

East Lothian Council ClimatEvolution Response

1. Introduction

- 1.1 This report provides the Members of the Board with an update on the SEStran response to the ClimatEvolution consultation which closed in September 2020.

2. ClimatEvolution

- 2.1 The ClimatEvolution is a proposed strategy and action plan for East Lothian which covers the development of land and tackles climate change through a vision for placed-based climate resilience projects. The strategy can be viewed here:

https://eastlothianconsultations.co.uk/housing-environment/climateevolution/supporting_documents/191381_Strategy%20and%20Action%20Plan%20Report%20v4_200514.pdf

- 2.2 The SEStran response is in the following appendix which supports the measures and ambition laid out in the strategy in order to tackle climate change in this part of the region.

3. Recommendation

- 3.1 The Board is asked to note the terms of the consultation response.

Peter Jackson
Active Travel Officer
10th November 2020

Appendix: ClimatEvolution – SEStran response 30th September 2020

Item 5.1 ClimatEvolution – SEStran response 30th September 2020

Theme 1 – Access and Movement

SEStran fully support the projects set out within this theme that encourage sustainable travel options, enhanced opportunities for active travel, and overarching reduced need to travel by private car. East Lothian Council's proposals fit within the [SEStran Strategic Network Study](#) produced in 2020, creating a regional network of active travel routes. SEStran commends the aspirations to create a network of active travel routes to suit all users (commuter/functional/leisure) and additionally providing linkages North to South in the area. SEStran supports the proposal for Gateways that provided integrated transport links, having completed a regional [Mobility Hub study](#) in 2020.

In addition to the modes mentioned under this theme, SEStran would like to emphasise the role for shared mobility (car clubs and bike-sharing) to help reduce car dependency and complement other more sustainable transport modes. Their systematic integration into the existing transport network through the implementation of Mobility Hubs (such as at village hubs or at new housing developments, where daily journeys start) has potential to significantly contribute to East Lothian Council's transport objectives, such as around climate change and reducing transport related emissions. Further research on the cost-benefit of shared mobility (car clubs and carsharing) as well as urban form and modal shift, as opposed to other measures to achieve CO2 emissions savings, can be found through the following link: <https://link.springer.com/article/10.1186/s40309-018-0151-y>

SEStran would like to highlight an opportunity that has not been mentioned within this theme. As the development of an integrated network progresses consideration must be given to freight movement and the potential to consolidate and further reduce vehicle movements. This could be through the development of freight hubs much like the gateways or within residential developments themselves with smart lockers or parcel points to reduce repeated logistics trips, showing the potential integration with mobility hubs. SEStran has been part of an EU research project [SURFLOGH](#) which has investigated aspects of first and last mile logistics and freight consolidation. SURFLOGH demonstrates an approach that is commercially viable and easily replicated in other parts of the region.

Smaller volume and shorter distance freight movements driven by the macro online/internet shopping trend are an increasingly important component of the logistics mix, an importance that has only been heightened by the current Covid-19 pandemic and resultant lockdown. If the main transport mechanism for the 'urban' logistics movements remains the 'white van' powered by an internal combustion engine (ICE) then as the volume of business grows the negative externalities (congestion & emissions) will also grow.

In order to build a more sustainable transport system an understanding of when and how businesses and consumers can be encouraged to switch to more sustainable modes of freight transport is extremely important to transport policy development. This not only relates to focusing on the last mile but also presents opportunities to examine the potential to produce modal shift from earlier stages in the supply chain, and thereby utilising the first mile as the only mile.

Theme 2 – The Water Environment

SEStran fully support the proposal for an integrated network of active travel routes that allows integration with wetlands and traffic free leisure routes in the area. SEStran recognise the link between transport, land-use planning, and need to build greater resilience towards flooding i.e. considering drainage at new housing developments, and accounting for floods (room for water) when building roads/developing urban form.

Theme 3 – Culture, Heritage and Leisure

SEStran fully support the proposal for an integrated network of active travel routes that allows access to all facilities in the area.

Theme 4 – Greenspace and Biodiversity

SEStran fully support the proposal for better use of green and blue infrastructure as part of active travel routes and the investigation of increased biodiversity along road corridors to build climate resilience.

Theme 5 – Strong communities, Regeneration and Enterprise

SEStran fully support the proposal for an integrated network of active travel routes that allow access to all facilities and enterprise opportunities in the area, for all user groups. This should be integrated with access to shared mobility options in areas of deprivation.

Develop community 'freight & business hubs' that focus on combining the SURFLOGH ideas of micro consolidation centres, locker systems, cargo bike logistics and locally/community focused networks, hence linking up speciality local businesses with a wider community focused clientele, with the ability to offer a range of local produce delivered in one package.