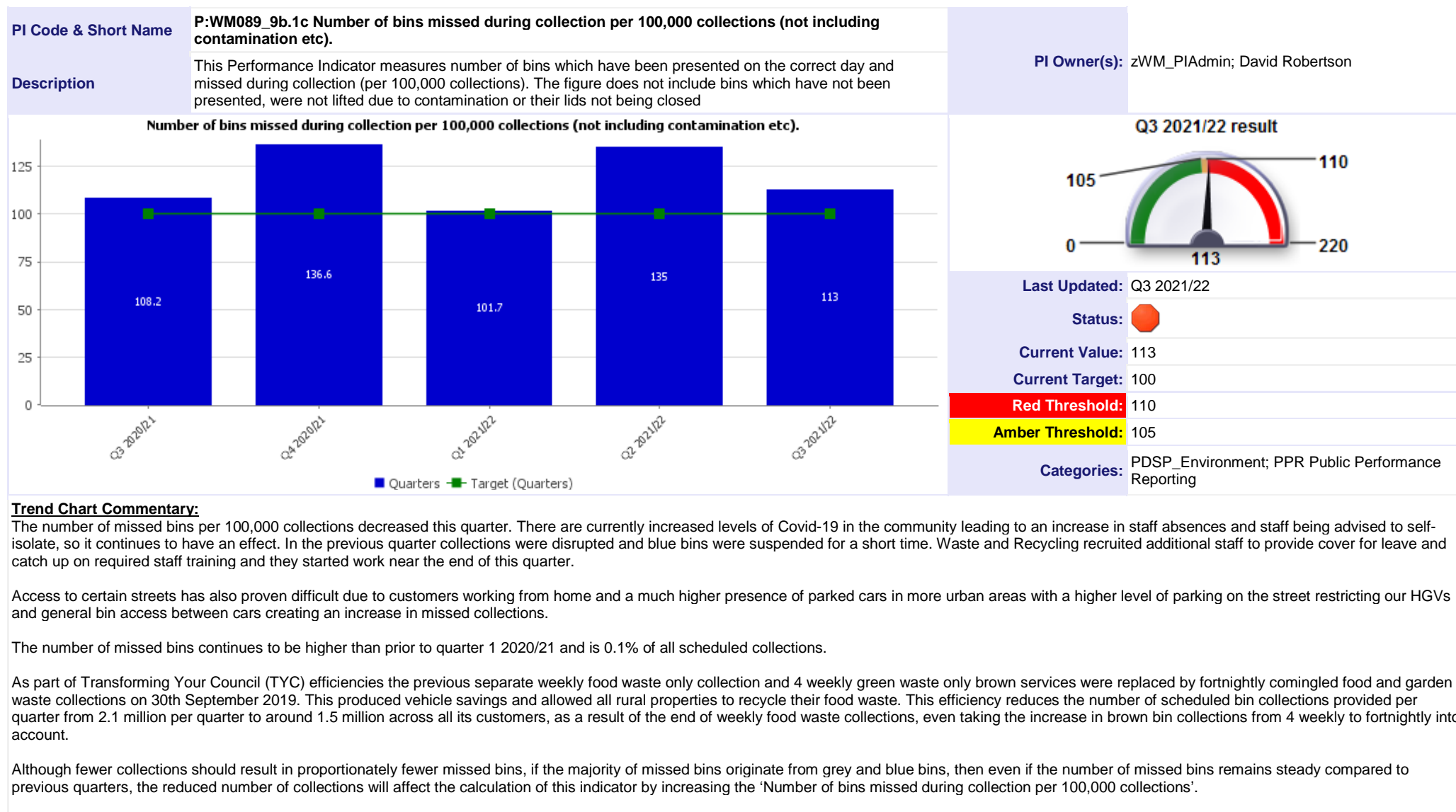


Trend Chart Commentary:

We aim to provide the best service possible and where this falls below customers' expectations we have a corporate policy for dealing with any complaints in as efficient and effective manner as possible.

Upheld and partially upheld complaint percentages have been below the target for the period shown on the chart.

2021/22 target reviewed and reduced to reflect recent strong performance.



The target for 2021/22 remains at 100 per quarter as this previously represented a reasonable average. However, this may need to be reviewed when the effect of the above changes has been determined.

DATA LABEL: PUBLIC



ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

HIRING OF COUNCIL MINIBUSES TO COMMUNITY ORGANISATIONS

REPORT BY HEAD OF OPERATIONAL SERVICES

A. PURPOSE OF REPORT

To advise the Environment Policy Development and Scrutiny Panel (PDSP) of the outcome of a review of the hire of council minibus to community organisations and of an alternative service provision.

B. RECOMMENDATION

It is recommended that the PDSP:

1. Notes the outcome of the review;
2. Considers the suggested alternative service provision; and,
3. Notes the intention to recommend that Council Executive approve the introduction of the alternative service provision to replace the external hire of council minibuses.

C. SUMMARY OF IMPLICATIONS

I Council Values	Focusing on customer needs, Being honest, open and accountable, Making best use of our resources.
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	West Lothian Council has a responsibility to ensure the safe and legal operation of its fleet at all times and to ensure that persons driving on behalf of West Lothian Council do so ensuring compliance with all applicable legislative requirements. The Council remains liable for the vehicles that it owns and by allowing the practice of Hiring of Council Owned Buses to External Organisations to continue it risks both legal action in the event of an accident and potential scrutiny of its Goods Vehicle Operators Licence (OM0011821) and damage to the reputе of those named on said licence.

III	Implications for Scheme of Delegations to Officers	None
IV	Impact on performance and performance Indicators	None
V	Relevance to Single Outcome Agreement	None
VI	Resources - (Financial, Staffing and Property)	<p>The cost to West Lothian Council to lease the buses used is higher than the income generated (based on financial year 2019/20):</p> <p>Total Expenditure – £15,235</p> <p>Total Income – £9,688</p> <p>Operating Loss - £5,547</p>
VII	Consideration at PDSP	None
VIII	Other consultations	<p>Housing, Customer & Building Services, Finance Management Unit</p> <p>Armada Commercial Limited (ACL).</p>

D. TERMS OF REPORT

D1. INTRODUCTION

The process of allowing the use of West Lothian Council owned buses by community organisations and drivers for non-Council use has been subject to review.

The review concluded that there were risks to the council in terms of the delivery of the Goods vehicles Operators Licence requirements and in cost recovery.

This report sets out the detail of that review and suggests an alternative service provision to ensure the community organisations continue to have access to a competitively priced service.

D2. CURRENT FLEET

The Council currently operates a fleet of 40 buses operated by Education, Housing Customer and Building Services, Operational Services and Social Policy respectively as detailed in table 1:

Table 1.

Service	Minibus	Mobility Bus (PSV)
Education	14	0
HB&C Services	3	0
Operational Services	5	14
Social Policy	4	0

Total -	26	14
Total Bus Fleet -	40	

This report is focussed on the Councils process of offering a minibus hire service to community organisations, operated by drivers for non-Council use.

West Lothian Council department use of buses to support internal Service provision and driven by Council employees is unaffected by this change.

D3. LEGISLATION

The Council remains liable for the vehicles that it owns and by allowing the use of its buses by community organisations and drivers for non-Council use, it risks both legal action in the event of an accident and potential scrutiny of its Goods Vehicle Operators Licence (OM0011821) and damage to the reputé of those named on said licence.

Council employees are subject to comprehensive checks and training to ensure compliance with legislation, this includes:

- Yearly or Quarterly Driving Licence Checks
- Driver Training including Certificate of Professional Competence (CPC) and Minibus Driver Assessments (MiDAS)
- Driver Hours Compliance Monitoring
- Operational Risk Assessment and Safe Working Procedures production and compliance

There is no internal provision to ensure community organisations comply with the requirements noted above which, in the event of an accident or serious incident, could leave the Council liable to prosecution.

D4. FINANCIAL

A review of the cost to the Council has been carried out and a comparison made to income received are detailed in the table below, these figures are taken from financial year 2019/20 prior to the impact of Covid19 which saw no requirement for the use of Council owned Minibuses by Community Organisations, therefore no income was generated, however, the Council outgoing cost remained generally the same. The results are given in table 2.

Table 2.

Registration	Total cost to WLC (Lease, RFL, Maintenance & Fuel FY19/20)	
SP65WTF	£	4,719.53
SR16LWF	£	4,884.98
SR16OFS	£	5,631.12
Total Expenditure:	£	15,235.63

Total Income:	£ 9,688.14*
Income/Expenditure:	-£ 5,547.49*

* These figures do not include any cost of administering the hire provision by Housing, Customer & Building Services.

The income generated by hiring of Council owned buses to External Organisations is supplemented by the Council at a cost of £5547.49 per year.

Operational Services currently utilise the Scotland's Excel Framework for the provision of minibus hires for various Council services, the rate the Council pays per day for the hire of a minibus via this framework, when compared to the rate charged to Community groups by the Council sees the Council rate (per day) come out as more expensive, organisations would be responsible for identifying their own choice of supplier and agreement of pricing (see D3.2 HIRING OF VEHICLES (EXTERNAL ORGANISATIONS))). Table 3 provides a list of costs.

Table 3.

Hire Provider	Daily Hire Rate
West Lothian Council (4 Hour Rate)	£15.00
West Lothian Council (Day Rate)	£25.00
Armadale Commercials Ltd (Day Rate)	£23.00

D3. HIRE VEHICLE PROVISION

D3.1 HIRING OF VEHICLES (INTERNAL TO THE COUNCIL)

The hiring of vehicles via Fleet Services to be driven by Council employees as part of Service provision remains unaffected by this change.

D3.2 HIRING OF VEHICLES (EXTERNAL ORGANISATIONS)

Community groups can be supported by locally based hire vehicle providers, with potential to agree hire rates less than those charged internally by the Council.

The supplier (Armadale Commercials Ltd) quoted in Table 3 is one of many hire companies available for use and was identified as a local supplier operating in the West Lothian region, their inclusion in this report has been used to provide an example that cost effective support for community groups could be sourced locally, however, organisations would be responsible for identifying their own choice of supplier, agreement of pricing and any contract entered into would be between said organisation and their chosen hire supplier.

D3.3 COMMUNICATION AND IMPLEMENTATION

Community groups will be advised of the alternative service provision during February 2022 and assisted in the transfer of booking to the new service to facilitate and implementation date of 1st March 2022.

E. CONCLUSION

Continuing to offer a minibus hire service to community organisations places the council at risk. An alternative solution is available to provide community organisations with a competitively priced service at no risk to the council. Its recommended that the hire

service is stopped and that community organisations are informed of the alternative service.

F. BACKGROUND REFERENCES

Appendices/Attachments:

Contact Person: Bruce Robb, Fleet Operations Manager, Operational Services, Whitehill Service Centre, Bathgate. Phone 01506 284681 Email: Bruce.Robb@westlothian.gov.uk

Jim Jack
Head of Operational Services
1 February 2022

DATA LABEL: PUBLIC



ENVIRONMENT POLICY DEVELOPMENT AND SCRUTINY PANEL

2021/22 FINANCIAL PERFORMANCE – MONTH 6 MONITORING REPORT

REPORT BY HEAD OF FINANCE AND PROPERTY SERVICES

A. PURPOSE OF REPORT

To provide the Panel with an update on the financial performance of the Environment portfolio.

B. RECOMMENDATION

It is recommended that the Panel:

1. Notes the financial performance of the Environment portfolio as at month 6;
2. Notes that the Environment portfolio position at month 6 is part of the overall council budget position reported to Council Executive on 16 November 2021;
3. Notes any actions required to be taken by Heads of Service and budget holders to manage spend within available resources.

C. SUMMARY OF IMPLICATIONS

I Council Values	Focusing on customers' needs, being honest, open and accountable, making best use of resources, working in partnership.
II Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	Local Government (Scotland) Act 1973, Section 95; Local Government in Scotland Act 2003, section 1-14.
III Implications for Scheme of Delegations to Officers	No implications at this stage.
IV Impact on performance and performance indicators	Effective budget management is an essential element of service performance. Additional financial reporting provides elected members with information to allow for proper scrutiny of performance of services.
V Relevance to Single Outcome Agreement	The revenue and capital budgets provide resources necessary to help deliver the Single Outcome Agreement. Effective prioritisation of resources is essential to achieving key outcomes.
VI Resources – (Financial, Staffing and Property)	An overspend of £125,000 is forecast for the Environment portfolio general revenue fund in 2020/21. There is forecast to be a net slippage of £1.143 million on the capital programme for the portfolio area.

VII Consideration at PDSP

A financial performance report will be presented to the Panel twice yearly on an ongoing basis.

VIII Other Consultations

Depute Chief Executives, Head of Operational Services and Head of Planning, Economic Development and Regeneration

D. TERMS OF REPORT

D.1 Introduction

This report provides an update on the general fund revenue financial performance in respect of the Environment Policy Development and Scrutiny Panel (PDSP) portfolio of services. The council's revenue budget is operationally managed at a Head of Service level, and the financial position included within this report formed part of the overall council position reported to Council Executive on 16 November 2021. This report also includes the position on the delivery of approved budget reduction measures relevant to the Environment portfolio for 2021/22.

The budget monitoring process is undertaken in line with the council's budgetary control framework and procedures, which place particular focus on a risk based and pro-active approach to budget monitoring.

This report focuses on the financial performance of council services which further enhances the information presented to elected members to allow scrutiny of service and financial performance. The report contains reference to key performance measures for service areas which are contained within Service Management Plans and referenced in the 2019/20 Local Government Benchmarking Framework (LGBF) data-set. LGBF data for 2020/21 will be collated by the Improvement Service and will be made available later in the financial year. The cost information for the LGBF for 2020/21 and 2021/22 will be materially impacted by Covid-19 related changes to expenditure and income.

D.2 Financial Information for 2021/22 Month 6 Position

The table below summarises the position in relation to service expenditure for the portfolio area. As part of the monitoring exercise, a number of key risks and service pressures have been identified and these are noted in the narrative for the relevant service area.

Service	2021/22 Budget £'000	Month 6 Forecast £'000	Variance £'000
GENERAL FUND REVENUE			
Operational Services			
Roads and Transportation	10,037	10,037	0
Recycling and Waste Management	15,313	15,277	(36)
Nets, Land and Countryside	6,391	6,552	161
Operational Services - Total	31,741	31,866	125
Planning, Economic Development and Regeneration			
Environmental Health and Trading Standards	1,477	1,477	0
Planning, Economic Development and Regeneration - Total	1,477	1,477	0
TOTAL EXPENDITURE GENERAL FUND REVENUE	33,218	33,343	125
GENERAL SERVICES CAPITAL			
Roads	14,117	13,232	(885)
Open Spaces	3,988	3,730	(258)
TOTAL EXPENDITURE GENERAL SERVICES CAPITAL	18,105	16,962	(1,143)

D.3 Summary of Main Issues in Service Expenditure Budgets and Impact on Performance

D.3.1 General Fund Revenue - Operational Services

Roads and Transportation

A break even position is forecast for Roads and Transportation Services overall.

Lower street lighting utility and net staffing costs of £200,000 and £85,000 respectively have been partially offset by higher transport spend of £49,000 and lower public utilities income of £31,000 leaving a net underspend of £205,000, which is being used to fund urgent road repairs.

Service performance remains positive in terms of asset condition with the council being ranked fifth overall in Scotland for the conditions of roads (the percentage of roads that should be considered for maintenance treatment) in 2019/20 (2018/19: sixth). The overall condition of the structures stock (including bridges, culverts and retaining walls) remains fairly stable and is considered to be generally in good condition. The overall condition of street lighting stock (lighting columns, lanterns and cable) is generally fair. The overall condition of traffic signals in West Lothian is good. A full report on Roads & Transportations Services assets and performance was approved by Environment PDSP on 30 March 2021.

In 2020, the way the public used our services changed significantly due to the pandemic. It is therefore welcome that overall customer satisfaction has been consistent recently and that the council continue to perform significantly above the national average. A full report on last year's (2020) National Highways & Transport Customer Satisfaction was approved by Environment PDSP on 30 March 2021. Of the six key themes, only public transport dropped slightly below the national average. The street lighting LED programme has seen the council's street lighting energy consumption fall by 50.2% and this has also meant a reduction of 76.7% in carbon emissions over the last six years or a saving of 8,363 tons of carbon. This level of investment has contributed to customer satisfaction for lighting being at a high level.

Recycling and Waste Management

Recycling & Waste is forecast to underspend by £36,000. While cost pressures have been identified in general staffing (£93,000) and contractor costs (£79,000) these are being more than offset by increased bulky uplift income of £60,000 and lower costs in other areas.

Landfill, brown bin and blue bin waste tonnage levels have continued to be higher in 2021/22 due to the Covid-19 pandemic generating additional costs of £1.29 million. There has also been a rephasing of the implementation of the shift pattern and road end collection budget saving measures as a result of the Covid-19 pandemic, which has resulted in the current year savings from these changes being reduced by £362,000. Finally, additional staff costs of £121,000 are expected to be incurred due to covering staff who are self-isolating. These cost pressures are Covid-19 related and are being offset by one-off resources earmarked to mitigate the impact of the pandemic on the revenue budget.

The Scottish Government is continuing to plan for implementation of its deposit return scheme as well as progressing with the preparation for, and implementation of, the UK-wide extended producer responsibility (EPR) scheme whereby producers will be liable for the costs of collection, disposal and engagement activities related to the end of life processes for their products. Close liaison with the Scottish Government is required on both of these to assess how they will impact on the council's net funding arrangements, as well as considering any impact these will have on the delivery of the council's recycling and

waste services particularly given the ERP monies are likely to be tied to a best practice efficiency operational model

In terms of LGBF benchmarking service performance, after many years of improvement in household recycling rates these fell from 65.2% in 2018/19 (second in Scotland) to 58.2% in 2019/20 (fourth in Scotland). This was the result of increased recycling of Food and Garden Waste collected in Brown Bins when comingled collections were introduced at the end of September 2019 being more than offset by a reduction in recycling as a result of a reduction in the hours and days recycling centres were open from May 2019 and a decrease in the amount of material recycled from sorting, through the residual waste contract, due to changes in processing and outlets.

The improvement in household recycling rates in recent years has come at a financial cost as the service is ranked 30th and 18th in Scotland for the cost of collection and disposal respectively within the LGBF exercise for 2019/20, being the same or a slight improvement on the previous year (2018/19: 30th and 19th respectively). Future agreed budget savings measures will help reduce collection costs.

In addition, the council was ranked 22nd in Scotland for customer satisfaction in 2018/19 compared to 8th the previous year according to the Scottish Household Survey based on a relatively small sample of around 200 people. It is believed that the decrease in satisfaction was mainly due to the major service change in collection schedule and the phased introduction of smaller 140 litre bins in 2016 until households became familiar with the new service and service disruption caused by severe weather at the start of 2018. It should be noted that only four local authorities did not see a reduction in satisfaction in the period 2016-2019, which has been a period of service change and efficiencies across Scotland

Nets, Land and Countryside

An overspend of £161,000 is forecast for Nets, Land and Countryside. Variable spend and transport costs are forecast to overspend by £120,000 and £61,000 respectively and income is forecast to under recover by £83,000 giving a pressure of £264,000 with this being partly offset by a staff cost under spend of £103,000 largely due to vacancies. The Service Manager is in the process of filling these vacancies.

LGBF data indicates that, in comparison with other local authorities, adult satisfaction with our three country parks is lower than the national average in that we were ranked 24th out of 32 in Scotland in 2019/20 (down from 23rd the previous year), although it is noted that our satisfaction rate at 80.0% is reasonably close to the average of 83.5%. In addition, we were ranked 11th when compared to other local authorities in terms of the cost of parks and open spaces per 1,000 population which is an improvement on the previous year's ranking of 16th.

LGBF data does not cover our 300 district and local parks where independent surveys show 93% satisfaction demonstrating the benefit of the improvements that have been implemented at these parks.

It is anticipated that the investment and planned improvements taking place in 2021/22 will improve satisfaction and the council's national ranking.

D.3.2 General Fund Revenue – Planning, Economic Development and Regeneration

Environmental Health and Trading Standards

Environmental Health and Trading Standards is forecast to break even mainly because higher supplies and services costs of £79,000 and lower income levels (mainly pest control) of £20,000 are being offset by lower staff costs of £97,000.

Expenditure in this area has allowed the service to maintain performance in line with previous years. Overall, for the most recent survey periods, 99.5% and 87.9% of service requests to Trading Standards and Environmental Health respectively have been responded to within service level targets, an improvement on the previous year and above target.

96.2% of customers have measured the service as either good or excellent. As agreed with national bodies such as Food Standards Scotland and reported to Council Executive in June 2021, there were no routine high risk inspections carried out during 2020/21 and the early part of 2021/22 as staff resource was focused on the public health controls and regulatory impacts of the Covid-19 pandemic. This inspection programme resumed in September 2021.

In terms of benchmarking costs with other local authorities, the council's Environmental Health service is consistently performing better than the average of Scottish authorities demonstrating the delivery of efficient services by the council. LGBF comparative data for 2019/20 indicates that the council has the third lowest expenditure in Scotland for Environmental Health (2018/19: fourth). Staffing resource and other anticipated external demands may impact on performance going forward and therefore targets and priorities will be reviewed to ensure continued focus on highest priority aspects of the service. Monitoring of service performance will continue in the new financial year to allow for appropriate response and adjustments, but it is anticipated that performance in high priority aspects of the service will not be adversely affected by the delivery of approved budget reduction measures.

D.3.3 General Fund Revenue – Monitoring of approved budget reductions

For the Environment portfolio, savings in 2021/22 are anticipated to be fully delivered by the end of the financial year other than the following:

- Recycling and Waste Services – changes in shift patterns and rural collection points (total saving of £396,000 split £236,000 in 2020/21 and £160,000 in 2021/22). These new arrangements have been approved. One third of the shift pattern changes were implemented in late 2021. The remaining shift pattern, as well as the road end collection, changes have still to be implemented. It is expected that these arrangements will be rolled out in 2022/23.

Preparations relating to the operational delivery of the savings for 2022/23 are progressing well although the following should be noted:

- Recycling and Waste Services – implementation of twin stream recycling (saving of £727,000 in 2022/23). The introduction of this savings measure is likely to be delayed which would result in lower savings being achieved in 2022/23.

D.3.4 General Services Capital

Roads and Open Spaces asset categories are forecasting a net slippage of £1.143 million in 2021/22.

Roads

Projected outturn expenditure in 2021/22 is £13.232 million, resulting in net forecast slippage of £885,000.

Works are progressing well with 14 projects already complete including Mayfield Drive in Armadale where a saving of £59,000 has been achieved. The contract has been awarded for pothole repairs investment and this work is ongoing. Slippage of £303,000 has been identified at Edinburgh Road in Bathgate from the train station to Guildiehaugh. This project is being delivered in partnership with the Places for Everyone initiative and requires

consultation with Network Rail before works can begin. Due to the time constraints this involves, together with the timescales of the funding process itself, the project will be slipped to 2022/23.

A total saving of £222,000 was identified between the Energy, efficiency and behaviour change – LED replacement project. The first package of works is now complete and the second is currently on site. There are five work packages awarded in total which remain expected to complete by February 2022.

Good progress continues to be made under the Structures and Transportation category with a total of 24 projects now complete. Of the completed projects, £189,000 of savings have been achieved.

Open Spaces

Projected outturn expenditure in 2021/22 is £3.730 million, with a net slippage of £258,000 at month 6.

The committed expenditure for children's play areas is currently 76% of the projected spend of £515,000. Works have been issued for a number of the projects and completion is expected before the end of the year. There continues to be a lag in relation to the manufacture and delivery of new play equipment which may impact on the delivery timescales of play park refurbishment programmes. However, it is anticipated that early action taken by the service to place orders will mitigate the supply challenges and ensure delivery in the current financial year. Additional funds from the Scottish Government of £184,000 have been allocated to investment in safety works across the play areas.

A number of planned park refurbishments were tendered via quick quote at the beginning of the financial year. The contract has since been awarded and discussions are currently under way with the successful contractor to agree a schedule of works for the individual parks. Lease clarification is still required in relation to Craigton Park in Winchburgh, therefore slippage of £35,000 remains in place at month 6.

E. SUMMARISED BUDGET POSITION FOR 2019/20

Net expenditure forecast at month 6 is £125,000 more than budget within the Environment portfolio general revenue fund in 2021/22. The position for the Environment portfolio is part of the overall outturn forecast for 2021/22, which is a breakeven position, and this was reported to Council Executive on 16 November 2021. Capital projects have slippage in spend of £1.143 million.

F. FUTURE BUDGET ISSUES AND RISKS

There remains significant risks and uncertainties associated with the financial assumptions in the council's budget which continue to be monitored, including the continuing impact of Covid-19 and the recovery from it.

Looking ahead, there remains risk and uncertainty around the financial position and it is essential that savings are progressed to implementation and where material pressures remain, mitigating actions are taken to ensure existing pressures are managed on a recurring basis. Future pay awards will also be a key risk going forward.

Specifically for the Environment portfolio, the key risks and uncertainties include increased waste and recycling volumes, as well as higher staff and transport vehicle costs, resulting from the Covid-19 pandemic lockdown and higher winter maintenance costs depending on the severity of the winter weather.

The council's risk based approach to budget monitoring will ensure that effective action is taken to manage risks during the course of the financial year. Officers will continue to

provide updates on risks as part of the quarterly budget monitoring reporting to Council Executive at period 4, 6 and 9.

G. CONCLUSION

The forecast position for the Environment portfolio is an overspend of £125,000. As noted, the position for the Environmental portfolio is part of the overall outturn forecast position for 2021/22 which was reported to Council Executive on 16 November 2021. There is slippage of £1.143 million on the capital programme for the portfolio area.

H. BACKGROUND REFERENCES

1. Council Executive 2020/21 General Fund Revenue Budget – Month 6 Monitoring Report – 16 November 2021
2. Local Government Benchmarking Framework

Contact Person: Robert Young, Senior Service Accountant
robert.young@westlothian.gov.uk - Tel No. 01506 281298

Donald Forrest

Head of Finance and Property Services

Date: 1 February 2022

DATA LABEL: PUBLIC



ENVIRONMENT POLICY DEVELOPMENT & SCRUTINY PANEL

GREENING THE JOHN MUIR WAY STUDY

REPORT BY HEAD OF PLANNING, ECONOMIC DEVELOPMENT AND REGENERATION

A. PURPOSE OF REPORT

The purpose of the report is to make the panel aware of the recent consultancy study undertaken for the Green Action Trust (GAT), with input from West Lothian Council, on greening the John Muir Way.

B. RECOMMENDATION

It is recommended that the panel notes and considers the following recommendations:

1. notes the contents of the report and the potential environmental improvements projects in West Lothian related to 'Greening the John Muir Way'.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Focusing on our customers' needs; being honest, open and accountable; making best use of our resources; and working in partnership.
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	Local Development Plan Policy TRAN 3 promotes and supports 'core paths' and rights of way such as the John Muir Way. There are no legal, equality, health, SEA or risk assessment issues associated with this report.
III	Implications for Scheme of Delegations to Officers	None.
IV	Impact on performance and performance Indicators	None.
V	Relevance to Single Outcome Agreement	Outcome 4 - We live in resilient, cohesive and safe communities. Outcome 8 - We have the most efficient and effective use of resources by minimising our impact on the built and natural environment.

VI	Resources - (Financial, Staffing and Property)	While no commitment from the council to fund any of the improvements there is an established Access maintenance budget held by Countryside Services subject to priorities. However, external access grants are available.
VII	Consideration at PDSP	This is the first time the PDSP has considered a report on this specific issue.
VIII	Other consultations	NETs, Land & Countryside Services.

D. TERMS OF REPORT

D.1 Background

As one of Scotland's Great Trails, created in 2014 to celebrate the legacy of John Muir, the John Muir Way (JMW) runs coast to coast between Helensburgh and Dunbar. It provides a unique opportunity to demonstrate good practice in improving greenspace and habitats along a linear feature, enhancing places for people and nature. This has potential for interpretation as a core aspect of the route's identity, showing how spaces large and small can be improved for biodiversity and linked together to form a network in both urban and rural settings.

The route is symbolic of John Muir's journey from his birthplace in Dunbar on the east coast, to the west from where he emigrated as a child to the USA, setting sail from Glasgow in 1849. The choice of Helensburgh for the western terminus of the JMW provided a fitting link to Scotland's first national park. Muir developed his love for the great outdoors in Dunbar before going on to play a key role in the formation of the National Parks in America.

The JMW's location offers particular opportunities to improve environments and access to nature in and around urban populations. The main walking route (215km) and cycle braids (75km), cover total distance of 290km.

There are two sections within West Lothian: west from South Queensferry through Hopetoun Estate to Blackness and from Fishers Brae at Linlithgow Bridge, via the River Avon Heritage Trail, to connect with the Union Canal towpath and across the Avon Aqueduct and into Falkirk.

D.2 Greening the John Muir Way Study

The Green Action Trust, on behalf of the John Muir Way Partnership Group, that consists of the 9 local authorities and the national park through which it runs, along with other interest groups such as NatureScot, Historic Environment Scotland and Scottish Canals, secured funding from LEADER in Autumn 2021 to inform the development of a future work programme for the John Muir Way. The intended programme will continue the development of the route as a local, national and international environmental asset, and will deliver health, wellbeing and place benefits, alongside economic benefit from tourism.

As part of this funding, Green Action Trust engaged a consultant, Raeburn Farquhar Bowen (RFB), to deliver a John Muir Way Greening Study to identify opportunities for developing the route into an exemplar green corridor; improving the quality and enjoyment of the route for users and its functionality as a habitat corridor.

West Lothian Council Planning Services sat on the steering group. The work, undertaken over 3 months between September and November 2021, included:

- carrying out a route-wide assessment to identify gaps or lack of quality in the route greenspace as a coast-to-coast green corridor for people and wildlife;
- identifying site-specific opportunities for route greening and improving biodiversity value; and
- developing high level proposals and outline costs for these opportunity sites.

The outputs (see Appendix 1) in the form of a linear 'story map' will inform the development and funding of a future work programme. It comprises projects at a range of scales, including contractor orientated works, but also opportunities for volunteer delivery. The Action Plan for West Lothian (see Appendix 2), also sets out potential delivery partners and timescale. The council will work with GAT and other delivery partners to advance these projects in the coming years and seek external grant funding.

In addition, a related piece of work was also commissioned by GAT from an access consultant (Vyv Wood-Gee) to produce a JMW Path Survey in late 2021. The contract was designed around the following issues and aims which emerged from discussions across the JMW Partnership and the associated Infrastructure Working Groups:

- Shrinking resources for maintenance by local authorities and other partners;
- A national need to make the case to Government for revenue resources to maintain paths, not just capital funding to create / improve them;
- A lack of comprehensive information on the annual cost of maintaining the John Muir Way; and
- Potential to develop an employment training programme linked to JMW maintenance, and/or to explore opportunities such as Community Payback for delivering identified works.

Two separate detailed reports have been produced for the West Lothian section of the JMW (including the River Avon Heritage Trail) that will be assessed by the council's Countryside Services to ascertain what access improvement works can be undertaken and when and if external grants are available.

E. CONCLUSION

The aim of the John Muir Way is for the route to become an exemplar multi-functional green network feature, connecting people and nature across the heart of the Central Scotland Green Network (CSGN), helping to address the climate and nature emergencies, supporting a green recovery and contributing to local authority delivery on greenspace, active travel and placemaking. West Lothian has two sections of the route and continues to work with the Green Action Trust to develop its potential.

F. BACKGROUND REFERENCES

John Muir Way - www.johnmuirwayorg/route

Green Action Trust - <https://greenactiontrust.org/>

Appendices / Attachments: two—

- 1) Greening the John Muir Way 'Story Map' – Raeburn Farquhar Bowen (RFB) – November 2021
<https://bit.ly/JMWGSstorymap>
- 2) Greening the John Muir Way: Action Plan – West Lothian extract.

Contact Person: Chris Alcorn, Principal Planner, 01506-282428: chris.alcorn@westlothian.gov.uk

Craig McCorriston
Head of Planning, Economic Development & Regeneration

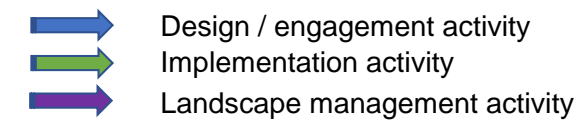
1 February 2022

John Muir Way Greening Study

Action Plan

Argyll & Bute Council

First Draft : November 2021



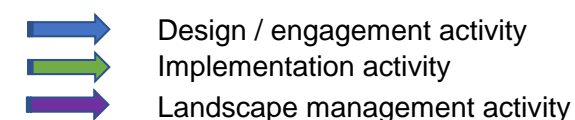
No.	Action Description	Potential delivery Partners	Potential for volunteer/training	Cost				Timescale		
				£1 - 10k	£10 - 50k	£50 - 100k	> £100k	Short term	Medium term	Long Term
	Theme 1 : Habitat Connectivity & Enrichment									
1	Succession planting of cherry trees in the conservation area	Helensburgh Tree Group; Argyll & Bute Council	Y	<div></div>				<div></div>		<div></div>
2	Spring bulb enrichment to formal grass verges in the conservation area	Helensburgh Tree Group; Argyll & Bute Council	Y	<div></div>				<div></div>		
3	Meadow enrichment of broader verge areas in the conservation area	Argyll & Bute Council		<div></div>				<div></div>		
4	Broadleaved woodland corridor through coniferous forestry	Scottish Woodlands; Scottish Forestry		<div></div>				<div></div>	<div></div>	
5	Native mixed hedgerow planting to field boundaries	SG Farming and Rural Affairs; GAT		<div></div>	<div></div>			<div></div>	<div></div>	
6	Native hedgerow tree planting to field boundaries	SG Farming and Rural Affairs; GAT		<div></div>	<div></div>			<div></div>	<div></div>	
7	Meadow enrichment of rural roadside verges	Argyll & Bute Council			<div></div>			<div></div>	<div></div>	
8	Parkland tree planting at Duck Bay (incl. heritage exotic species)	Argyll & Bute Council; LLTNPA		<div></div>				<div></div>		
9	Meadow management of rural roadside verges	Argyll & Bute Council		<div></div>				<div></div>	<div></div>	<div></div>
	Theme 2 : The Trail Experience									
1	Improve wayfinding to and from the start and the railway station	GAT		<div></div>				<div></div>		
2	Establish a new start point for the JMW at the pierhead	GAT			<div></div>			<div></div>	<div></div>	
	Theme 3 : Green Infrastructure									
1	Create fully-functioning swales within the conservation area	Argyll & Bute Council				<div></div>		<div></div>	<div></div>	
2	Create wetland check dams in continuous forestry ditches	Scottish Woodlands; GAT	Y	<div></div>				<div></div>		
	Theme 4 : Priority Sites									
1	A818 bypass route creation, through wet woodland	GAT; Argyll & Bute (Developer obligations)			<div></div>			<div></div>	<div></div>	
2	Enhance Gouk Hill viewpoint with seating and interpretation	GAT; Scottish Woodlands			<div></div>			<div></div>	<div></div>	

John Muir Way Greening Study

Action Plan

West Lothian Council

First Draft : November 2021



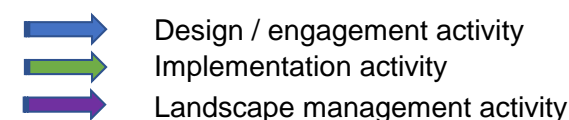
No.	Action Description	Potential delivery Partners	Potential for volunteer/training	Cost				Timescale		
				£1 - 10k	£10 - 50k	£50 - 100k	> £100k	Short term	Medium term	Long Term
	Theme 1 : Habitat Connectivity & Enrichment									
1	Succession planting of native trees to relace dying ash trees along the Union Canal and River Avon Heritage Trail	West Lothian Council; GAT; Scottish Canals	Y	<div></div>				<div></div>		<div></div>
2	Spring bulb enrichment to formal grass verges in Linlithgow	West Lothian Council; Burgh Beautiful	Y	<div></div>				<div></div>		
3	Grassland diversification into meadow management	West Lothian Council; Scottish Water		<div></div>				<div></div>	<div></div>	
4	Native mixed hedgerow planting to field boundaries	SG Farming and Rural Affairs; West Lothian Council; GAT	Y	<div></div>				<div></div>	<div></div>	
5	Native hedgerow tree planting	SG Farming and Rural Affairs; West Lothian Council; GAT		<div></div>				<div></div>	<div></div>	
6	Woodland planting to link between existing woodlands	SG Farming and Rural Affairs; West Lothian Council; GAT			<div></div>			<div></div>	<div></div>	
7	Meadow enrichment of rural roadside verges	West Lothian Council		<div></div>				<div></div>	<div></div>	
8	Control of invasive alien weed species	West Lothian Council; SEPA; SASA		<div></div>				<div></div>		
	Theme 2 : The Trail Experience									
1	New footway on B8029 approaches to the M9	West Lothian Council			<div></div>			<div></div>	<div></div>	
	Theme 4 : Priority Sites									
1	Fisher's Brae	West Lothian Council; Scottish Water; Farm landowner				<div></div>		<div></div>	<div></div>	<div></div>

John Muir Way Greening Study

Action Plan

City of Edinburgh Council

First Draft : November 2021



No.	Action Description	Potential delivery Partners	Potential for volunteer/training	Cost				Timescale		
				£1 - 10k	£10 - 50k	£50 - 100k	> £100k	Short term	Medium term	Long Term
	Theme 1 : Habitat Connectivity & Enrichment									
1	Succession planting of native trees to replace dying ash trees along the Water of Leith and the Union Canal, and other greenspaces	City of Edinburgh Council; Scottish Canals; Friends of the Water of Leith; GAT	Y	<div></div>				<div></div>		
2	Spring bulb or Pictorial Meadow enrichment to formal grass verge areas	City of Edinburgh Council; GAT	Y		<div></div>			<div></div>		
3	Meadow enrichment of amenity grassland and verges	City of Edinburgh Council			<div></div>			<div></div>		
5	Native mixed hedgerow and tree planting to pathside	GAT; City of Edinburgh Council	Y	<div></div>				<div></div>	<div></div>	
6	Avenue and specimen tree planting in verge and lawn areas	City of Edinburgh Council		<div></div>				<div></div>	<div></div>	
7	Wetland scrapes in Davidson Mains woodlands	GAT; Landowner; NatureScot	Y	<div></div>				<div></div>		
8	Field edge habitat corridor strips on farmland	Dalmeny Estate; SG Farming & Rural Affairs		<div></div>				<div></div>	<div></div>	
	Theme 2 : The Trail Experience									
1	Seating at pathside in Dalmeny Estate	Dalmeny Estate; GAT		<div></div>				<div></div>		
2	Planting of fruiting hedges in place of fence boundaries to Water of Leith Walkway	GAT; Friends of the Water of Leith	Y	<div></div>				<div></div>	<div></div>	
	Theme 3 : Green Infrastructure									
1	On-street raingardens and traffic controls to South Queensferry High Street	City of Edinburgh Council				<div></div>			<div></div>	<div></div>
2	Pollinator planters in Boroughmuir high school grounds	GAT; City of Edinburgh Council	Y	<div></div>				<div></div>		
3	GI and placemaking approach to future development adjacent to the Union Canal at Fountainbridge	Developer; Scottish Canals; City of Edinburgh Council					<div></div>	<div></div>	<div></div>	
4	Rain gardens and active travel route at Causewayside	City of Edinburgh Council					<div></div>		<div></div>	<div></div>
5	Edible & habitat planting, active travel & public art at Bingham	City of Edinburgh Council; GAT; Craigmillar Now	Y			<div></div>			<div></div>	<div></div>
	Theme 4 : Priority Sites									
1	Newhalls Road, South Queensferry - GI and Placemaking	City of Edinburgh Council; NatureScot; HES; GAT					<div></div>		<div></div>	<div></div>
2	Clermiston - GI and Placemaking	Scottish Water; City of Edinburgh Council; GAT					<div></div>		<div></div>	<div></div>
3	Silvan House - GI	SEPA; NatureScot; FLS; GAT				<div></div>		<div></div>	<div></div>	
4	Baird Drive - GI and Placemaking	Scottish Water; City of Edinburgh Council; GAT				<div></div>		<div></div>	<div></div>	

DATA LABEL: PUBLIC



ENVIRONMENT POLICY DEVELOPMENT & SCRUTINY PANEL

QUARTERLY CLIMATE CHANGE UPDATE

REPORT BY HEAD OF PLANNING, ECONOMIC DEVELOPMENT & REGENERATION

A. PURPOSE OF REPORT

The purpose of this report is present to the Panel the first of the agreed quarterly climate change updates as set out in the new Climate Change Strategy, informing and advising of key announcements and changes in relation to climate change both during and in the period since COP26, and to present an updated design of the Climate Change Strategy which was approved at a meeting of the Council Executive on 26 October.

B. RECOMMENDATION

It is recommended that the Panel:

1. Note the content of the report including the changes to public sector reporting from March 2022, and;
2. Notes the updated design of the Climate Change Strategy 2021-28 attached as Appendix 1, and that this version will now be published on the council's internet and intranet.

C. SUMMARY OF IMPLICATIONS

I	Council Values	Being honest, open and accountable; making best use of our resources; working in partnership.
II	Policy and Legal (including Strategic Environmental Assessment, Equality Issues, Health or Risk Assessment)	<p>The council is legally bound to comply with duties for public sector bodies within the Climate Change (Scotland) Act 2009. The duties require that the council must, in exercising its functions, act:</p> <p>(a) in the way best calculated to contribute to the delivery of the targets set in or under Part 1 of the Act;</p> <p>(b) in the way best calculated to help deliver any programme laid before the Scottish Parliament under section 53;</p> <p>(c) in a way that it considers is most sustainable.</p> <p>The report does not raise any equality issues.</p>
III	Implications for Scheme of Delegations to Officers	None

IV	Impact on performance and performance Indicators	The new reporting requirements apply from the report year ending on 31 March 2022 onwards. It should be noted that following the publication of the Climate Change Strategy 2021-28, the council meets the majority of the new reporting requirements and will incorporate this information into the 2021/22 annual report.
V	Relevance to Single Outcome Agreement	Outcome 4 – We live in resilient, cohesive and safe communities. Outcome 8 - We make the most efficient and effective use of resources by minimising our impact on the built and natural environment.
VI	Resources - (Financial, Staffing and Property)	The climate emergency response and achieving net-zero will require significant financial support, particularly capital investment, as well as staff resource from services across the council. Potential for emissions reduction projects to also contribute to revenue savings.
VII	Consideration at PDSP	This is the first consideration at PDSP.
VIII	Other consultations	None.

D. TERMS OF REPORT

D.1 Background

Scotland is committed to 75% reduction in greenhouse gas (GHG) emissions by 2030, and net-zero by 2045 and it is recognised that the public sector will play a major part in achieving that commitment. During the period of COP26 the Scottish and UK governments made a number of announcements relevant to the public sector. These included guidance from Sustainable Scotland Network (SSN) and the Scottish Government which sets out amendments to statutory reporting duties and the public sector's role and in achieving the net-zero commitment.

Also published in the 'post COP' period the Climate Change Committee's (CCC) annual Progress Report and the 2022-23 Scottish Parliament Budget set the context in which the public sector will be acting. This briefing note summarises the CCC Progress Report, the key announcements made by the Scottish and UK Governments during COP26 and the SSN Public Sector Leadership on the Global Climate Emergency guidance. It also provides an update on measures outlined in the Scottish Budget 2022-23 relating to climate change targets.

D.2 Progress Report to Parliament

The CCC report to the Scottish Parliament on Progress in Reducing Emissions in Scotland was published on 7 December. The report sets its emissions data in the context of having taken thirty years to halve Scotland's emissions, and contrasts this with the ten-year timeframe needed to halve emissions again if we are to meet net-zero targets. The report stresses that the annual targets during the 2020s will be very difficult to achieve, even with the strongest climate policies. Emissions in 2019 were above the annual target

- this represents a warning in respect to future annual targets, as there is unavoidable inertia in scaling-up policy to reduce emissions in those sectors that have made only slow progress to date. Electricity generation has already been largely decarbonised providing limited scope for future emissions reductions in that sector. Future reductions will have to focus on sectors that have previously been slow to change i.e. surface transport (particularly private car use), agriculture and construction.

Total annual emissions fell by 2% in 2019, the latest year for which the data has been published. It is likely that emissions in 2020 will be considerably lower due to the COVID-19 pandemic, it is likely that this reduction will be in the region of 13%. This data will be published in June 2022. However, for 2022 onwards there is likely to be a significant rebound in travel demand and as travel accounted for 30% of emissions in 2019 meeting annual emissions targets will be highly challenging. Locking in behaviour changes from the pandemic that reduce emissions, such as working from home and active travel, will be needed to maximise lasting impacts. The ambitiousness of the Scottish Government's 2045 net-zero target supports West Lothian Council's decision to set our own targets inline with the Scottish Government's, and not attempting to exceed them.

D.3 Scottish Government Announcements during COP26

The following announcements which are relevant to West Lothian were made on or around the time of COP26:

- The Scottish Government announced the Nature Restoration Fund funding for action on the ground to address the biodiversity and climate crises by aiding nature restoration in Scotland's terrestrial and marine environment, enabling transformative change through large-scale, multi-year, multi-partner projects. Funding will comprise of at least £13.5 million for each year of the current Parliament session (£11 million capital departmental expenditure limits and £2.5 million resource departmental expenditure limits, per year), plus £1 million across the Parliament for administrative costs.
- Blackburn was chosen as one of seven towns to take part in The Climate Action Towns programme. Delivered by design agency Architecture and Design Scotland with funding of £146,000 from Scottish Government. The project aims to offer support to find ways of making changes at a local level that will help tackle the crisis, giving them a voice and engaging those that may not have previously engaged in climate action.
- The Hydrogen Action Plan published. This is a five-year plan which sets out a target for 5 gigawatts (GW) of green and blue hydrogen to be produced by 2030 and 25GW by 2045. This is backed by more than £100 million of funding for capital investment.
- National Planning Framework 4 was released for consultation. It proposes that planning applications must show how they help meet Scotland's targets to cut emissions to net zero by 2045 to get approval under new proposals. Applications that create more town centre homes or help reuse vacant and derelict land will be more likely to succeed. There is also a focus on 20-minute neighbourhoods.
- The most environmentally damaging single-use plastic items will be banned from 1 June 2022. The ban will apply to the following single-use items: plastic cutlery (forks, knives, spoons, chopsticks), plates, straws, beverage stirrers and balloon sticks; food containers made of expanded polystyrene; and cups and other beverage containers made of expanded polystyrene, including their covers and lids.

- Heat Networks Delivery Plan published as draft for consultation. It sets out how the provisions of the Heat Networks (Scotland) Act 2021, and related policies, will contribute to increased heat networks across Scotland. It also outlines the proposed regulatory regime for the heat networks sector in Scotland.
- Draft statutory guidance published on the Guiding Principles on the environment and the duties set out in Part 2 of the UK Withdrawal from the European Union (Continuity) (Scotland) Act 2021.

D.4 UK Government Announcements during COP26

The Glasgow Climate Pact agreed the first climate deal to explicitly plan to reduce coal. \$500bn pledged to emerging economies by 2025. The commitments from COP26, if fulfilled, will only limit global warming to 2.4°C. Over 35 countries, 11 car manufacturers and others have committed to rapidly accelerating the transition to zero emission vehicles to achieve the goals of the Paris Agreement. The UK pledged that all new heavy goods vehicles (HGVs) in the UK will be zero-emission by 2040.

The pact also notes the importance of ensuring the integrity of all ecosystems, including in forests, the ocean and the cryosphere, and the protection of biodiversity (recognised by some cultures as Mother Earth) and also notes the importance for some of the concept of 'climate justice', when acting to address climate change. It also emphasises the importance of protecting, conserving and restoring nature and ecosystems to achieve the Paris Agreement temperature goal, including through forests and other terrestrial and marine ecosystems acting as sinks and reservoirs of greenhouse gases and by protecting biodiversity, while ensuring social and environmental safeguards.

D.5 SSN 21 Oct Public Sector Leadership on the Global Climate Emergency Guidance

Changes in reporting

The Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Amendment Order 2020 sets out that public bodies will be required to provide in their annual reports:

- where applicable, the body's target date for achieving zero direct emissions of greenhouse gases, or such other targets that demonstrate how the body is contributing to Scotland achieving its emissions reduction targets;
- where applicable, targets for reducing indirect emissions of greenhouse gases;
- how the body will align its spending plans and use of resources to contribute to reducing emissions and delivering its emissions reduction targets;
- how the body will publish, or otherwise make available, its progress to achieving its emissions reduction targets; and
- where applicable, what contribution the body has made to helping deliver Scotland's Climate Change Adaptation Programme.

Public bodies are required to report targets on their operational/organisational emissions. These include reducing direct emissions, where possible, to absolute zero, and reducing indirect emissions in advance of Scotland's 2045 net-zero target. The Scottish Government wants public bodies to drive down emissions as close to zero as possible, as quickly as possible. This includes supply chain emissions. However, targets should remain achievable. Baseline emissions must be clearly defined, if there is a change in reporting boundary or emissions calculation then it might be appropriate to re-baseline. For indirect emissions it may be appropriate to have a range of targets covering specific categories of indirect emissions. Any emissions trade-offs should be recognised e.g. reduced commuting vs. increase energy consumption in employee's homes.

Net zero targets must:

- be clear on what is in scope of the target;
- should cover all of the organisations' scope 1 & 2 emissions and appropriate areas of scope 3;
- have interim reduction targets at set periods that align to the Scottish Government interim targets years, and;
- the use of natural sequestration or carbon offsetting to achieve net zero targets should be mapped out, and the 'residual emissions' that will be sequestered should be estimated as part of net zero planning.

Residual emissions must be as small as possible and any assumptions and uncertainties clearly explained. Progress towards the targets must be reported in annual Public Bodies Duties report. If one or more interim targets are not met a catch-up plan should be produced which:

- reviews the organisation's emissions;
- analyses why targets were missed;
- implements corrective action, and;
- identifies senior sponsor who will be accountable for delivery.

The new requirements apply from the report year ending on 31 March 2022 onwards. It should be noted that following the publication of the Climate Change Strategy 2021-28, the council meets the majority of the new reporting requirements and will incorporate this information into the 2021/22 annual report. Officers are investigating where further action or information may be required to ensure full compliance.

Ecology & Biodiversity

Increasing investment in Scotland's natural capital is vital to achieving Scotland's climate change targets. Expanded natural carbon sinks (e.g. planted trees) play a significant role in the CCC's pathway for Scotland to reach net-zero by 2045.

The Scottish Government sees offsetting as an important means of mobilising private investment into projects. However, offsetting is not a replacement for emissions reductions, and should always be purchased in addition to action to reduce emissions as close to zero as possible at the time of purchase, and as part of targets and transition plans aligned with the Paris Agreement. Scottish Government will continue to improve its policies and actions across the board, in order to leverage private investment into Scotland's natural capital and into nature-based climate solutions.

Offsetting Projects on Scottish Government or Agencies' Land

The Scottish Government and its agencies will seek to increase the availability of verified offset available to purchase in Scotland, by responsible purchasers in order to deliver additional forestry and peatland restoration, that accelerates Scotland progress towards the net zero targets. Any offset projects on publicly owned land, available for sale in Scotland should continue to be verified to the highest available standard: currently the Woodland Carbon Code and Peatland Code, or any future standard of equivalent or higher environmental credibility. Scottish Government or agency offsetting agreements will be prioritised towards companies or organisations where there is clear evidence that they are already taking extensive and far-reaching action to reduce emissions, such as putting in place a transition plan aligned with the Paris Agreement, but wish to go beyond what is currently expected of them.

Natural Sequestration Projects on Public Sector Land

If public bodies own land that is suitable for investment to improve carbon sequestration rates, then they may wish to develop their own natural sequestration projects. They may use the sequestration achieved to net off any residual emissions, or potentially use land to support Scotland's wider decarbonisation goals. The following key principles were framed by Connecting Nature – a project funded through EU Horizon 2020. They provide a useful introduction to identifying and developing natural sequestration solutions:

- Does it use nature/natural processes?
- Does it provide/improve social benefits?
- Does it provide/improve economic benefits?
- Does it provide/improve environmental benefits?
- Does it have a net-benefit on biodiversity?

Any natural sequestration projects developed on public sector land should consider the above questions.

Natural sequestration projects should use the best available quantification methods such as the Woodland Carbon Code. For habitat types that do not currently have a code then the most up to date and comprehensive data should be used. Further codes are in development for certain habitat types and once developed these should be used. In 2021 the Environment Agency published a detailed report in the offsetting opportunities in the UK that provides information on sequestration of a wide range of habitat types, beyond those currently covered by codes. If the organisation intends to create offset credits to trade then a formal code e.g. Woodland Carbon Code must be used.

This is a new and developing area. As this develops supporting information and guidance will be published. Scottish Government is currently leading partnership initiatives which aim to significantly increase the level of private investment in nature-based solutions, such as peatland restoration. Any public body that is developing natural sequestration projects on their land should keep Scottish Government informed.

Other Relevant Information

Potential funding sources announced include a £1.8 billion commitment to capital support over five years set out in the Heat in Buildings Strategy. This will come with a monitoring and evaluation framework still to be published. The Scottish Green Decarbonisation Scheme commits £200 million capital support over 5 years for decarbonisation of public sector buildings with a minimum of £5 million capital funding to be made available in 2022/23.

The Scottish Government is working with SSN to produce capability framework for public bodies, which should be adopted when introduced.

In relation to the recovery from the Covid-19 pandemic, where an organisation has working from home (WFH) at scale and WFH is seen as a way to reduce emissions then WFH emissions must be estimated, included in reporting, and behaviour change initiatives and campaigns can be used to engage employees on minimising the impact of WFH. The council included an estimate for WFH emissions in the 2020/21 Climate Change Declaration report using the methodology provided by SSN.

Actions for WLC

A number of actions with specific target dates are outlined in the table below, including an update on progress against those objectives.

Area	Action for WLC	Target Date	Comment
------	----------------	-------------	---------

Reporting	Must set and report target date for zero direct emissions and for reducing indirect emissions.	Nov 2022	2045 net zero target date set out for direct and indirect emission in Climate Change Strategy.
Fleet	Phase out petrol & diesel cars from fleet and light commercial vehicles. Phase out petrol & diesel in all new larger vehicles.	2025 2030	Fleet Decarbonisation Working Group established, will continue to work with Scottish Government on phasing out petrol & diesel vehicles. The group will report in early 2022.

Other actions include:

- The Climate Change Plan sets a target of 2032 for Scotland's electricity system to be powered largely from renewable sources. As a minimum, public bodies must aim to reduce emissions from electricity consumption in accordance with national targets.
- The Heat Networks (Scotland) Act 2021, will place a duty on public sector bodies to undertake a Building Assessment Report for buildings within their estate. Provisions will include: the potential for the non-domestic building to be supplied with thermal energy by means of a heat network; and the period for which any system providing thermal energy to the non-domestic building is expected to continue to operate effectively and efficiently.

The costs associated with the actions required to achieve net-zero emissions will be significant. From a fleet perspective, an initial financial impact assessment based on current market vehicle cost has identified an increase in budget requirement between £2.4 and £4.8m to replace and operate traditional petrol and diesel vehicles with alternatively fuelled versions. Objectives set out in the Scottish Government's Heat in Buildings Strategy include replacing a significant proportion of existing fossil fuel heating systems with low carbon equivalents in both domestic and non-domestic buildings. While a detailed analysis of the potential costs associated with this (including associated improvements to energy efficiency) has still to be carried out, looking at comparative studies elsewhere the costs of upgrading our non-domestic properties is likely to be between £70 and £100 million.

SSN Conference

The SSN Conference held on 8 December provided an opportunity for officers across the public sector to discuss the Public Sector Leadership on the Global Climate Emergency Guidance. Emerging from that discussion was an emphasis on the need to be proactive instead of reactive to statutory guidance, as meeting the 2045 net-zero target will require public bodies to go beyond their legal duties. Particular emphasis was put on the need to go beyond conventional scope three boundaries and the potential of adding a net-zero criteria to supply chain emissions was discussed.

D.6 Scottish Budget 2022-23

The Cabinet Secretary for Finance and Economy announced a funding package to accelerate Scotland's COVID recovery and help transition the country towards a net-zero wellbeing economy. The Cabinet Secretary stated the Scottish Government's intention to implement the recommendations of the Just Transition Commission.

The 2022-23 Budget allocates:

- £2 billion to low carbon capital investment in Scotland's public infrastructure – for the decarbonisation of homes and buildings, transport and industry.
- £60 million pledged for large scale heat decarbonisation projects and an investment of £53 million for industrial decarbonisation projects.
- £23.5 million pledged for a Green Jobs Fund.
- £150 million for active travel infrastructure.
- £43 million for developing the circular economy.
- £53 million for nature restoration, including peatlands.
- £69.5 million for woodland creation and sustainable management of woodlands - along with an increase in woodland creation target to 15,000 hectares.

More than £13 million has been awarded to local authorities to increase the quantity and quality of recycling in Scotland. A further nine local authorities have successfully bid for support from the Scottish Government's Recycling Improvement Fund, bringing the total investment to date to £20 million. West Lothian Council has secured £4,047,223 with a focus on the introduction of twin stream recycling.

The Scottish Government MCS Certification Fund will provide heating engineers with funds to pay their first-year fees to become MCS certified on heat pumps (either air, ground or water source). The grant will pay 75% of the certification fees, up to £1,000, and will run until the end of March 2022 while funding lasts.

An additional £18 million will be available this year to help householders install energy efficient measures and reduce their heating bills, bringing the total support available through Home Energy Scotland to £50 million in 2021-2022.

A new £13 million green energy investment has been announced by the Scottish National Investment Bank to accelerate the delivery of the Iona Wind Partnership's onshore wind project.

Zero Waste Scotland and Social Investment Scotland have launched the Social Enterprise Net Zero Transition Fund. The Fund is designed to support social sector organisations and the wider third sector to make the transition to carbon net zero by supporting projects that will reduce their carbon footprint, including activities that reduce energy consumption; improve energy efficiency; develop or move to renewable energy sources. The Fund provides loans from £10,000 (a small grant may also be available, in some cases).

Investment of £12.3 million has been awarded, so far this year, by Scottish Enterprise, South of Scotland Enterprise and Highlands and Islands Enterprise as part of the £100 million Green Jobs Fund and is expected to create and safeguard over 850 green jobs.

E. CONCLUSION

There has been a significant amount of activity in relation to climate change since the publication of the council's Climate Change Strategy in October and the COP26 conference in November. Officers continue to monitor and identify relevant guidance, policy and legislative changes and consider how they will impact on the delivery of the objectives set out in the strategy and officers will include updates in future quarterly reports to the Panel. The revised design of the Climate Change Strategy 2021-2028 will be published on the council's internet and intranet pages.

F. BACKGROUND REFERENCES

Climate Change Strategy - West Lothian Council 26 October 2021
<https://coins.westlothian.gov.uk/coins/viewDoc.asp?c=e%97%9Di%91oy%8C>

Climate Change (Emissions Reduction Targets) (Scotland) Act 2019
<https://www.parliament.scot/bills-and-laws/bills/climate-change-emissions-reduction-target-scotland-bill>

CCC Report to the Scottish Parliament – Progress in Reducing Emissions in Scotland 2021
<https://www.theccc.org.uk/publication/progress-reducing-emissions-in-scotland-2021-report-to-parliament/>

SSN/Scottish Government Guidance - Public Sector Leadership on the Global Climate Emergency
<https://www.gov.scot/publications/public-sector-leadership-global-climate-emergency/>

Appendices/Attachments: Appendix 1 –West Lothian Council Climate Change Strategy 2021-2028 (Redesign)

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Climate Change Strategy. 2021-2028.



Climate Change Strategy. 2021-2028.

Contents

Foreword			3	5	Strategy Outcomes	20
1	Introduction	4	5.1	Outcome 1 – Energy	20	
1.1	Context	4	5.2	Outcome 2 -Transport:	25	
1.3	About West Lothian	4	5.3	Outcome 3 -Waste	30	
1.3	Key Drivers	5	5.4	Outcome 4 - Adaptation, Resilience & Biodiversity	32	
1.4	Science of Climate Change	7	5.5	Outcome 5 – Land Use and Management	36	
1.5	Green Recovery	9				
1.6	Developing the Strategy	9				
1.7	Scope and Ownership of the Strategy	10	5.6	Outcome 6 - Embedding Climate Action	39	
2	Council Priorities	11	6	Delivering the Strategy	41	
2.1	Corporate Plan – Transforming Your Council	12	6.1	Monitoring & Reporting	41	
2.2	Local Outcomes Improvement Plan	13	6.2	Communications	41	
3	The Path to Net-Zero	14	Appendix 1 - Council Emissions 2019-20			42
			Appendix 2 – Governance			43
			Glossary			44
3.1	Progress to Date	14				
3.2	Net Zero Emissions Targets	16				
4	Partnership & Community	18				

Foreword

West Lothian Council is committed to improving the quality of life for people in West Lothian, and making this the best possible place to live, work and do business. One of the biggest challenges we have to address in order to deliver this commitment is the impact of climate change.

Following on from the council's declaration of a Climate Emergency in September 2019, this Climate Change Strategy marks a firm commitment by the council to take action on climate change. It provides a framework for the council's actions as a public sector organisation aimed at reducing greenhouse gas emissions and preparing for the unavoidable impacts of changing weather patterns through the period 2021-2028 while also considering the pathway to achieving a net-zero West Lothian by 2045 at the latest.

Efforts to lessen the impact of climate change can also bring opportunities, such as cost savings from reduced energy bills and making better use of our resources, new

business and employment opportunities, supporting healthier, more sustainable lifestyles and making our communities more resilient. The strategy aims to make sure West Lothian is best placed to benefit from these opportunities.

No single person or organisation can tackle climate change alone, so we are asking our partners, businesses, community groups and individuals to embrace the changes that must take place. There are many small changes we can all make to reduce our impact on the environment that, together, will help secure a better future for everyone in West Lothian.





Introduction

1.1 Context

The world is in the midst of a Climate Emergency which requires urgent and meaningful action at an international, national and local level in order to safeguard our planet for future generations.

Scotland's climate is already changing. Our warmest 10 years on record have all been since 1997 and climate projections for the next century indicate that the climate trends observed over the last century will continue and intensify over the coming decades.

We all have a part to play to make West Lothian a more sustainable place to live and work



There has been an increase in rainfall in the past few decades and mean sea level around the UK has risen by approximately 1.4mm/year from the start of the 20th century.

The International Panel on Climate Change (IPCC) global climate change report published in August 2021 has been seen as a “code red for humanity”. The report makes it clear that human activities have unequivocally caused observed increases in greenhouse gas emissions and that we are perilously close to hitting the internationally agreed threshold of 1.5°C of warming, beyond which the impacts of climate change and the measures required to adapt become significantly more challenging.

As well as reducing our emissions (mitigation), we will need to consider how we adjust to the impacts of climate change to reduce negative impacts and exploit any opportunities

(adaptation). Our buildings will need to be able to cope with more extremes in summer temperatures, intense rainfall events and potential changes in wind and storm patterns.

Our infrastructure systems are likely to be impacted by an increase in disruptive events. Summer droughts may become more frequent and more severe, causing problems for water quality and supply. A warming climate may provide more opportunity to be outdoors and enjoy a healthy and active lifestyle while reducing mortality in winter; however, it could affect patterns of disease and other health issues. Climate change and associated extreme weather may disrupt the lives of individuals and communities, limiting access to vital services and impacting on people's physical and mental health. Emergency services may need to respond to an increased frequency and severity of flooding, landslide and wildfire events.

Climate change will, therefore, have an impact on us all now and for future generations. We all have a part to play to make West Lothian a more sustainable place to live and work.

Building a nature rich future is critical in addressing the causes and impacts of climate change. Climate change and biodiversity are inextricably linked. Our changing climate is accelerating the loss of nature, and at the same time restoring habitats can play a key role in helping us to address climate change and achieve net zero greenhouse gas emissions.

1.2 Key Drivers

The Climate Emergency

The term “Climate Emergency” came in to widespread use in 2019 following global protests to raise awareness of the significant climatic changes which were occurring as a result a warming of the atmosphere from human and natural activities.

Defined by the Oxford Dictionary as “a situation in which urgent action is required to reduce or halt climate change and avoid potentially irreversible environmental damage resulting from it”, over 1,800 local governments in 34 countries have made climate emergency declarations (as of April 2021) including West Lothian Council which declared a climate emergency in September 2019.

Our declaration states that:

“Council recognises that the world is in the midst of a climate emergency which requires urgent and meaningful action at international, national and local level in order to safeguard our planet for future generations.

Council further agrees that having more environmentally progressive policies can lead to improved health, high quality jobs and more sustainable communities.

Council notes that West Lothian Council signed the Climate Change Declaration in 2007. Council further notes the significant work to date to make West Lothian a more environmentally friendly and sustainable place to live and work, and that the Council’s agreed carbon reduction targets are already being exceeded.”

The council has been committed to taking action to mitigate and adapt to the impacts of climate change for some time. The council’s first Climate Change Strategy, the West Lothian Climate Change Strategy 2015-2020, provided a framework for change. As reported in November 2020, the council significantly exceeded its emissions reduction target of 20% from our baseline year of 2013/14, achieving an overall decrease of 40%. This new strategy builds on the progress made through the earlier strategy to provide the direction required to achieve our ambition of becoming a net-zero West Lothian by 2045 at the latest while recognising the significant challenges that will need to be overcome to achieve this goal.

A Global Response

The importance of tackling climate change has been recognised globally. Negotiations during the 21st Conference of the Parties (COP21) led to the Paris Agreement, ratified by 191 of the nations participating in the

United Nations Framework Convention on Climate Change (UNFCCC). The Agreement’s long-term temperature goal is to keep the rise in the global average temperature to well below 2 °C above pre-industrial levels; and to pursue efforts to limit the increase to 1.5 °C, recognising that this would substantially reduce the risks and impacts of climate change.

Following on from the Paris Agreement, the IPCC was invited to provide a Special Report on the impacts of global warming of 1.5°C above pre-industrial levels. Amongst other findings, the report concluded that global warming is likely to reach 1.5°C between 2030 and 2052 if it continues to increase at the current rate and that every effort should be made to ensure that temperature increases are limited to 1.5°C. The IPCC’s latest report, published in August 2021 suggests that this threshold will be hit around 2040 and that more urgent action is required to reduce the current rate of warming.

UN Sustainable Development Goals

The 17 Sustainable Development Goals (SDGs) are a universal call to action to end poverty, protect the planet and improve the lives and prospects of everyone, everywhere. These were adopted by all UN Member States in 2015 as part of the 2030 Agenda for Sustainable Development, and each goal has targets and indicators that UN member states are expected to use in setting their agendas over the next 15 years. Climate Change is at the core of how many of these goals can be delivered and as such, tackling climate change is essential for achieving sustainable development for all.



UN Sustainable Development Goals

In a drive towards a low carbon future, the Scottish Government set out ambitious emissions reductions targets in the Climate Change (Scotland) Act 2009. The targets were amended and updated in the Climate Change (Emissions Reduction Targets) (Scotland) Act 2019, with the new goal of reducing Scotland's emissions of all greenhouse gases to net-zero by 2045 at the latest, with interim targets for reductions of at least 56% by 2020, 75% by 2030 and 90% by 2040. While challenging, these targets present Scotland with significant social and economic opportunities, and require a range of actions across society and the economy.

The Climate Change (Scotland) Act 2009 places duties on all public bodies to contribute to emission reduction targets, deliver programmes to increase resilience against Climate Change and to act in a 'Sustainable' way. Under the act, the council is identified as a 'Major Player' due to its size and

influence and, therefore, must submit a mandatory climate change report to the Scottish Government on an annual basis, detailing our progress in mitigating and adapting to climate change and outlining the actions undertaken and planned to reduce the council's environmental impacts. This updated Climate Change Strategy will be underpinned by a suite of actions which will support delivery and allow for more effective reporting.

In Scotland's latest climate plan - 'Climate Change Plan: Third Report on Proposals and Policies 2018-2032 (RPP3)', further expectations are placed on the public sector to increasingly demonstrate how its own operations are driving down emissions. RPP3 sets out the path to a low carbon economy while helping to deliver sustainable economic growth and secure the wider benefits to a greener, fairer and healthier Scotland in 2032.

Scotland's National Performance Framework

This Strategy has been developed in line with the outcomes and values set out in Scotland's National Performance Framework (NPF). This Strategy largely relates to NPF outcome: 'Environment - We value, enjoy, protect and enhance our environment'.



1.3 Science of Climate Change

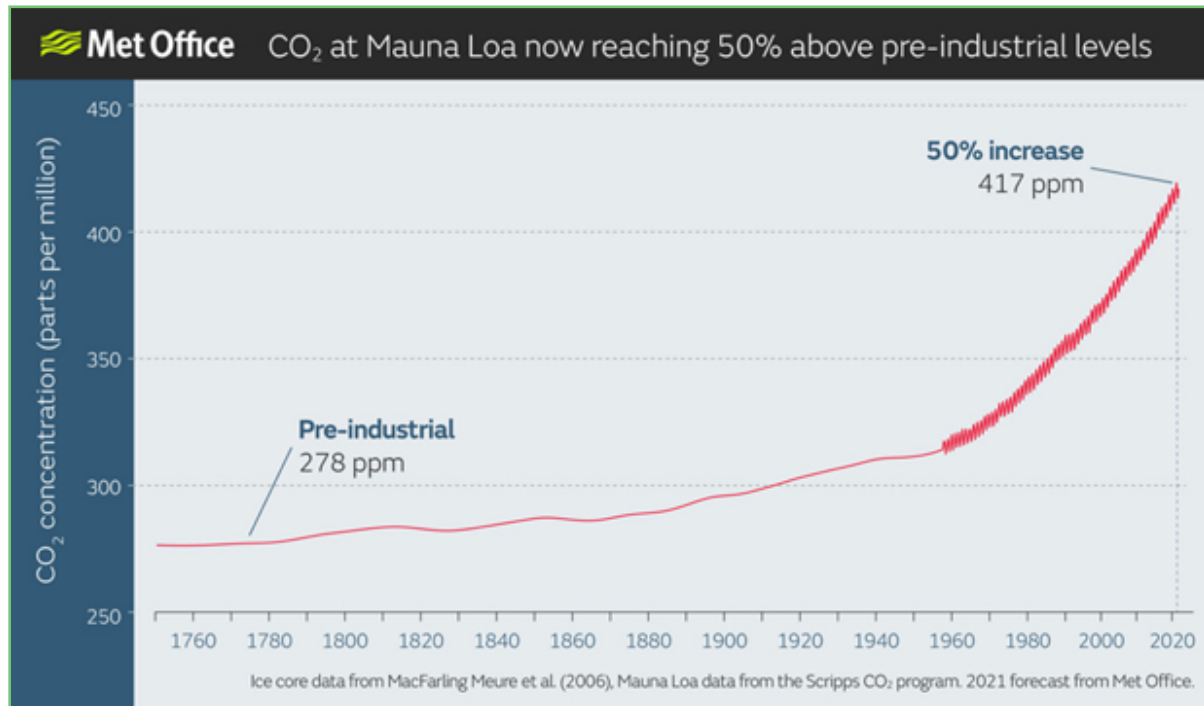
It is now clear that our climate is changing and that human influence is the key contributing factor.

Changes observed over several decades include increases in global average air and ocean temperature, rising global sea levels, widespread reduction of snow and ice cover, and changes in atmospheric and ocean circulation and regional weather patterns, which influence seasonal rainfall conditions.

The Intergovernmental Panel on Climate Change (IPCC) sets out the following established facts:

- Human activities are estimated to have caused approximately 1.2°C of global warming above pre-industrial levels;
- It is likely that the internationally agreed 1.5°C warming threshold will be hit between 2032 and 2050;
- In 2019, atmospheric CO₂ concentrations were higher than at any time in at least 2 million years. The concentration of greenhouse gases in the earth's atmosphere is directly linked to the average global temperature on Earth;
- The concentration has been rising steadily, and mean global temperatures along with it, since the time of the Industrial Revolution;
- Climate change is already affecting every inhabited region across the globe with human influence contributing to many observed changes in weather and climate extremes; and
- Projected changes in extremes are larger in frequency and intensity with every additional increment of global warming.

The science behind climate change is supported by extensive scientific research performed and reported across the world. Monitoring data from NASA shows that the parts per million (ppm) atmospheric concentration of CO₂ has increased from 380ppm in 2005 to 417ppm in July 2021. In context, concentrations are 48% above pre-industrial levels found in 1850 and the highest historical level recorded from ice cores was 300ppm, recorded 300,000 years ago .



At a United Kingdom level, the Met Office published their UK Climate Projections in 2018 (UKCP18) . This latest generation of climate projections provides users with the most up to date scientific evidence on predicted changes to our climate using a range of low, medium and high impact scenarios.

For Scotland, it is anticipated that:

- Average temperatures will increase across all seasons.
- Weather will remain variable and may become more variable.

- Typical summers will be warmer and drier.
- Typical winters will be milder and wetter.
- Intense, heavy rainfall events will increase in both winter and summer.
- Sea levels will rise.
- There will be reduced frost and snowfalls.

The degree of changes that will be experienced will depend very much on how successful we are in reducing emissions globally.

1.4 Green Recovery

At the same time as actions to address the international Climate Emerging were gathering pace, the unprecedented global impact of the coronavirus pandemic has changed many aspects of our lives.

Reduced economic activity during the pandemic resulted in a number of short-term climatic benefits. It is widely recognised that the recovery from the pandemic creates an opportunity to build on these benefits and develop a greener society. In June 2020 the Committee on Climate Change published their annual report to the UK Parliament which included five investment priorities to drive the green recovery from the pandemic. These are:

- Low-carbon retrofits and buildings that are fit for the future.

- Tree planting, peatland restoration, and green infrastructure.
- Energy networks must be strengthened.
- Infrastructure to make it easy for people to walk, cycle, and work remotely.
- Moving towards a circular economy.

The priorities identified align with the outcomes set out in this strategy and support the council's net-zero objectives.

1.5 Developing the Strategy

The Climate Change Strategy has been prepared to ensure that activities to tackle the climate emergency contribute to the achievement of the outcomes identified within the council's Corporate Plan (2018-2023) and the West Lothian Local Outcomes Improvement Plan (LOIP) (2013-23).

The strategy commits the council and to achieving a number of targets that aim to mitigate the effects of climate change by reducing emissions and ensuring that West Lothian is well adapted and prepared for changing weather patterns brought about by climate change.

The approach adopted in developing this strategy ensures that it provides sound governance and a robust framework

for ensuring that Climate Change is addressed in all future relevant council strategies, policies, management and action plans. This will enable the council to turn the aspirations and related actions of this document into reality while creating a framework for supporting others in West Lothian such as communities and businesses to contribute to a net-zero area.



1.6 Scope and Ownership of the Strategy

Due to the wide scope of climate change and the related activities, every service area within the council will need to assist delivery of the strategy outcomes, alongside community planning and other partners.

The Head of Planning, Economic Development & Regeneration is the owner of this Climate Change Strategy and has responsibility for climate change activity at a corporate level. In support of that role, each service area has a lead officer with the following areas of responsibility:

- Setting, monitoring and reviewing the actions and interim targets for mitigation of, and adaptation to, climate change.
- Reporting the activities of the Climate and Sustainability Working Group to service areas including through management and team meetings.
- Ensuring that climate change and sustainability understanding and action is embedded in all core corporate and business planning processes across the council.
- Prioritising the implementation of climate change actions and projects and removing obstacles to successful implementation.
- Reviewing and championing plans for the financial provision of climate change projects.
- Promoting a culture of low carbon and sustainable behaviour within the council as a whole and amongst staff at all levels.
- Supporting the council's budget strategy through reducing the cost and impact of the council's use of resources, including water, energy, and transport fuel.

Heads of Service have ultimate responsibility for climate change actions and targets within their service area although they may delegate their responsibility to a Service Manager to ensure that day to day management responsibilities are clear and that delegated decision making is undertaken at the appropriate level.

The Climate Change and Sustainability Working Group (CCSWG) has responsibility for identifying and ensuring delivery of the council's climate change outcomes, and assessing, informing and influencing progress on actions and targets. Progress reports from the CCSWG will be provided to the Executive Management Team and Corporate Management Team on a biannual basis to ensure that there is corporate oversight of progress against strategy objectives. The CCSWG also functions as the Community Planning Partnership (CPP) thematic forum and is responsible for taking forward the LOIP actions in relation to the environment. All performance indicators under the environment outcome in the LOIP are governed through the CCSWG. Performance against the outcome is reviewed at meetings, and reported back to the CPP Steering Group by the lead officer. The CPP Board also receive and scrutinise the performance reports. The lead officer for the group is the Head of Planning, Economic Development & Regeneration. Further details on governance can be found in Appendix 2.

Council Priorities







2.1 Corporate Plan – Transforming Your Council

The council has set eight priorities in the current Corporate Plan (2018/19 to 2022/23) in consultation with the local community, partners, stakeholders and our staff.

These priorities represent will help our community to grow and succeed and as a result, will be a focus for council resources in the years ahead as we strive to deliver positive change in each one. Figure 1 below illustrates where the Climate Change Strategy will directly contribute or support the delivery of each council priority or enabler:

Council Priorities		Climate Change Strategy
1	Improving attainment and positive destinations	✓
2	Delivering positive outcomes and early interventions for early years	✓
3	Minimising poverty, the cycle of deprivation and promoting equality	✓
4	Improving the quality of life for older people	✓
5	Improving the employment position in West Lothian	✓
6	Delivering positive outcomes on health	✓
7	Reducing crime and improving community safety	✓
8	Protecting the built and natural environment	✓

To ensure that the Climate Change Strategy contributes to the council's aim of making West Lothian the best possible place to live, work and do business, six Climate Change Strategy Outcomes (CCS Outcomes) have been identified:

 <p>Outcome 1 - Energy</p> <p>We will continue to reduce the council's own carbon footprint and encourage and support others in West Lothian to reduce theirs.</p>	 <p>Outcome 2 - Transport</p> <p>We encourage sustainable transport and active travel by implementing measures to help people make smarter, sustainable travel choices, supported by low emission transport networks & infrastructure while further reducing our own fleet emissions.</p>	 <p>Outcome 3 - Waste</p> <p>We encourage householders and businesses to make the right choices when disposing of waste and will support the drive for sustainability, reducing the environmental impact of the residents of West Lothian.</p>
 <p>Outcome 4 - Adaptation, Resilience & Biodiversity</p> <p>We will continue to build a resilient and well adapted West Lothian where natural ecosystems are protected, sustainably used and strengthened while services, communities and places are adapting to cope with climate change impacts (including land use, buildings and infrastructure).</p>	 <p>Outcome 5 - Land Use and Management</p> <p>We understand the scope and benefits of local carbon offsetting and manage our publicly owned land assets in a way that contributes to our path to net-zero.</p>	 <p>Outcome 6 - Embedding Climate Action</p> <p>We embed climate action in our policies and practices across the council and create a culture of sustainability and resource efficiency.</p>

Further details on the CCS outcomes and their associated actions are provided in section five of the strategy.

The council has already demonstrated a significant commitment to tackling the climate emergency by taking action to reduce our impact on the environment and adapt to the impacts of climate change. The strategy outcomes set out how we will build on the progress made to date on climate change related issues and support the council's priorities going forward.

2.2 Local Outcomes Improvement Plan

West Lothian's Local Outcomes Improvement Plan 2013-2023, 'Achieving Positive Outcomes' commits the council and its partners to work together to make sure that West Lothian is the best place possible to live, work and do business in for everyone.

Helping to achieve Scotland's national outcomes for the environment and building a sustainable West Lothian is a key priority for the Community Planning Partnership. This means valuing and enjoying our built and natural environment, and protecting and enhancing it for future generations. It also involves managing our natural resources in a more sustainable way, and working together to reduce the impact of climate change. The council is committed to working with its partners on mitigating and adapting to climate change and promoting sustainable development and the LOIP includes the outcome "We make the most efficient and effective use of resources by minimising our impact on the built and natural environment".





The Path to Net-Zero

3.1 Progress to Date

Council Emissions

In order to develop a pathway to net-zero, it is important to understand our current position. The council has been reporting annual emissions since 2007, originally as a signatory to Scotland's Climate Change Declaration and more recently as part of the Public Bodies Duties set out in the Climate Change (Scotland) Act 2009. This provides us with clear, consistent and comprehensive data on our emissions since our baseline year of 2013/14.

In our 2019/20 report, emissions from our activities totalled 36,635 tonnes CO₂e, a reduction of 24,426 (40%) from our baseline footprint of 61,061 tonnes.

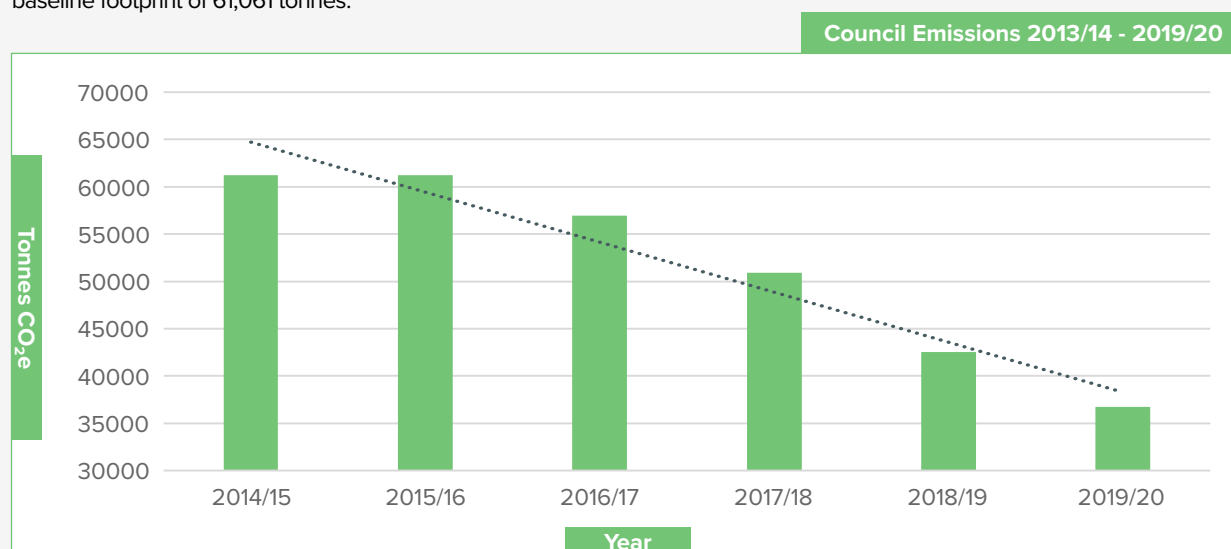


Figure 1 – Council Emissions CO₂e 2013/14 – 2019/20

The scope of the council's carbon footprint includes energy consumption in non-domestic council owned operational buildings, water supply and treatment, different waste streams, transport (including own-use mileage), and all external lighting. As outlined in figure 2, the overall emissions split has not changed considerably over that period, although the three overarching streams (utilities, waste & travel) have all contributed to the overall decrease. Full details of the breakdown of the council's emissions in 2019/20 are provided in Appendix 1.

The council will keep the scope of emissions under review, and will investigate additional scope 3 emissions in future strategy updates.

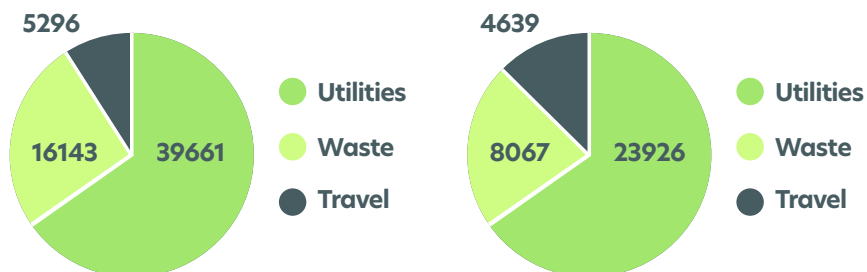
Emissions 2013/14

Emissions 2019/20

Figure 2 – Council Emissions Comparison – 2013/14 v 2019/20

There are a number of direct actions that have contributed to our emissions reductions including the implementation of energy efficiency projects, replacing street lighting with low energy LED equivalents and investing in renewable and low carbon technologies such as biomass boilers and solar

photovoltaic (PV) panels. Another key driver has been a reduction in the emissions factor for grid electricity. This factor is applied to our consumption figure to establish our emissions and has reduced considerably over time as the carbon intensity of the grid has reduced. This has been a result of the shift from the use of traditional carbon-based fuels such as coal and gas for electricity generation to cleaner sources such as wind and solar. It is anticipated that the emissions factor for electricity will continue to reduce, with targets for the national grid to be net-zero carbon by 2050. It is this de-carbonisation that is driving the transition from fossil fuels to electricity for heating and transport.



West Lothian Wide Emissions

Statistical data for carbon dioxide emissions at a local authority level is published annually by the Department for Business, Energy & Industrial Strategy (BEIS) and includes estimated emissions from the industrial and commercial sector, domestic emissions including from gas and electricity consumption and emissions from transport. From 2014 the dataset also includes emissions from land use, land-use change and forestry.

West Lothian's per capita emissions have reduced by 1.4 tonnes (19%) since our baseline year of 2013/14, and while this is positive, more will need to be done to accelerate progress. The data highlights some of the key challenges to be faced in achieving a net-zero area in future. As outlined in Table 2 (below), West Lothian has a rapidly growing population and therefore demand for council and private sector services increases. In addition, while every other sector has decreased, transport emissions have actually risen since the baseline year, influenced mainly by road travel and the West Lothian's strategy location within the motorway and 'A' road networks.

Year	Industry Total	Commercial Total	Public Sector Total	Domestic Total	Transport Total	LULUCF Net Emissions	Grand Total	Population ('000s, midyear estimate)	Per Capita Emissions (t)
2013	219.6	190.5	60.1	384.3	383.3	35.2	1,273.0	176.2	7.2
2014	186.9	149.7	53.3	324.2	384.5	34.0	1,132.6	177.2	6.4
2015	194.3	130.0	51.9	317.3	394.7	33.5	1,121.7	178.6	6.3
2016	195.2	104.2	39.4	302.2	398.1	58.8	1,097.9	180.1	6.1
2017	199.1	101.9	32.0	285.6	405.4	30.3	1,054.4	181.3	5.8
2018	198.3	98.5	33.0	285.2	401.9	29.1	1,046.0	182.1	5.7
2019	210.2	114.3	35.9	279.6	388.4	28.1	1,056.4	183.1	5.8

Figure 3 – West Lothian area emissions by sector

The public sector figure used in Figure 3 consists of emissions from combustion of fuel in public sector buildings, such as schools, hospitals and offices. LULUCF refers to Land use, land use change and forestry. This relates to emissions and removals of greenhouse gases resulting from direct human-induced land use such as settlements and commercial uses, land-use change, and forestry activities.

3.2 Net Zero Emissions Targets

The National Targets

Net zero emissions are achieved when the emissions produced are balanced by those removed from the atmosphere. The Climate Change (Emissions Reduction Targets) (Scotland) Act 2019 sets targets to reduce Scotland's emissions of all greenhouse gases to net-zero by 2045 at the latest, with interim targets for reductions of at least 56% by 2020, 75% by 2030 and 90% by 2040 from a 1990 baseline year (with some exceptions using a 1995 baseline). To help ensure delivery of the long-term targets, the legislation also includes annual targets for every year to net-zero.

West Lothian Council Targets

As part of our response to the Climate Emergency, West Lothian Council aims to achieve a net-zero position by 2045 at the latest, in line with Scottish Government targets set out above. While the council uses a different baseline year, it was assumed in our previous Carbon Management Plans that council emissions had broadly followed national reductions and that our original 2020 reduction target of 20% would give us an equivalent reduction of 42% from 1990 levels (equalling the Scottish Governments original interim target). This would put the council's 1990 emissions figure at around 85,700 tonnes CO₂e. On that basis, the revised interim target of 56% by 2020 would equate to a figure of 37,708 tonnes CO₂e from the council's operations. In our last reporting year (2019/20), our actual emissions (rather than net) were 36,635 tonnes.

Based on this information, and in order to align with the wider Scottish Government goals, the council's new emissions targets are:

Target Year	Reduction Level (from 2013/14 Baseline)	West Lothian Council Target (Tonnes CO ₂ e)
2028	61%	23,813
2030	65%	21,371
2040	86%	8,426
2045	Net-zero	0

Figure 4: West Lothian Council Net-zero Targets

To achieve this, the council must reduce the emissions generated from its operations to achieve a figure as close to zero as possible, and by 2045 ensure that we remove the same amount of greenhouse gases that we put into the atmosphere. Current levels of carbon offsetting from council owned land will be assessed during 2021/22 and an update provided to the Environment Policy Development & Scrutiny Panel in spring 2022.

The first interim target (2028) of 23,813 tonnes equates to an annual reduction figure of just over 5% per annum from our 2019/20 emissions figure as set out in figure 5 below. Progress against our emissions targets will be reviewed annually as part of our annual Climate Change Report and updated every five years.

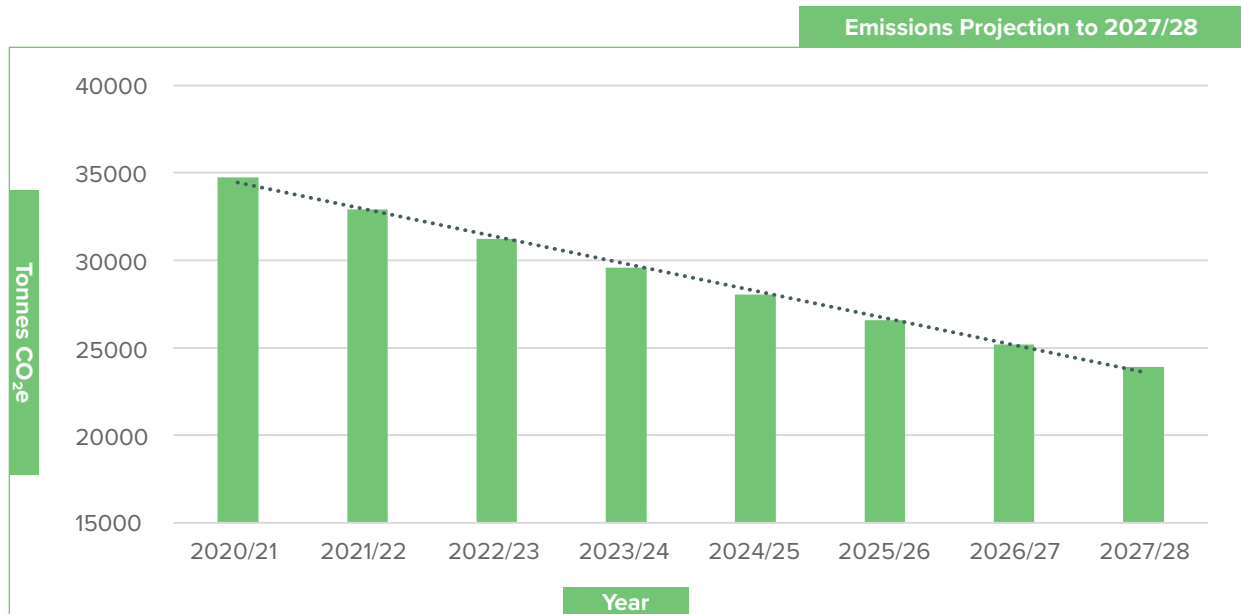


Figure 5: Emissions projection to 2028

Achieving a net zero emissions position will require significant financial, resource and infrastructure support from the Scottish Government and others. The council will continue to work with government, partners and other agencies to quantify the scale of the challenges presented and identify appropriate solutions.

West Lothian Wide Target

The council will encourage and support our partners, residents and businesses throughout West Lothian to reduce their emissions in line with the Scottish Government targets set out above. Achieving a net zero West Lothian will require significant support at a local and national level and will be significantly influenced by policies at a United Kingdom and Scottish Government level, particularly in relation to issues such as transport emissions where significant infrastructure and behavioural changes will be required.



Partnership & Community

Community Planning Partnership

It is recognised that a sustained partnership effort is required to achieve our net zero carbon target, involving all public agencies, businesses and communities across West Lothian. It is also important that the response to the Climate Emergency is community-led.

A great deal of work has been carried out to date to engage local partners and communities. The West Lothian Community Planning Partnership (CPP) Board held a meeting themed around the Climate Emergency

These discussions also fed into development of the CPP's forthcoming revision to the 2013-23 Local Outcomes Improvement Plan. Taking a partnership approach to achieving net zero carbon was identified

As part of the council's Climate Emergency Declaration in September 2019, it was recognised that youth engagement and involvement would play a key part in the response to the climate emergency.

in September 2019. As a result of this meeting a CPP Climate Change Seminar was held to further discuss the common challenges, opportunities and potential for collaboration and partnership working. The session was facilitated by the Sustainable Scotland Network and was well attended by partners, council services, community councils and local young people. Emerging themes from the discussion included Legislation, Policy and Finance; Partnership and Leadership; Engagement, Awareness-Raising and Communication. A CPP action plan was developed based on these discussions, identifying the short, medium and long-term actions around how partners will work together to tackle the Climate Emergency.

as a key priority by community planning partners and communities through the LOIP engagement process and will be a key area of focus in the new LOIP.

As part of the council's Climate Emergency Declaration in September 2019, it was recognised that youth engagement and involvement would play a key part in the response to the climate emergency. A climate change survey was carried out with young people in early 2021 with focus groups to follow as a result.

The survey had 1,184 respondents and gathered important information around what climate change means to young people, their understanding of climate change and local activities, what changes are required around skills and knowledge, lifestyle, diet, land use and travel and ideas for how the council can support young people and wider communities around climate action. Key findings include:

- There is a good understanding on the global impacts of climate change and most young people appear to have a good understanding of how they can help tackle climate change.
- More education is required (in schools and across the community) to raise awareness of local activities already underway to tackle climate change and how young people and wider communities can make a difference. It was also felt that education should start at a younger age.
- Most respondents felt that climate change is already having a big impact on young people (e.g. in terms of the weather, air quality, worries for the future, not being listened to and pressure on young people to make changes).

West Lothian College held a Sustainability Summit in March 2019 to raise awareness of the Climate Emergency amongst staff and students, to discuss how to combat climate change at West Lothian College and to announce their decision for “no single use plastic” from March onwards.

The council’s Energy & Climate Change Manager and Community Planning Development Officer attended the Summit and delivered a workshop to students and staff, providing an overview of activities that the council and CPP are undertaking to tackle the Climate Emergency and also to carry out some engagement.

An online survey tool was used to gather further information on where climate change ranks in young people’s priorities, what are the best ways to raise awareness with young people, what the young people would like to see happening locally to support climate action and how communities could be supported to do more. The information gathered provided valuable insight and will be used to shape the new LOIP and CPP Climate Change Strategy.

All of the above engagement has fed in to the Climate Change Strategy development process.

Wider West Lothian Community

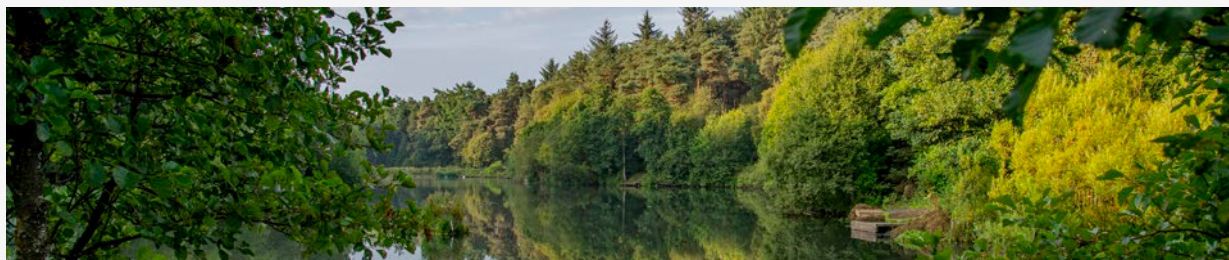
Going forward, the council will improve collaboration with our partners and communities to identify and take forward actions to tackle the climate emergency, improving understanding amongst young people and the wider community on the impact of climate change and what individuals, communities, partners and businesses can do to help achieve net zero carbon.

In order to ensure that the response to the climate emergency is community led, the council will work with local organisations with an interest in climate change to develop a coordinated approach to climate action, sharing information and best practice.

The council’s Economic Development & Regeneration Service continues to work with local business on the net zero carbon agenda. In addition to a regular series of free workshops on tackling the issues around the climate emergency, the council are also enabling firms to access expert help from specialist providers. A series of job grants have been developed so that local businesses can employ dedicated net zero Champions while creating higher-value job opportunities. The council will continue to support businesses they will play a critical part in achieving a net-zero West Lothian.



Strategy Outcomes



5.1 Outcome 1 – Energy:

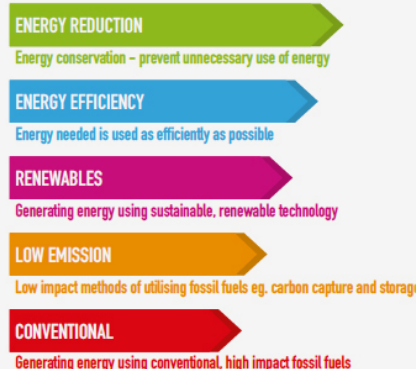
We continue to reduce the council's own carbon footprint and encourage and support others in West Lothian to reduce theirs.



The Scottish Government published its Energy Strategy in 2017, setting out a pathway to 2050 and recognising some of the challenges and opportunities presented in developing our future energy systems.

Energy Hierarchy

To ensure that a balanced approach is taken to reducing our energy use, the council follows the general principles developed by the Scottish Government. The fundamental principle is to first reduce the amount of energy used in the first place, often through changing behaviours.



Local Heat & Energy Efficiency Strategies (LHEES)

At the heart of planning a place based, locally-led and tailored approach will be Local Heat & Energy Efficiency Strategies (LHEES). Once in place these local strategies will provide a framework for taking an area-based approach to heat and energy efficiency planning and delivery. LHEES will set out the long-term plan for decarbonising heat in buildings and improving their energy efficiency across an entire local authority area, supporting Scottish Government objectives to have 35% of heat for domestic buildings and 70% of heat and cooling for non-domestic buildings supplied using low carbon heat technologies, where technically feasible by 2032. For each local authority area, the strategies will draw on a consistent, data driven methodology to:

- set out how each segment of the building stock needs to change to meet national objectives, including achieving zero greenhouse gas emissions in the building sector, and the removal of poor energy efficiency as a driver of fuel poverty;

- identify heat decarbonisation zones, setting out the primary measures for reducing emissions within each zone, with a view to these zones acting as a potential trigger for regulation in the future if required, and;
- prioritise areas for delivery, against national and local priorities.

It is proposed by the Scottish Government that the development of a LHEES will become a statutory duty with strategies to be in place by 2023.

Action E1

The Council will develop a Local Heat & Energy Efficiency Strategy by 2023, building on the experiences from the work undertaken in the phase 2 pilot and in line with Scottish Government guidance.

Energy Use in Council Buildings

Current Energy Use & Carbon Emissions

The council's most recent Climate Change Declaration Report 2019/20, submitted to the Scottish Government in November 2020, highlighted an overall emissions figure for the organisation of 36,635 tonnes CO₂e. Energy consumed in our buildings accounted for 19,925 tonnes (or 54.4%) of the total amount, making our estate the largest contributor to our overall emissions.

Emissions from council buildings have been on a continued downward trend since our emissions baseline year of 2013/14, falling from 30,808 tonnes.

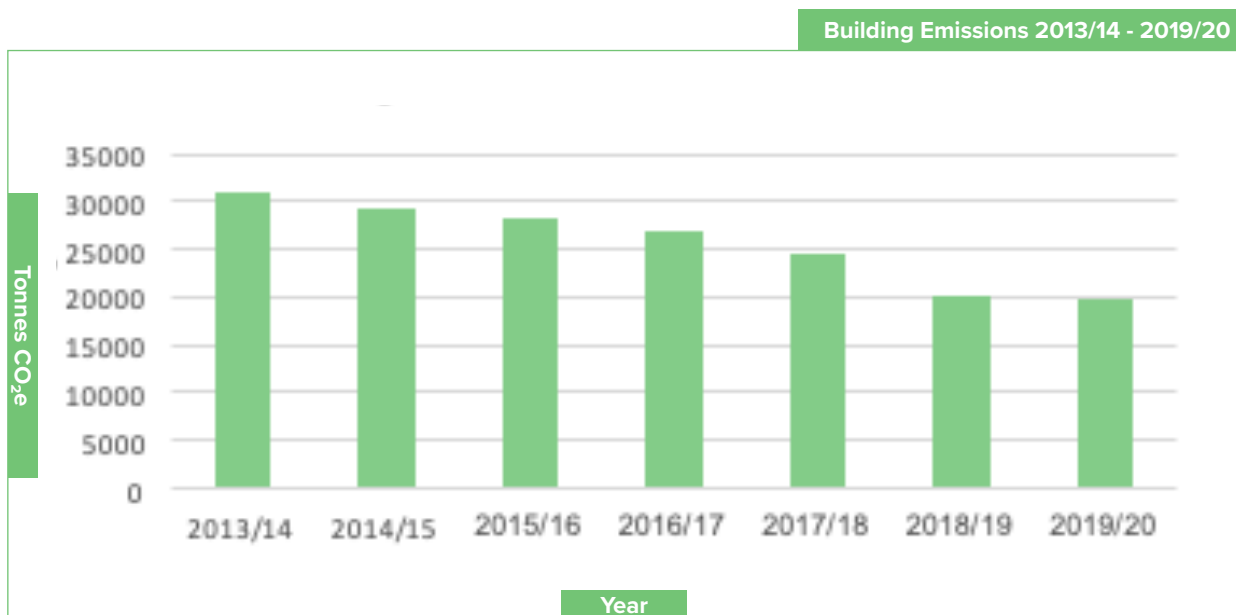


Figure 6: Emissions from buildings 2013/14 - 2019/20

There are a number of direct actions that have contributed to the reductions in our emissions including the implementation of energy efficiency projects and investment in renewable and low carbon technologies such as biomass boilers and solar photovoltaic (PV) panels. Another key driver has been a reduction in the emissions factor for grid electricity as explained in section 3.1. It is anticipated that the emissions factor for electricity will continue to reduce, with targets for the grid to be net-zero carbon by 2050. It is this decarbonisation that is driving the transition from fossil fuels to electricity for heating and transport.

Improving Energy Efficiency & Decarbonising Existing Buildings

Decarbonising the existing building stock will present significant challenges for the council. It should first be recognised that our existing buildings, at least in the

short to medium term, will never reach a zero-carbon position and that we will have to offset some emissions to achieve net-zero. There are a number of factors influencing this including the age of our building stock and the costs & complexity of upgrading. That does not, however, prevent us from striving to reduce our energy consumption and therefore emissions as much as possible.

The most significant challenge will be in managing the transition from current fossil fuelled heating systems to low carbon alternatives.

Action E2

The council will continue to invest in energy efficiency, renewable energy and other low carbon solutions to reduce our energy consumption and related emissions. We will reduce our emissions in buildings in line with the net-zero targets set out in section 3.2 of the Strategy.

Improving Energy Efficiency & Decarbonising Future Buildings

The council is already demonstrating a strong commitment to ensuring that our future buildings are as energy efficient as possible. This has been demonstrated recently with the development of the first public Passivhaus early learning and childcare facility in Blackridge. Future education buildings will conform with the strict energy efficiency targets set out in the Scottish government's Learning Estate Investment Programme (LEIP) and the BB101 (2018) standards for ventilation, thermal comfort and indoor air quality. The LEIP targets set out a challenging objective of achieving a measurable total energy consumption of 67kWh/m² in operational use, far lower than current averages.



Image 1: Blackridge Early Years facility

In the Climate Change Plan 2018-2032 Update published in December 2020, the Scottish Government has also committed to work collaboratively with the public sector to introduce a net-zero public buildings standard and the council will monitor progress on these developments and implement as required.

Action E3

The council will, as a minimum, achieve the standards set out in the LEIP and BB101 and will implement new standards for net-zero public buildings when introduced.

West Lothian Council Housing

Existing Stock and the Energy Efficiency Standard for Social Housing post 2020 (EESH2)

The Scottish Government Guidance for Social Landlords on the Energy Efficiency Standard for Social Housing (EESH) was introduced in March 2014 and encouraged landlords to improve the energy efficiency of social housing in Scotland. The first milestone for social landlords to meet for social rented homes was 31 December 2020. A second milestone was confirmed in June 2019, for social rented houses to meet by December 2032 (EESH2). Decarbonising the existing housing stock and meeting the EESH2 milestones will present significant challenges for the council. It should be noted that as with the council's non-domestic buildings our existing housing stock, at least in the short to medium term, is unlikely to reach a net zero-carbon

position and that we will have to offset some emissions to achieve net-zero.

The council's Capital Programme of works will focus on the elements in the Route Map below to meet the EESH2 standards. As time moves forward and as innovations in technology allow, further solutions may be investigated. Solutions to be explored will be around heat recovery technology, such as waste water, flue gas, and ventilation. Other elements which will be explored include floor insulation, Internal Wall Insulation where technically feasible, and provision of LED light bulbs and lighting.

Year	Lofts	Walls	Heating	Windows & Doors
2025	Minimum of 270mm insulation	All cavities filled and all solid walls to have External Wall Insulation (EWI)	Full central heating system	All are double glazed
2032	Minimum of 270mm insulation	All cavities filled and all solid walls to have External Wall Insulation (EWI)	Full central heating system A – rated boiler or low carbon alternative	Triple glazed windows High performance doors
2040	Minimum of 270mm insulation	All cavities filled and all solid walls to have External Wall Insulation (EWI)	Full central heating system A – rated boiler or low carbon alternative	Triple glazed windows High performance doors
2045	Minimum of 270mm insulation	All cavities filled and all solid walls to have External Wall Insulation (EWI)	Full central heating system – low carbon solution	Triple glazed windows High performance doors

Energy Standards for New Build Council Housing

Emissions from buildings are responsible for approximately 20% of Scotland's total greenhouse gas emissions. Energy efficient buildings reduce the demand for heat. Regardless of which system supplies a building's heating requirements, it is important that action is taken to limit the amount of energy that needs to be delivered to a new home to meet the heating demand to the best levels practicable. We also have to ensure that demand for heat in our housing stock is as low as possible, to meet our fuel poverty obligations and to protect consumers from high energy costs and cold homes. The Scottish Government are reviewing the energy standards which are included in Building Regulations. These will improve the energy efficiency of

new buildings and include measures in support of the move to low carbon and renewable heat.

The council will make a strong commitment to ensuring that our future new build housing stock is as energy efficient as possible. It is proposed that all new build council housing stock are designed and constructed to meet the requirements to achieve an A – Rated Energy Performance Certificate (EPC) in terms of both the building's 'energy efficiency rating', and the building's 'environmental impact rating', which shows the buildings CO2 emissions. In addition to this it is proposed that all future new build council housing stock should meet all 8 requirements to achieve the current Scottish Building Standards "Silver" Standard.

Action E4

The council will investigate the implementation of strict energy efficiency standards recommended in The Committee on Climate Change (CCC) report "Reducing emissions in Scotland – 2019 Progress Report to Parliament" and report our findings in 2022. The standards state that homes must achieve 'ultra-high' levels of energy efficiency consistent with a space heat demand of 15-20 kWh/m²/year, a figure similar to the space heating demand of a Passivhaus building.

Alternative Heating Sources for New Build and Existing Stock

Although significant headway has been made in the decarbonisation Scotland's homes and businesses (this figure represents a 24% reduction in emissions from 1990 the base reporting year for carbon dioxide emissions, Scotland cannot meet its legislated climate change targets unless virtually all emissions from heating (and cooling) buildings are eliminated. This means, in effect that by 2045, zero emissions heating will need to be deployed across Scotland's building stock. Through the use of zero direct emissions at point of use heating systems - coupled with very high levels of energy efficiency in new homes – West Lothian Council have the opportunity to greatly reduce our emissions, and move towards our net zero carbon targets.

Action E5

The Council will produce a revised and updated Employers Requirements Design Guide for council Housing in 2022/23 as part of the council's pathway to net-zero.

Renewable Energy

Using renewable energy rather than fossil fuels can significantly decrease energy related emissions and will play a key role in achieving net zero. The pace of investment and share of renewable energy as a proportion of the energy we generate and consume in Scotland has increased considerably over the past decade as the cost of technologies fall and efficiencies continue to rise. In 2020, the equivalent of 97.4% of Scotland's electricity use was generated from renewable sources such as solar and wind.

The council has already implemented a range of renewable and low carbon energy projects including the installation of solar panels and heat pumps in non-domestic buildings and council housing and biomass boilers at six sites including West Lothian Civic Centre. There is significant potential to further increase the renewable energy generation using West Lothian Council assets, including larger scale solutions on council owned land. In addition, the integration of technologies such as battery storage can help to ensure that the power generated is used when most required, helping to balance future challenges presented by electric vehicle charging and the decarbonisation of our heating systems.

Action E6

The council will continue to implement renewable and low carbon solutions where technically and financially feasible, will investigate the potential for large scale renewable installations on council owned land and will identify opportunities for the use of new technologies such as battery technology where appropriate.

Summary of Actions

Action E1	The Council will develop a Local Heat & Energy Efficiency Strategy by 2023, building on the experiences from the work undertaken in the phase 2 pilot and in line with Scottish government guidance.
Action E2	The council will continue to invest in energy efficiency, renewable energy and other low carbon solutions to reduce our energy consumption and related emissions. We will reduce our emissions in buildings in line with the net-zero targets set out in section 3.2 of the Strategy.
Action E3	The council will, as a minimum, achieve the standards set out in the LEIP and BB101 and will implement new standards for net-zero public buildings when introduced.
Action E4	The council will investigate the implementation of strict energy efficiency standards recommended in The Committee on Climate Change (CCC) report "Reducing emissions in Scotland – 2019 Progress Report to Parliament" and report our findings in 2022. The standards state that homes must achieve 'ultra-high' levels of energy efficiency consistent with a space heat demand of 15-20 kWh/m ² /year, a figure similar to the space heating demand of a Passivhaus building.
Action E5	The Council will produce a revised and updated Employers Requirements Design Guide for council Housing in 2022/23 as part of the council's pathway to net-zero.
Action E6	The council will continue to implement renewable and low carbon solutions where technically and financially feasible, will investigate the potential for large scale renewable installations on council owned land and will identify opportunities for the use of new technologies such as battery technology where appropriate.



5.2 Outcome 2 -Transport:

We further reduce our own fleet emissions and encourage sustainable transport and active travel by implementing measures to help people make smarter, sustainable travel choices, supported by low emission transport networks & infrastructure.

Emissions from transport amounts to approximately 37% of the total CO2 emissions for the West Lothian area. As highlighted in section 3.1 of the Strategy, it is also the only major sector where emissions have increased since the council's baseline year. Achieving our emissions targets can only be achieved with modal shift away from petrol/diesel car use, and significant improvements in the transport sector. The Scottish Government's Programme for Government 2021-22 sets out national ambitions to remove the majority of diesel buses from public transport by the end of 2023, reduce car kilometres by 20% by 2030, decarbonising Scotland's railways by 2035 and phasing out the sale of new petrol and diesel cars by 2030.

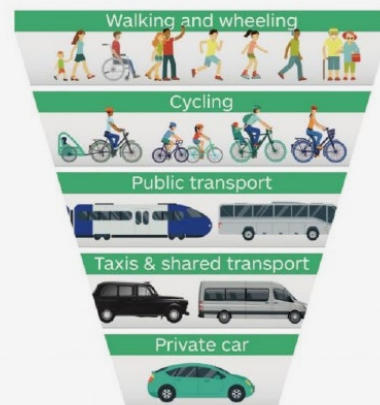
West Lothian's strategic location at the heart of the national road and rail network means that a significant proportion of movements between Glasgow and Edinburgh and other parts of the central belt of Scotland travel through the area. A large proportion of the transport related emissions in this area – almost 70% - are generated by national traffic using the 'A' road and motorway networks and are therefore outwith the Council's direct influence. The Council can, however, influence the travel patterns of residents and businesses within our area using a range of positive measures to help encourage a reduction in car use in line with national targets. Measures include improved walking and cycling opportunities, working with bus operators to

enhance public transport, expanding the network of Park and Ride facilities and expanding the network of Electric Vehicle (EV) Charging Points. Through these actions, the Council will contribute to the national target of reducing vehicle kilometres by 20% (by 2030).

Action T1

The Council will continue its work with partners to develop road and passenger transport infrastructure to reduce car use through mechanisms such as the Edinburgh City Region Deal and Bus Partnership Funds.

Prioritising Sustainable Transport



Active Travel

Active travel is primarily defined as making journeys by walking, cycling and wheeling. It can also include horse-riding (and even running and non-motorised water-based transport.) It is an approach to travel and transport that focuses on physical activity as opposed to motorised means and which can lead to improved health and wellbeing outcomes.

The council's current Active Travel Plan (ATP) for West Lothian, 2016-21 "Making Active Connections" is a plan to link people to places by active travel. It is not just about physical connections however - it is also a framework for mainstreaming active travel in West Lothian, and creating a culture where active travel becomes the norm for suitable everyday trips. To achieve this, it is crucial that West Lothian Council works successfully with external partners, schools and local communities, and "joins up" policies and projects delivered by different Services and teams across the Council. Embedding positive behaviours at an early age is essential, and schools throughout West Lothian encourage pupils to use active travel methods, emphasising the health, wellbeing and environmental benefits.

Action T2

The council will develop a new ATP for the period 2022 – 2027 to replace the existing ATP, involving relevant stakeholders in drawing up its objectives. It will seek to continue to design and implement priority active travel schemes arising from the new strategy using the council's capital programme as well as externals funding. Non-physical measures will also be pursued.



Public Transport

While the COVID-19 pandemic has led to a negative shift in behaviour and a reduction in the use of public transport, the council is committed to maintaining a public transport network that meets the majority of transport needs within its geographic boundary and provides connections to neighbouring areas. A key council activity is the augmentation of passenger transport services provided by commercial and voluntary sector operators to provide a comprehensive network.

The council's current Passenger Transport Strategy sets the parameters for service provision and the priorities for resourcing services in future. It is intended to allow the development of an affordable network of connections between communities and to optimise service efficiencies so that sustainable transport needs are met. This connectivity is particularly important for communities where alternative methods of transport are more limited.

The council has also established a West Lothian Bus Alliance in partnership with local bus operators, SEStran and Bus Users Scotland which seeks to create a smarter, more successful set of bus services that maximises the potential of the sector in the West Lothian area for the benefit of the area's people.

Action T3

The council will develop a new Passenger Transport Strategy to replace the existing strategy involving relevant stakeholders in drawing up its objectives ensuring that it continues to provide sustainable and affordable public transport options.

Action T4

The council will continue to develop the West Lothian Bus Alliance in partnership with its members outlining climate action as a core priority while also prioritising reducing inequalities, helping to deliver inclusive economic growth, and improving the health and wellbeing of local communities.

Decarbonising the Council's Fleet

Emissions from the council's vehicle fleet in 2019/20 were 4,489 tonnes or just over 12% of the overall reported figure of 36,635 tonnes. In order to reduce emissions from fleet operations, the Scottish Government have stated that they will work with public bodies to phase out petrol and diesel cars, as well as phasing out the need for new petrol and diesel light commercial vehicles by 2025. There is an acknowledgement that heavy goods vehicle technologies are less developed but again the government will work with public bodies and the automotive sector to phase out the need for all new petrol and diesel vehicles in the public sector fleet by 2030. The council currently has a fleet asset register of over 1,100 pieces of Fleet and Mechanical Equipment which are used across all services to deliver statutory and discretionary activities across West Lothian.

The council will consider all possible alternatives to our existing fleet including electric and hydrogen powered vehicles. Providing the infrastructure to charge fleet vehicles will present significant challenges. There is currently capacity for charging 30 vehicles at sites across West Lothian including twenty standard and one rapid charger at Whitehill Service Centre. To allow for any increase in the electric vehicle fleet a significant amount of additional charging capacity will be needed, which is likely to require the development and upgrade of electric infrastructure capacity.

Reducing the council's Fleet emissions means that we not only need to decarbonise our existing models of transport but also change the ways in which vehicles are used to deliver services across West Lothian. The decarbonising of the council's Fleet should not be limited to a move away from traditional petrol and diesel fuelled

vehicles, rather it will need to be supported by a change in traditional ways of working which will see the council able to reduce its Fleet and Mechanical Equipment assets (and in turn emissions) without impacting on service provision.

As part of our Covid recovery, the council will look to build on lessons learned from adopting new ways of working during the pandemic, and will look to minimise car travel through a combination of the following:

- Increased use of digital technology such as video conferencing;
- Adopting more flexible working arrangements such as hybrid working (workplace/homeworking), and;
- Implementing a sustainable travel hierarchy

Action T5

A short term working group has been established from services across the council. The working group will develop a clear and joined up asset management plan which will consider, amongst other issues, the timing and financial impact of fleet replacement, infrastructure requirements and the impacts on service delivery.

Public Electric Vehicle Charging Infrastructure

Both the Scottish and United Kingdom governments have set target dates for the phasing out of conventional petrol and diesel cars and vans by 2032. This presents a significant challenge in ensuring that there is sufficient charging capacity for the anticipated steep rise in EV ownership. In order to support the transition from petrol and diesel vehicle to low carbon equivalents, the council has developed a considerable network of publicly available electric vehicle (EV) charge points funded by Transport Scotland's Local Authority Infrastructure Programme. It is important to note, however, that while the council's role in providing charging facilities is key, it should not be seen as solely our responsibility. In the

rest of the United Kingdom, development of charging networks is being driven by commercial operators who are installing charge points at key locations including service stations and supermarkets. Commercial units which charge for use are already in place in West Lothian and further development of these should be encouraged. The introduction of tariffs to council operated charge points will help to create more favourable market conditions for private sector investment in network development. In addition, electric vehicle owners with off-street parking are able to access funding to install their own charge point and should be encouraged to do so where possible.

Action T6

A short term working group has been established from services across the council. The working group will develop a clear and joined up asset management plan which will consider, amongst other issues, the timing and financial impact of fleet replacement, infrastructure requirements and the impacts on service delivery.

Summary of Actions

Action T1	The Council will continue its work with partners to develop road and passenger transport infrastructure to reduce car use through mechanisms such as the Edinburgh City Region Deal and Bus Partnership Funds.
Action T2	The council will develop a new ATP for the period 2022 – 2027 to replace the existing ATP, involving relevant stakeholders in drawing up its objectives. It will seek to continue to design and implement priority active travel schemes arising from the new strategy using the council's capital programme as well as external funding. Non-physical measures will also be pursued.
Action T3	The council will develop a new Passenger Transport Strategy to replace the existing strategy involving relevant stakeholders in drawing up its objectives ensuring that it continues to provide sustainable and affordable public transport options.
Action T4	The council will continue to develop the West Lothian Bus Alliance in partnership with its members outlining climate action as a core priority while also prioritising reducing inequalities, helping to deliver inclusive economic growth, and improving the health and wellbeing of local communities.
Action T5	A short term working group has been established from services across the council. The working group will develop a clear and joined up asset management plan which will consider, amongst other issues, the timing and financial impact of fleet replacement, infrastructure requirements and the impacts on service delivery. The group will report early in 2022
Action T6	The council will continue to signpost individuals and organisations to relevant funding to support the move to electric vehicles and will work with Transport Scotland and others to develop an EV Infrastructure plan for West Lothian which will be published in summer 2022. As part of this plan, the council will consider the introduction of tariffs for EV charging.



5.3 Outcome 3 - Waste:

We encourage householders and businesses to make the right choices when disposing of waste and will support the drive for sustainability, reducing the environmental impact of the residents of West Lothian.



Emissions from waste in the council's latest Climate Change Declaration Report were 8#,069 tonnes, or 22% of the overall emissions for that year. While the council has made significant progress in reducing our waste emissions from our baseline year figure of 14,878 tonnes, waste emissions are still the second largest element of the council's carbon footprint after energy used in our buildings and street lighting.

The Scottish Government has set several ambitious targets for reducing waste and increasing recycling.

By 2025, the national aims are to:

- reduce total waste arising in Scotland by 15% against 2011 levels.
- reduce food waste by 33% against 2013 levels.
- recycle 70% of remaining waste.
- send no more than 5% of remaining waste to landfill.

The council is working to support these national objectives, with targets aligned to those set out above.

The Waste Hierarchy

The Scottish Government issued numerous documents to support the introduction of the Waste (Scotland) Regulations 2012. The Waste Hierarchy forms the cornerstone of the Scottish Government's regulations and the wider zero waste agenda. The hierarchy is shown in the diagram below. Ideally waste should be prevented at the outset, be it through design or use. Where this is not possible the aim should be to move waste materials up through the hierarchy increasing their environmental sustainability. The quality of the waste material is fundamental to ensuring that materials can move up through the hierarchy. This can be achieved through sustainable design, to enhance the ability for material to be repaired, reused or recycled, but it is also achieved through the collection and handling process to keep high quality recyclable materials in a good condition for processing.



Prevention

If you can't prevent then...

Prepare for reuse

If you can't prepare for reuse, then...

Recycle

If you can't recycle, then...

Recover other value (e.g. energy)

If you can't recover value, then..

Disposal

Landfill if no alternative available.

Recycling & Waste Services

To increase the amount of waste recycled, the council continues to work towards Scotland's Zero Waste Targets in partnership with our residents. West Lothian signed the national "Household Recycling Charter" at the beginning of 2019 and is working with Zero Waste Scotland to progress the aims of the associated Code of Practice, which will introduce its aims to promote a more consistent household recycling service across Local Authorities, to increase recycling participation, quantity and quality and support the circular economy opportunities in Scotland. West Lothian has reviewed its Service Standards to suit the current service provision and take recognition of the national aims of the charter.

Introduction of Twin Stream Recycling collections

The council has agreed through the committee process to introduce Twin Stream recycling, planned for June 2022.

In 2020 65% of material collected from households as comingled recycle was rejected as it had been

contaminated by other materials such as food and drink.

Households are not presenting the appropriate clean and dry materials within the container. The main carrier of food and liquids into the mixed containers is via plastic food containers and plastic bottles containing liquid.

Currently all paper, card, metals and plastics are accepted within the household blue bin, a fully co-mingled dry mixed recycle collection, collected on an alternate week basis. Twin stream collections separate paper and card stream from the plastic/ cans/ containers stream and placing them within separate containers for collection which should result in dry paper and card and materials that can be separated mechanically, improving the quality and marketability of the materials.

Whilst changing the collection method assists with the drive to improve quality, it is essential that any change is supported by council-wide engagement and awareness raising with householders to demonstrate the impact of the current poor presentation as well as targeted intervention where required. Engagement and education will use a system seen nationally as a standardised route to improving performance within all Local Authorities.

Action W1

The council will implement the Twin Stream Recycling Project by mid-2022 and monitor progress following this to determine impact.

Zero Waste Towns Project

Waste and Recycling Services bid for and received additional internal revenue funding for the 'Zero Waste Towns Intervention Project'.

This will support delivery of the council's Carbon Management Plan and also support the Scottish Government revised Code of Practice under the Household Recycling Charter (once complete). The funding will enable the project, trialled in Kirknewton, to be extended throughout West Lothian. The trial had a positive impact on the environment by successfully reducing residual waste and

improving recycling rates. After using performance data to determine a baseline position in relation to tonnage in waste streams, contamination levels and participation, additional project officer employed for one year will actively engage with community representatives to determine what local interventions could improve performance before putting these into place. as a standardised route to improving performance within all Local Authorities. an additional project officer will actively engage with community representatives to determine what local interventions could improve performance before putting these into place.

Action W2

The council will implement the Zero Waste Towns Project from 2022 to 2023 and monitor progress during and after to determine impact.

Summary of Actions

Action W1

The council will implement the Twin Stream Recycling Project by mid-2022 and monitor progress following this to determine impact.

Action W2

The council will implement the Zero Waste Towns Project from 2022 to 2023 and monitor progress during and after to determine impact.



5.4 Outcome 4 - Adaptation, Resilience & Biodiversity:

We continue to build a resilient and well adapted West Lothian where natural ecosystems are protected, sustainably used and strengthened while services, communities and places are adapting to cope with climate change impacts.



Adaptation & Resilience

A changing climate is likely to pose both threats and opportunities for the economy, environment and communities of West Lothian. Climate adaptation is about enabling our economy, society and natural systems to be resilient to climate impacts and take advantage of any beneficial opportunities.

Adaptation is key to making Services across the council more resilient to the impacts of severe weather events and long-term climatic changes, reducing the impacts on property, service delivery and the wider West Lothian community.

When the council adopted its first Climate Change Strategy in 2015, one of the key actions from the strategy was to prepare a Climate Change Adaptation Action Plan. Due to resource issues, and in order to ensure that the Action Plan took account of the most recent available information, consultants (SNIFFER – Scotland, Northern Ireland Foundation For Environmental Research - who lead the Scottish Government “Adaptation Scotland” programme), were employed to prepare the Action Plan based on examples from other Scottish local authorities.

A Local Climate Impact Profile (LCLIP) prepared in 2018 found that the council has already experienced a range of adverse impacts on property and services as a result of extreme weather events.

The findings identified that between 2000 and 2015, the council spent approximately £40 million on maintenance and repair costs as either a direct or indirect result of extreme weather events, not accounting for loss of staff time and costs due to impairment of service delivery.

The draft Climate Change Adaptation Action Plan provides a set of common sense, resource efficient actions that will deliver long term benefits for assets, services and communities. It establishes clear adaptation outcomes, actions and allows for monitoring and evaluation of progress on a regular basis.

The Adaptation Action Plan identifies seven adaptation outcomes which the council will work towards through implementing over 70 actions over a 5 year period:

- 1 Communities;
- 2 Business & logistics;
- 3 Built environment;
- 4 Natural environment;
- 5 Transport and travel;
- 6 Partnerships, knowledge and skills; and
- 7 Strategic planning and investment.

Action A1

The draft West Lothian Climate Change Adaptation Action Plan will be updated and refreshed by March 2022 to take account of recent Scottish Government policy and the council's 10 Services Units will be re-engaged with to correlate the original actions proposed with current budgets and operations.

Through adaptation, the council can achieve cost-savings and improved efficiency as well as provide climate ready services to the public enabling more resilient and sustainable built and natural environments, communities and partnerships.

Climate change adaptation offers a solution to not only minimise impacts but enhance the resilience, sustainability and success of the council.

Biodiversity and Climate Change

The Scottish Government announced in December 2020 plans to protect at least 30% of Scotland's land for nature by 2030 – and to examine options to extend this further. A new 'Statement of Intent on Biodiversity', sets out priorities for tackling biodiversity loss as part of a strategy to combat climate change and ecological decline. Currently, 37% of Scotland's marine environment is safeguarded, with 23% of terrestrial land protected for nature.

Other commitments include plans to support new, locally driven projects that aim to improve ecological connectivity and the publication of a new national strategy on biodiversity within 12 months of the international climate change summit in Glasgow, COP26, rescheduled for November 2021.

The current West Lothian Local Biodiversity Action Plan (LBAP) (2009) is over 10 years old and while it is still an important baseline document it does require to be updated. The council has recently recruited three Ecology and Biodiversity

Whilst the challenges faced as a result of the impacts of climate change are significant, good adaptation provides an opportunity to deliver both short term benefits and greater progress against long term council outcomes as well as addressing legislative requirements for public bodies to adapt as mandated by the Climate Change (Scotland) Act 2009.

Officers who will review and update the LBAP to produce a new 10-year plan. They will also provide effective and efficient oversight on the progress of the associated actions, harnessing community involvement and ensuring areas are developed to reflect the needs and aspirations of local communities who will have a key role to play in conserving and enhancing biodiversity. As the LBAP progresses officers will share opportunities for volunteers and communities to support biodiversity actions across the area. As part of the development of the LBAP, and through allocated funding of £60,000 from the West Lothian Climate Emergency Fund, specialist consultant resource, supported by council officers, will be contracted to prepare a Natural Capital Audit of the council's landholdings that will allow us to identify opportunities for habitat enhancement across West Lothian, identifying ecosystem services that are provided by our natural assets. The Natural Capital Audit will also allow for the identification of the council's carbon baseline in any future carbon sequestration projects.

Action A2

The council will engage with relevant stakeholders and prepare a new ten-year West Lothian Local Biodiversity Action Plan in 2022, focusing on protecting and enhancing existing habitats and joining up green networks.

An emphasis on 'pocket parks' and other green spaces could help to improve access to nature as part of the '20-minute neighbourhood' approach being developed through the Scottish Government's National Planning Framework 4 that will also develop "ambitious new proposals which will deliver positive effects for biodiversity from development, without the need for overly complex metrics, and how they can support wider approaches to natural infrastructure."

Peatland, as stores of carbon, are important in tackling climate change and as the basis of rural farming, sporting, tourism and crofting they are vital to the economy. They also play a role in flood regulation, water quality and support nationally and internationally important biodiversity. Peatlands are one of Scotland's largest degraded ecosystems. When peatlands

are degraded the benefits they bring are lost, and in fact they become sources of carbon instead of sinks – contributing to climate change rather than mitigating it. In West Lothian there are areas of degraded peat along the north slopes of the Pentland Hills and in the Blackridge Heights, although it does contain a major National Nature Reserve at Blawhorn Moss. The council has been committed to restoring and managing peatlands on its land for some considerable time, with notable projects at Easter Inch Moss and Black Moss. The Scottish Government has committed a £250 million ten-year funding package to support peatland restoration, with a target of restoring 250,000 acres of degraded peatland by 2030.

Action A3

Through the Natural Capital Audit the council will determine the location and condition of the peatland resource in West Lothian with a view to encouraging landowners to apply for Scottish Government peatland restoration grants that will aid carbon sequestration efforts.

Flood Risk Management

One of the major impacts of our changing climate is increased severe weather events leading to flooding. As required by the Flood Risk Management (Scotland) Act 2009, West Lothian Council works together with its partners in the Forth Estuary Local Plan District (LPD) to manage flood risk in the council's area. The draft Cycle 2 (2022-

2028) Flood Risk Management Plans are out for public consultation at the time of publication. The draft Plans propose 10 Objective Target Areas (OTA's) within West Lothian Council for Cycle 2: Armadale, Bathgate, Blackburn, Blackridge, Broxburn, Fauldhouse, Linlithgow, Livingston and Mid Calder, West Calder and Whitburn.



In each of the target areas, SEPA and the council have set objectives for the management of flood risk. In some locations, the objectives provide a short-term direction that will be reviewed and updated as further information becomes available. In others, they provide long-term direction for the management of flooding within a community. A number of objectives have been established for the area, and these must be considered alongside national principles to manage flood risk. Objectives include:

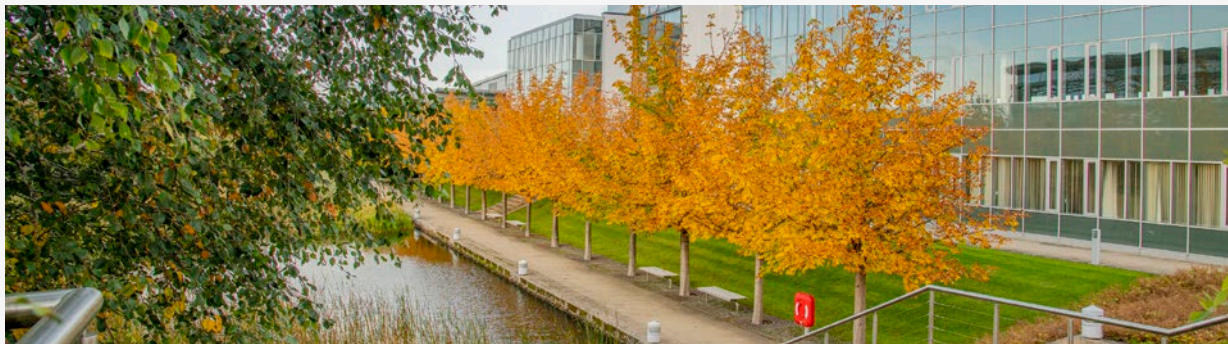
- Taking a long-term, risk-based approach to flood risk management decisions and one that considers the impacts of, and adaptability to, climate change;
- Delivering co-ordinated and integrated flood risk management by engaging with communities and working in partnership, sharing data, expertise, services and resources, and;
- Considering whole catchments and coastlines and work with natural processes and the environment to deliver multiple outcomes.

Action A4

With approved funding mechanisms the council will implement the actions set out for the West Lothian area in the forthcoming Forth Estuary Local Plan District Flood Risk Management Plan 2022-28. These actions will consider the current understood impacts of climate change on flood risk, and the development of adaptation planning to manage the long-term impacts of climate change.

Summary of Actions

Action A1	The draft West Lothian Climate Change Adaptation Action Plan will be updated and refreshed by March 2022 to take account of recent Scottish Government policy, and the council's 10 Services Units will be re-engaged with to correlate the original actions proposed with current budgets and operations.
Action A2	The council will engage with relevant stakeholders and prepare a new ten-year West Lothian Local Biodiversity Action Plan in 2022, focusing on protecting and enhancing habitats and joining up green networks.
Action A3	The council will seek specialist consultants help to determine the location and condition of the peatland resource in West Lothian with a view to encouraging private landowners to apply for peatland restoration grants that will aid carbon sequestration efforts.
Action A4	With approved funding mechanisms the council will implement the actions set out for the West Lothian area in the forthcoming Forth Estuary Local Plan District Flood Risk Management Plan 2022-28. These actions will consider the current understood impacts of climate change on flood risk, and the development of adaptation planning to manage the long-term impacts of climate change.



5.5 Outcome 5 - Land Use and Management

We understand the scope and benefits of local carbon offsetting and manage our land assets in a way that contributes to our path to net-zero.



Carbon Offsetting

Carbon offsetting is defined as an action or activity such as the planting of trees that compensates for the emission of carbon dioxide or other greenhouse gases to the atmosphere. As noted elsewhere in the strategy, through its operations the council will continue to produce some emissions and it is these that will require to be offset or sequestered to achieve the net-zero targets. While carbon offsetting has a significant role to play in achieving net-zero, it should only be considered where all other avenues to reduce our emissions have been investigated and implemented where feasible. The priority should be to ensure that our overall emissions are reduced to a figure as near to true zero emissions as possible.

The council owns and manages significant land assets including agricultural land managed in-house and leased out to farmers, around 1,000 hectares of woodland, other semi-natural habitats such as grassland and peatland bogs (including at Easter Inch between Blackburn and Seafield and Black Moss, Armadale) as well as thousands of individual trees and shrubs within more formal park areas and along roads and streets. These are already sequestering (locking in) atmospheric CO₂ but as this is a relatively new area of focus the scale of current sequestration and the potential for future enhancement and expansion of offsetting is not clearly understood.

There are a number of available options to maximise the potential of our land assets and offset emissions locally. These include:

- Changing the way we manage public land and water assets to take account of all ecosystem services including carbon sequestration, provision of sustainable products and renewable energy
- Removing emissions from the atmosphere through proactive management of existing trees and woodland and, where appropriate, more extensive tree planting
- Restoring peatlands
- Significantly expanding existing and creating new wildflower meadows and other semi-natural grassland.

A review of council assets is underway which will consider each of these options to establish how they can best contribute to achieving our net-zero targets. All of the above options also provide additional benefits including improved biodiversity and contributing to climate change adaptation.

There are other offsetting options including involvement in accredited schemes outwith the local area such as investment in national and international renewable energy and afforestation projects. The priority, however, should be developing local projects to maximise the benefits and opportunities within West Lothian. Only once all these options have been exhausted should other initiatives be considered.

Action LU1

A Natural Capital Audit of all West Lothian Council landholdings will be undertaken and available by 2022. In association with the new LBAP, this will allow carbon sequestration and habitat improvement projects to be prioritised and progressed with a combination of council capital investment and external grant funding.

Planning Policy & Local Development Plan

Climate Change is impacted through the Strategic Development Plan (SDP) for South East Scotland (SESplan), and the Local Development Plan (LDP), both of which help to deliver the spatial strategy and policy set out in the Scottish Government's National Planning Framework (NPF) and Scottish Planning Policy (SPP). Both are currently being reviewed and the SPP will be incorporated within the revised NPF4 that is due to be laid before the Scottish Parliament in Autumn 2021.

These are the starting points for making decisions on planning applications through setting policy considerations for development and also statutory Supplementary Guidance, or non-statutory Planning Guidance, which provides further explanatory information or detail on the planning policies or proposals that are within the development plan.

Action LU2

The council will review its current Local Development Plan (2018) on the adoption of the National Planning Framework 4 (which will now incorporate Scottish Planning Policy) by the Scottish Government and produce a second Local Development Plan (LDP2) that will focus on sustainable development targeted on brownfield sites close to public transport routes and hubs over new green field land releases.

Planning Guidance

The council has various statutory Supplementary Guidance and non-statutory Planning Guidance that relate to climate change issues

Action LU3

The council will update its Supplementary and Planning Guidance that covers climate change issues, with a spatial element, as new guidance emerges from Scottish Government and to combine it with LDP2.

Future Measures related to Planning & Climate Change

Going forward, schemes could be agreed in conjunction with the Planning, Economic Development and Regeneration (PED&R) Service and developers for a voluntary planning obligations scheme, such as an agreement by developers to offset carbon reduction from the development site in an alternative means for which the developer could promote the site in conjunction with West Lothian Council as being 'carbon neutral'. A similar type scheme as was previously employed for local apprenticeships and local materials / suppliers in conjunction with businesses and PED&R.

In addition, Planning Guidance for gathering voluntary developers' contributions towards tree planting on WLC sites and landholdings that contribute towards carbon sequestration as part of the West Lothian Climate Forest. Work is already underway via the councils Climate Change Emergency Fund to undertake woodland creation, woodland management and habitat enhancement via the Green Action Trust (GAT - formerly Central Scotland Green Network Trust) to form the "West Lothian Climate Forest". Additional woodland initiatives are also under way in West Lothian with the assistance of Edinburgh & Lothians Greenspace Trust.

Action LU4

The council will continue to work with GAT & E&LGT on progressing woodland creation and management, alongside habitat restoration, on public landholdings across West Lothian and seek to secure external grant funding to allow the continuation of a programme of new sites as part of expanding the West Lothian Climate Forest.

These developer contribution schemes would initially need to be voluntary as to be mandatory there needs to be a relationship to one of the statutory LDP policies and the obligation must be in accordance with Scottish Government current Circular 3/2012 'Planning Obligations and Good Neighbour Agreements', as

interpreted by emerging case law and amended by subsequent amendments and legislation. The forthcoming review of the NPF4 and the accompanying SPP may hasten change on these climate change related issues.

Action LU5

The council will explore voluntary developers' contributions to offset carbon emissions from developments site and support tree planting on council owned sites and landholdings that contribute towards the West Lothian Climate Forest and carbon sequestration.

There is a need to embed climate action into the future spatial plans developed for villages and towns, shifting away from the current reliance on carbon-intensive developments, services and modes of transport, which requires thinking about planning and development in a more holistic, collective way. These aspects related to

West Lothian can be explored spatially in the Regional Spatial Strategy as part of NPF4 and review of the Local Development Plan and its accompanying new planning policies to reflect the desire for a long term, no-carbon future to respond to the impacts of climate change.

Summary of Actions

Action E1	A Natural Capital Audit of all West Lothian Council landholdings will be undertaken and available by 2022. In association with the new LBAP, this will allow carbon sequestration and habitat improvement projects to be prioritised and progressed with a combination of council capital investment and external grant funding.
Action E2	The council will review its current Local Development Plan (2018) on the adoption of the National Planning Framework 4 (which will now incorporate Scottish Planning Policy) by the Scottish Government and produce a second Local Development Plan (LDP2) that will focus on sustainable development targeted on brownfield sites close to public transport routes and hubs over new green field land releases.
Action E3	The council will update its Supplementary and Planning Guidance that covers climate change issues, with a spatial element, as new guidance emerges from Scottish Government and to combine it with LDP2.
Action E4	The council will continue to work with GAT & E&LGT on progressing woodland creation and management, alongside habitat restoration, on public landholdings across West Lothian and seek to secure external grant funding to allow the continuation of a programme of new sites as part of expanding the West Lothian Climate Forest.
Action E5	The council will explore voluntary developers' contributions to offset carbon emissions from developments site and support tree planting on council owned sites and landholdings that contribute towards the West Lothian Climate Forest and carbon sequestration.



5.6 Outcome 6 - Embedding Climate Action:

We embed climate action in our policies and practices across the council and create a culture of sustainability and resource efficiency.



Leadership

Demonstrating climate change leadership will be crucial at all levels, with Heads of Service and Service Managers cascading directions and actions down through each service. The cross-council CCSWG attended by Heads of Service or senior officers will be responsible for delivery of the Climate Change Strategy outcomes.

Elected members play a key role in the response to the climate emergency. To ensure that they are best placed to consider climate change in their planning and decision making processes, regular training and awareness raising sessions will be carried out and quarterly updates will be provided to the relevant Policy Development & Scrutiny Panel.

The council has a responsibility to ensure that all of our employees understand the impacts of climate change and what they can do to help mitigate their impact both in the workplace and at home. Climate change information and online learning modules provided as part of the corporate induction process will be updated to reflect the latest available information and specific training will be developed and delivered where required.

Action EMB1

The council's committee report template will be revised to include explicit consideration of climate change /sustainability consultations and impacts.

Action EMB2

Council officers will facilitate elected member climate change training and awareness raising sessions. Specific web-based resources and materials will be made available.

Action EMB3

Corporate induction information and online learning module will be updated to reflect most recent information and specific training will be developed and delivered where required.

Sustainable Procurement

Public sector procurement is expected to contribute to climate change targets through implementation of the Sustainable Procurement Duty. The sustainable procurement duty, contained in section 9 of the Procurement Reform (Scotland) Act 2014, places sustainable and socially responsible purchasing at the heart of procurement activity.

Outcome 5 in the Corporate Procurement Strategy is focused on ensuring that the council is committed to maximising the benefits delivered from Sustainable Procurement through its procurement activities and those contracts awarded to achieve value for money on a whole life basis in terms of generating benefits, not only to the procuring organisation, but also to society and the economy, whilst minimising damage to the environment.

Action EMB4

Corporate induction information and online learning module will be updated to reflect most recent information and specific training will be developed and delivered where required.

Schools & Education

The council will build on the positive work already underway in our schools to ensure that climate change, sustainability and the environment are considered as widely as possible, educating and empowering our young people while encouraging them to take action on climate change.

Action EMB5

Further summits similar to the 2019 session at Howden Park Centre and the Learning for Sustainability conference in September 2021, will be organised by the council and the Community Planning Partnership to gauge the success of various forthcoming climate change related campaigns and seek further views on action.

Summary of Actions

Action EMB1	The council's committee report template will be revised to include explicit consideration of climate change /sustainability consultations and impacts.
Action EMB2	Council officers will facilitate elected member climate change training and awareness raising sessions. Specific web-based resources and materials will be made available.
Action EMB3	Corporate induction information and online learning module will be updated to reflect most recent information and specific training will be developed and delivered where required.
Action EMB4	The council will maintain Level 2 within the Scottish Government's Sustainability Framework Assessment and will update the Procurement Board on the requirements of Level 3 early in 2022 in order to agree a future position.
Action EMB5	Further summits similar to the 2019 session at Howden Park Centre and the Learning for Sustainability conference in September 2021, will be organised by the council and the Community Planning Partnership to gauge the success of various forthcoming climate change related campaigns and seek further views on action.



Delivering the Strategy

6.1 Monitoring & Reporting

A suite of performance indicators and actions are in place to monitor progress on climate change objectives and targets.

Performance indicators and actions are regularly reviewed to ensure they are fit for purpose to monitor progress on actions for the life span of the strategy. Progress will be reported to and monitored by the Climate Change and Sustainability Working Group, Community Planning Partnership Board, Capital Asset Management Board, Modernisation Board, Environment PDSP and Council Executive as appropriate.

The Council's Climate Change Declaration report is submitted annually to the Sustainable Scotland Network (SSN) acting on behalf of the Scottish Government. Reporting is a statutory duty under Public Bodies Duties of the Climate Change (Scotland) Act 2009 and includes a full inventory of the council's emissions for the reporting year along with details of supporting activities for both mitigation and adaptation. Future reports will also include updates on progress against the council's targets.

6.2 Communications

The importance of clear climate change communications is widely recognised and has driven significant changes in public opinion in recent years.

A key contributor in this change in public opinion has been a significant focus on the issue through print, broadcast and digital/social media at international, national and local levels.

The council will provide clear, consistent information on climate change, highlighting key council and

partner projects and activities and signposting to other information sources, funding and support. A calendar of events produced each year which will be used to plan communication activities. Climate change related web pages will be regularly reviewed and updated to ensure that users have the most up to date information.

Appendix 1 - Council Emissions 2019-20

Emission source	Scope	Consumption Data	Unit	Emission factor	Units	Emissions (tC O2e)
Grid Electricity (generation)	Scope 2	41,986,267	kWh	0.26	kg CO2e/kWh	10,731.7
Grid Electricity (transmission & distribution losses)	Scope 3	41,986,267	kWh	0.02	kg CO2e/kWh	911.1
Natural Gas	Scope 1	64,317,929	kWh	0.18	kg CO2e/kWh	11,824.9
Biomass (Wood Chips) kWh	Scope 1	3,414,100	kWh	0.02	kg CO2e/kWh	53.4
Biomass (Wood Pellets) kWh	Scope 1	4,986,160	kWh	0.02	kg CO2e/kWh	77.9
Water - Supply	Scope 3	328,117	m3	0.34	kg CO2e/m3	112.9
Water - Treatment	Scope 3	303,114	m3	0.71	kg CO2e/m3	214.6
Refuse Municipal to Landfill	Scope 3	11,518	tonnes	586.51	kg CO2e/tonne	6,755.5
Refuse Commercial & Industrial to Landfill	Scope 3	3,142	tonnes	99.76	kg CO2e/tonne	313.4
Organic Food & Drink Composting	Scope 3	6,174	tonnes	10.20	kg CO2e/tonne	63.0
Organic Garden Waste Composting	Scope 3	10,336	tonnes	10.20	kg CO2e/tonne	105.5
Paper & Board (Mixed) Recycling	Scope 3	8,574	tonnes	21.35	kg CO2e/tonne	183.1
WEEE (Mixed) Recycling	Scope 3	1,016	tonnes	21.35	kg CO2e/tonne	21.7
Glass Recycling	Scope 3	2,473	tonnes	21.35	kg CO2e/tonne	52.8
Plastics (Average) Recycling	Scope 3	2,459	tonnes	21.35	kg CO2e/tonne	52.5
Metal Cans (Mixed) & Metal Scrap Recycling	Scope 3	3,096	tonnes	21.35	kg CO2e/tonne	66.1
Refuse Municipal /Commercial / Industrial to Combustion	Scope 3	20,218	tonnes	21.35	kg CO2e/tonne	431.7
Construction (Average) Recycling	Scope 3	17,724	tonnes	1.37	kg CO2e/tonne	24.3
Diesel (average biofuel blend)	Scope 1	1,655,659	litres	2.59	kg CO2e/litre	4,295.0
Petrol (average biofuel blend)	Scope 1	87,795	litres	2.21	kg CO2e/litre	193.9
Car - diesel (average - unknown engine size) km	Scope 3	867,601	km	0.17	kg CO2e/km	150.4
Total					#N/A	36,635.3

Scope & Description	Amount (tonnes CO2e)
Scope 1 (Direct emissions): Activities owned or controlled by the council that release emissions straight into the atmosphere. They are direct emissions. Examples of scope 1 emissions include emissions from combustion in owned or controlled boilers, furnaces and vehicles.	16,445
Scope 2 (Energy indirect): Emissions being released into the atmosphere associated with the council's consumption of purchased electricity, heat, steam and cooling. These are indirect emissions that are a consequence of the council's activities but which occur at sources not own or controlled by the organisation.	10,731
Scope 3 (Other indirect): Emissions that are a consequence of the council's actions, which occur at sources which the council does not own or control and which are not classed as scope 2 emissions. Examples of scope 3 emissions are business travel by means not owned or controlled by the organisation, waste disposal, or purchased materials or fuels.	9,456

Appendix 2 – Governance

Climate Change Lead Officers	
Area	Responsible Officer
Corporate, Operational and Housing Services	Head of Corporate Services; Head of Housing, Customer and Building Services; Head of Operational Services
Education and Planning Services	Head of Schools (Learning, Policy & resources); Head of Education (Curriculum, Quality Improvement & Performance); Head of Planning, Economic Development & Regeneration
Community Health and Care Partnership	Head of Social Policy
Finance and Property Services	Head of Finance and Property Services

The governance of the Climate Change Strategy is summarised as follows:

Governance		
Group	Governance/Scrutiny Role	Reporting Frequency
Climate Change and Sustainability Working Group (CCSWG)	<ul style="list-style-type: none"> Responsibility for the direction and scope of the Climate Change Strategy (CCS) and associated action plans. Monitoring performance on the environment outcome of the Local Outcomes Improvement Plan (LOIP). Monitoring performance and progress on targets and initiatives relating to the CCS. 	Quarterly
Procurement Board	<ul style="list-style-type: none"> Monitoring performance on sustainable procurement including progress on the Sustainable Procurement Action Plan. The Corporate Procurement Manager is the council's nominated Sustainable Procurement Champion. 	Quarterly/ As Required
Risk and Audit Management	<ul style="list-style-type: none"> Monitoring climate risks as identified in the council's Corporate Risk Register and actions to mitigate the risks. 	Quarterly
Community Planning Partnership (CPP) Steering Group	<ul style="list-style-type: none"> Responsibility for the direction and scope of the CCS and input to action plans where appropriate. Monitoring performance against the environment outcome of the SOA. 	Quarterly
Capital Asset Management Board	<ul style="list-style-type: none"> Responsibility for the direction and scope of the CCS and associated action plans. Monitoring the council's progress against the strategy's outcomes, actions and activities and approving the annual review. 	Annually
Environment Policy Development and Scrutiny Panel	<ul style="list-style-type: none"> Consideration of the CCS and associated action plans. Consideration of climate change reports including the annual Scottish Climate Change Declaration report. 	Annually
Council Executive	<ul style="list-style-type: none"> Approval of the CCS and associated action plans. Approval of climate change reports including the annual Scottish Climate Change Declaration report. 	Annually
CPP Partnership Board	<ul style="list-style-type: none"> Monitoring performance against the environment outcome of the SOA. 	Annually
Scottish Government	<ul style="list-style-type: none"> Approval of the council's Climate Change Declaration report. 	Annually

Glossary

Scope & Description	Amount (tonnes CO ₂ e)
Adaptation	The adjustment in economic, social or natural systems in response to actual or expected climatic change, to limit harmful consequences and exploit beneficial opportunities.
Carbon footprint	A measure of the carbon emissions produced as a result of an organisation's or service's activities.
Climate Change	Any change in climate over time, whether due to natural variability or as a result of human activity.
CO ₂	Carbon Dioxide. The most common greenhouse gas contributing to human made climate change.
CO ₂ e	Carbon Dioxide equivalent. A standard unit for measuring carbon impact and includes the six other major greenhouse gases in one unit.
Emissions factor	A measurement of CO ₂ emissions intensity per unit of electricity generation in the grid system.
kWh	Kilowatt Hour. A unit of energy equivalent to one kilowatt of power expended for one hour of time (1,000KWh = 1MWh). Commonly used in energy use.
LULUC	Land use, land use change. Emissions and removals of greenhouse gases resulting from direct human-induced land use such as settlements and commercial uses, land-use change, and forestry activities.
Mitigation	The attempt to lessen future climate change and its social, economic and environmental consequences by reducing greenhouse gas emissions.
Net zero CO ₂ emissions	Achieved when CO ₂ emissions are balanced by CO ₂ removals over a specified period. Also referred to as carbon neutrality.



Climate Change Strategy. **2021-2028.**

Craig McCorriston Head of Planning,
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January 2021

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Environment Policy, Development and Scrutiny Panel

Workplan 2021/2022

	Issue	Purpose	Lead Officer	Date	Referral to Council Executive
1.	Broxburn Property Flood Resilience Scheme	The purpose of this report is to update the Panel on the progress being made to deliver the council's Property Flood Resilience scheme of up to 15 properties in New Holygate and Parkwood Gardens, Broxburn Report to be submitted to the PDSP on 17 November 2021	Shona Collins	17 November 2021	Yes. Info only
2.	Ash Dieback	To update the Environment Policy Development and Scrutiny Panel on the impact and costs associated with the management of Ash Dieback in West Lothian. Report to be submitted to the PDSP on 17 November 2021	Andy Johnston	17 November 2021	No
3.	Maintenance of Open Spaces, Trees and Shelterbelts in Development Areas	To provide the Panel with an update on the maintenance of open spaces and shelterbelt trees in Springfield, Linlithgow; including providing an update on the areas the council maintains that may not be owned by the council or where the maintenance responsibility has not been transferred or taken over by the council. Report to be submitted to the PDSP on 17 November 2021	Andy Johnston	17 November 2021	No

4.	Litter Picking Volunteers	<p>To invite members of the panel to recognise efforts made by local litter picking volunteer groups in keeping West Lothian looking at its best and thank the volunteers for their continuing hard work.</p> <p>To draw the attention of members to diplomatic and logistical efforts as well as the financial contribution made by the service to facilitate the work of these volunteer groups.</p> <p>To acknowledge the operational challenges having such active litter picking groups brings</p> <p>Report to be submitted to the PDSP on 17 November 2021</p>	Lynn Yuill	17 November 2021	No
5.	Livingston Skatepark	<p>The purpose of the report is to provide the panel with an update on the Livingston Skate Park.</p> <p>Report to be submitted to the PDSP on 17 November 2021</p>	Andy Johnston	17 November 2021	No
6.	West Lothian Community Choices – Update on Grounds Maintenance Consultation and Service Delivery	<p>The purpose of the report is to update the Panel on the approach for the delivery of Community Choices for Grounds Maintenance and to provide the Panel with an update on the results from the consultation on Grounds Maintenance activities.</p> <p>Report to be submitted to the PDSP on 17 November 2021</p>	Andy Johnston	17 November 2021	No
7.	Food for Life update	<p>To provide the Panel with an update on the Food For life initiative.</p> <p>Report to be submitted to the PDSP on 17 November 2021</p>	Jim Jack	17 November 2021	No
8.	Environment PDSP Performance Report – Quarter 2	<p>To report the current levels of performance for all indicators which are the responsibility of the Environment Policy Development and Scrutiny Panel</p> <p>Report to be submitted to the PDSP on 17 November 2021</p>	Jim Jack	17 November 2021	No

9.	The licensing of activities involving animals' regulations	<p>The purpose of this report is to make the panel aware of new regulations requiring the licensing of various activities involving animals and the need to update and approve council policies, procedures and fees covering these activities.</p> <p>Report to be submitted to the PDSP on 17 November 2021</p>	Craig Smith	17 November 2021	Yes
10.	Spaces for People – Engagement with Communities and Stakeholder	<p>The purpose of this report is to inform the Environment PDSP of the Spaces for People (SfP) engagement plan which was instructed by Council on 28 September 2021.</p> <p>Report to be submitted to the PDSP on 17 November 2021</p>	Graeme Malcolm	17 November 2021	No
11.	Request for a 30mph Speed Limit on The B8046 Westfield Road, The B792 Slackend And Cathlaw Lane In Torphichen	<p>The purpose of this report is to inform the Panel of the outcome of the additional 30mph speed limit survey work carried out, following the interim report presented to the Environment PDSP on the 1 June 2021.</p> <p>Report to be submitted to the PDSP on 1 February 2022</p>	Gordon Brown	1 February 2022	Yes
12.	Request for Speed Reduction Measures in Main Street, Mid Calder	<p>The purpose of this report is to inform the Panel of a deputation which has been remitted to the Environment PDSP from the West Lothian Council meeting on the 23rd November 2021. The deputation is seeking for the introduction of traffic calming measures on Main Street, Mid Calder.</p> <p>Report to be submitted to the PDSP on 1 February 2022</p>	Gordon Brown	1 February 2022	Yes
13.	Consultation Response To Scotland's Pavement Parking Prohibitions	<p>The purpose of this report is to inform the Panel of the consultation that is being carried out by the Scottish Government in relation to Scotland's Pavement Parking Prohibitions. The report suggests a Council response to the consultation questions.</p> <p>Report to be submitted to the PDSP on 1 February 2022</p>	Gordon Brown	1 February 2022	Yes

14.	Regional Transport Strategy 2035 Consultation Response	The purpose of this report is to update the Panel on the completion of SEStran's draft Regional Transport Strategy 2035 and to provide a draft consultation response to the associated consultation (Appendix 1). Report to be submitted to the PDSP on 1 February 2022	Graeme Malcolm	1 February 2022	Yes
15.	Underground Refuse Systems – Investigation of Potential Benefits	To investigate a pilot scheme for underground waste disposal in Craigshill with the options available, feasibility and costs of an initial pilot. To report on areas suitable for a roll out with the estimated costs and potential phasing. To compare underground refuse provision with equivalent above ground shared provision. Report to be submitted to the PDSP on 1 February 2022	David Robertson	1 February 2022	Yes
16.	Environment PDSP Performance Report – Quarter 3	To report the current levels of performance for all indicators which are the responsibility of the Environment Policy Development and Scrutiny Panel Report to be submitted to the PDSP on 1 February 2022	Jim Jack	1 February 2022	No
17.	Hiring of Council Minibuses to Community Organisations	To advise the Environment Policy Development and Scrutiny Panel (PDSP) of the outcome of a review of the hire of council minibus to community organisations and of an alternative service provision. Report to be submitted to the PDSP on 1 February 2022	Bruce Robb	1 February 2022	Yes
18.	2021/22 Financial Performance – Month 6 Monitoring Report	To provide the Panel with an update on the financial performance of the Environment portfolio. Report to be submitted to the PDSP on 1 February 2022	Robert Young	1 February 2022	No
19.	Greening of the John Muir Way Study	The purpose of this report is to update the Panel on the recent 'Greening of the John Muir Way' study undertaken by consultants working for the Green Action Trust (GAT) and the proposed projects as they relate to the 2 stretches of the John Muir Way within West Lothian. Report to be submitted to the PDSP on 1 February 2022	Chris Alcorn	1 February 2022	No

20.	Quarterly Climate Change Update	<p>The purpose of this report is present to the Panel the first of the agreed quarterly climate change updates as set out in the new Climate Change Strategy, informing and advising of key announcements and changes in relation to climate change both during and in the period since COP26, and to present an updated design of the Climate Change Strategy which was approved at a meeting of the Council Executive on 26 October.</p> <p>Report to be submitted to the PDSP on 1 February 2022</p>	Peter Rogers	1 February 2022	No
21.	Proposed Pedestrian Crossings	Report to be submitted to the PDSP on 29 March 2022	Brian McDowell/Ronnie Fisher	29 March 2022	
22.	Pentland Hills Regional Park – funding 2021/22 & updated Minute of Agreement	<p>Report to the panel to advise on the requested from City of Edinburgh Council as management organisation for PHRP and the revision and proosed update of the Minute of Agreement between CEC and Midlothian Council to operate the Regional Park.</p> <p>Report to be submitted to the PDSP on 29 March 2022</p>	Chris Alcorn	29 March 2022	Yes
23.	Energy efficiency - regulation in existing non-domestic buildings call for evidence	Report to be submitted to the PDSP on 29 March 2022	Peter Rogers	29 March 2022	
24.	The Introduction of Short Term Lets Licensing	<p>Report to advise the Panel of the new legislation which introduces a licensing scheme for Short Terms Lets and how the council intends to administer that scheme.</p> <p>Report to be submitted to the PDSP on 29 March 2022</p>	Audrey Watson	29 March 2022	Yes
25.	Licensing of Sexual Entertainment Venues	Report to advise the panel of the outcome of public and stakeholder consultation regarding whether West Lothian should introduce an SEV licensing scheme and to seek comments on proposals	Audrey Watson	To be confirmed	Yes

26.	Hire Car Licensing	Report to advise the panel of the outcome of public and stakeholder consultation regarding the proposed review of the hire car licensing scheme and to seek comments on priorities for the review	Audrey Watson	To be confirmed	Yes
27.	Contaminated Land Supplementary Guidance, including the Contaminated Land Inspection Strategy	The purpose of this report is to advise the panel of preparation of Supplementary Guidance (SG) on contaminated land in support of the West Lothian Local Development Plan (LDP) and a contaminated land inspection strategy.	Fiona McBrierty	To be confirmed	Yes
28.	Reservoir Safety	Report to advise the Panel of the measures being taken to ensure the safety of Beecraigs Reservoir in the context of ageing infrastructure, a changing climate and recent dam failures elsewhere in the UK	Graeme Hedger	To be confirmed	Yes. Info only

Jim Jack
Head of Operational Services
01 February 2022