

## **COST OF LIVING (TENANT PROTECTION) (SCOTLAND) BILL: OVERVIEW**

This note is intended to provide an overview of the **Cost of Living (Tenant Protection) (Scotland) Bill 2022** as introduced. The specific provisions in the Bill are subject to change as a result of any amendments during passage through the Scottish Parliament.

### **Why is this Bill needed?**

People who rent their homes are more likely to live in poverty, be financially vulnerable and live on low incomes compared to those who own their home either outright or with a mortgage. Households in the rented sector (especially those on lower incomes) generally pay more of their income into housing costs than owner occupiers. The cost crisis is placing exceptional financial pressure on households, exacerbating existing inequalities, with the risk that more people could face hardship, especially this winter.

If no action was taken to support tenants, rents could increase, leaving many struggling to cope. At the same time, the risk of eviction can have serious implications for tenants' health and wellbeing and potential employment prospects, which in turn could further exacerbate their situation.

### **What is the Cost of Living (Tenant Protection) (Scotland) Bill 2022 intended to do?**

The Cost of Living (Tenant Protection) (Scotland) Bill 2022 has been introduced as part of the Scottish Government's overall response to the emergency situation caused by the impact of the cost crisis. The temporary measures are intended to:

- protect tenants by stabilising their housing costs;
- where possible, reduce impacts on the health and wellbeing of tenants caused by being evicted and/or being made homeless by giving them more time to find alternative accommodation; and
- seek to avoid tenants being evicted from the rented sector by a landlord wanting to raise rents between tenancies, and reduce unlawful evictions, via a moratorium on evictions and by raising the level of damages that may be awarded.

### **What are the key measures included in the Bill?**

If passed, the Bill will introduce a temporary freeze on in-tenancy rent increases and a temporary moratorium on evictions which is expected to continue until at least 31 March 2023. In addition it will provide increased damages for unlawful evictions until at least 31 March 2023. It also introduces additional powers to temporarily reform rent adjudication in order to support the transition out of the emergency measures. This overall package of measures is designed to offer increased protection for tenants, whilst balancing safeguards for landlords. More information on these measures is set out below.

### **What will happen beyond 1 April 2023?**

There will be the option to extend the measures for two further periods of six months with Parliamentary approval, this means that the measures are time bound and could not be extended without proper Parliamentary scrutiny. In addition, the Bill contains provisions that require the measures to be reviewed, and reported on, every 3 months, and for the Scottish Government to expire or suspend any provision that is no longer necessary or proportionate.

Together these measures provide certainty on the overall duration that the restrictions in the Bill can be in force, and ensure that they will be kept under review to make sure that they continue to fulfil their purpose and that they reflect the evolving context of the cost crisis.

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## RENT CAP

### **How will the rent cap work?**

The emergency measures will set a maximum permitted rate of rent increase ('the cap') in rent in the majority of tenancies private and social rented sectors, and for college and university halls of residence and Purpose Build Student Accommodation (PBSA). The cap will be set at zero and is expected to remain at that level for the period to 31st March 2023. It will be possible for the Scottish Government to vary the cap whilst the emergency measures are in force if necessary, to respond to changes in wider economic circumstances.

The cap will apply to any rent increase proposed on or after 6th September 2022. It will not be possible to give notice of a rent increase whilst the cap is at zero.

For the period the measures are in force, landlords will not be able to increase rents for existing tenancies, other than in line with the cap, but the measures do not restrict rent changes between tenancies.

There are several categories of tenancies to which the emergency measures will not apply, including regulated tenancies and certain other tenancy types where rent increases are governed by contract terms.

### **Are there circumstances in which Private Sector Landlords will be able to increase rents?**

Recognising the impact the cost crisis may also be having on certain landlords, the legislation includes safeguards for private sector landlords, allowing them to apply to a Rent Officer (part of Rent Service Scotland) to increase rent to partially cover an increase in the preceding six months of prescribed costs.

These prescribed costs include: mortgage interest payments on the property they are letting, landlords' insurance or service charges paid for by the landlord but which the tenant is responsible for in accordance with the terms of the tenancy.

Where evidenced, a Rent Officer may order that a landlord would be able to increase rent by the lower of: 50% of the increase in these prescribed costs in the preceding six months, or, 3% of the existing rent level. If the Rent Officer's decision is disputed there would be a route of appeal for landlords and tenants to the First Tier Tribunal.

### **How will a rent cap impact on those resident in the Social Rented Sector?**

The majority of rents in the social sector are raised from 1 April each year, therefore, it is not anticipated that the cap would have an immediate impact on the levels of rent charged by local authorities or Registered Social Landlords. However, it will provide certainty to social sector tenants that their rent cannot increase while the cap is at zero.

The Scottish Government will work closely with the sector to determine the best way forward from 1 April 2023 and further detail will be confirmed in due course.

### **What does this mean for Private Residential Tenancy tenants that received a rent increase notice before 6 September 2022?**

Where a rent increase notice was issued prior to 6 September 2022 in a private residential tenancy, the 0% cap will not apply and the proposed rent will be applied after 12 weeks

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unless the tenant has made an application to Rent Service Scotland to challenge it (under section 24 of the Private Housing (Tenancies) (Scotland) Act 2016 ).

### **MORATORIUM ON EVICTIONS**

#### **Why has a moratorium on evictions been included in this emergency legislation?**

The moratorium will prevent enforcement action for individual evictions for a maximum of six months in the private and social rented sector, college and university halls of residence and PBSA except in a number of limited circumstances. This maximum of six months' delay will apply to individual cases, unless the emergency legislation itself ceases to be in place before the end of the 6 months.

It is anticipated that a temporary moratorium on evictions will help to reduce the negative impacts on the health and wellbeing of tenants caused by being evicted and/or being made homeless during the cost crisis. It will provide more time for people to seek support and to find alternative accommodation that meets their needs at an affordable rent.

#### **In what circumstances will the moratorium on the enforcement of evictions not apply?**

A number of safeguards have been put in place to allow evictions in limited circumstances. This includes cases of anti-social behaviour and criminality, to protect other tenants and the local community, cases of abandonment, to avoid empty properties and additional exemptions to support landlords who find themselves in financial hardship.

This also includes cases where there is substantial rent arrears, to prevent tenants building up unmanageable debt they will continue to owe and to support the landlord's ability to continue to offer the property for rent.

Where an eviction order or decree was granted before the legislation comes into force or where the landlord raised eviction proceedings before the legislation comes into force and served an eviction notice before the announcement on 6th September 2022, the case will not be caught by the moratorium and will still be able to be enforced in line with current legal requirements.

As set out above, where a landlord is prevented from enforcing an order for eviction while the moratorium is in effect, the enforcement of that order can only be delayed for a maximum period of 6 months.

#### **Why is the definition of substantial rent arrears six months' worth of rent?**

We don't want to leave tenants owing unsustainable levels of rent to their landlords, which would then risk affecting their ability to secure housing in the future, so our Bill contains a safeguard allowing evictions to proceed where the total owed at the point the order or decree is issued is at least six months' worth of rent (defined as £2,250 for the social rented sector as this equates to 6 months' worth of average rent).

### **INCREASED DAMAGES FOR UNLAWFUL EVICTION**

#### **Why has the Scottish Government introduced changes to the damages awarded for unlawful eviction?**

These measures change the way civil damages can be awarded for unlawful eviction and are intended to make it easier and more meaningful for tenants to challenge an unlawful eviction and receive appropriate damages. The changes will also help to discourage

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landlords from carrying out such evictions. If passed as introduced, damages for unlawful evictions will be increased to a maximum of 36 months' worth of rent. The Tribunal or Court will have discretion to award a lower amount if appropriate in the circumstances of the case.

The Court and Tribunal will also have a duty to inform relevant authorities such as the Police and local authority (the Scottish Housing Regulator in social landlord cases) where an order has been made so that they can take appropriate action. Landlords who conduct evictions lawfully will not be affected by these measures.

### **POWERS TO TEMPORARILY REFORM RENT ADJUDICATION**

#### **Why have these powers been included?**

These measures will allow Scottish Ministers to temporarily reform the rent adjudication process to support the transition out of the emergency measures at such time when this is the appropriate course of action. For example, this power could be used to amend the process to ensure that rent increases remain reasonable when the rent cap is lifted.

Any regulations made under this power will be subject to consultation and will be made through the affirmative parliamentary procedure, ensuring that appropriate scrutiny is given to the necessity for any temporary changes proposed.

### **WIDER SUPPORT**

#### **What other support is available for households struggling with the cost of living crisis?**

The Scottish Government has allocated almost £3 billion to a range of supports this year that will contribute to mitigating the impact of the increased cost of living on households. This includes investment to strengthen support for households who are struggling to meet essential costs, including:

- £20 million for the Fuel Insecurity Fund in 2022-23, to help households at risk of self-disconnection or self-rationing energy use;
- £88.2 million for Discretionary Housing Payments this year, including £68.1 million to mitigate the bedroom tax helping over 91,000 households in Scotland to sustain their tenancy;
- £10m for the Tenant Grant Fund, for which changes in eligibility were announced in September 2022 so that the fund can also support people who are struggling with the rising cost of living.

#### **How can individuals find out about support available to them?**

The Scottish Government has recently launched a new website to help those struggling with the cost of living crisis: <https://costofliving.campaign.gov.scot/>

The website includes information on help available for households to meet rising energy, housing and other costs. It also provides details on accessing Scottish and UK social security payments, including online benefit calculators, as well as wider health and wellbeing information.

# Information about the Cost of Living (Tenant Protection)(Scotland) Bill

## The Cost of Living (Tenant Protection)(Scotland) Bill

We have now introduced the Cost of Living (Tenant Protection)(Scotland) Bill ('the Bill') to the Scottish Parliament. The Scottish Parliament will consider the Bill this week.

This means that there is a chance that some of the information on this page may change. We will update the information here as soon as we can if that happens.

This page is intended to provide information about the purpose of the Bill. The Scottish Government cannot give specific advice for your individual circumstances. If you are unsure about how the new measures might apply to you, you may find it helpful to seek advice from an independent advice organisation as detailed below.

### Reasons for these emergency temporary measures

The purpose of the Bill is to respond to the emergency situation caused by the impact of the cost crisis on people who rent their home in Scotland.

We intend that the measures in the Bill will:

- protect tenants by stabilising their housing costs;
- avoid tenants being evicted from the rented sector by a landlord wanting to raise rents between tenancies during the temporary measures, and reduce unlawful evictions
- where possible prevent negative impacts on the health and wellbeing of tenants which might be caused by being evicted or being made homeless at a time when they are already struggling because of the cost crisis.

In order to do this, the Bill will put in place:

- a temporary cap on rent increases;
- a temporary moratorium on evictions (a pause on enforcement of an eviction order or decree, similar to what was in place in response to the Covid-19 pandemic) except in a limited number of circumstances;
- an increase to the damages which can be awarded in cases where a landlord carries out an unlawful eviction.

We intend these measures will be in place until at least 31 March 2023, but the Bill includes a duty for the Scottish Ministers to review the measures regularly to check that there is still a need for these measures.

The Bill also includes a power to extend these measures for two further six month periods, if it is necessary and proportionate to do so. The Scottish Ministers would need the agreement of the Scottish Parliament in order to do this.

No decision has been taken yet about the use of these emergency measures after 31 March 2023. Any decision will consider the cost of living situation as it develops, and will be also be informed by our engagement with tenants, landlords and other stakeholders.

## Rent Cap

We intend to introduce a temporary cap on in-tenancy rent increases. Ministers will have the power to vary the rent cap while the emergency measures are in place.

The rent cap will be set at 0% and is expected to remain until at least 31 March 2023, although Ministers will have the power to review this if the situation changes during that time.

This means that landlords will not be allowed to increase their tenant's rent while the cap is set at 0%, other than where they are able to show an increase in certain costs associated with letting the property, as set out in the legislation. Landlords will need to apply to a Rent Officer (part of Rent Service Scotland) before they increase rent on the basis of these costs and they must let the tenant know that they have made an application (see 'Situations where a landlord will be allowed to increase the rent', below).

If the cap rises above 0% then landlords can increase rents but only up to the level set by the cap.

Tenants should continue to pay their rent during this time. Anyone who is struggling to pay their rent, or worried about paying their rent in the future, should discuss this with their landlord as soon as possible. There are [sources of help for people who are experiencing financial difficulties](#) which may also be helpful.

## Private Rented Sector Tenancies

We intend that the rent cap will apply to most existing tenancies in the private rented sector.

This includes existing:

- **Private Residential Tenancies;**
- **Assured tenancies;** and
- **Short assured tenancies.**

### Tenancies which are not covered by the rent cap

- **Some assured tenancies** where rent increases are governed by contract – if you have an assured tenancy where the way your rent will increase is set out and this provision on rent increase is still legally in force then your rent will be able to increase in the way agreed in the contract.

- **Regulated tenancies under the Rent (Scotland) Act 1984** – these tenancies already have strong protections in place, and rents for these tenancies can only increase once every three years.
- **Common law tenancies** – this includes arrangements like agricultural tenancies and lodger agreements (where you live with your landlord).
- **New tenancies** – landlords can set the rent for any new tenancy and are allowed to put the rent up between one tenant moving out and the next tenant moving in.

**i** If you are not sure what type of tenancy you have, you should seek help from an advice organisation.

### **Situations where a landlord will be allowed to increase the rent**

We recognise that the impacts of the cost crisis may also be felt by some landlords.

For this reason, a landlord will be able to apply to Rent Service Scotland to increase the rent for a property, in order to take account of any increase during the preceding six months in certain property costs).

The certain property costs which we intend to include are:

- the interest payable in respect of any mortgage or standard security over the rental property;
- any insurance premium payable by a landlord relating to insurance connected to offering the property for rent, for example 'landlords' insurance' (excluding general building and property insurance);
- any 'service charge(s)' related to the rental property that are recoverable from the tenant via their rent as part of the contractual arrangement between tenant and landlord.

While the rent cap is in force, a landlord will be able to apply to Rent Service Scotland to increase the rent for a property to recover up to 50% of increases to these costs. This will only apply in cases where the increase in the costs has occurred in the 6 months before the landlord makes the application, and the landlord will need to provide proof of the increase in costs. The landlord must give the tenant notice in writing when they make an application. To protect tenants, rent increases of this kind will be limited so that rents cannot increase by more than 3% of the existing rent.

The existing protections for tenants that only allow a landlord to raise rents once every 12 months will still apply. This means that an application to raise rent for certain costs can only be made if the rent has not increased for 12 months.

If Rent Service Scotland agree that rent can be increased then they will let the tenant know. Any increase will not be able to be applied until 12 weeks after the date the landlord made the application.

A landlord or a tenant will be able to appeal a rent increase decision made by Rent Service Scotland by applying to the First-tier Tribunal for Scotland (Housing and Property Chamber) (the Tribunal).

### **If the rent cap rises above zero**

The rent cap will be set at 0% until at least 31 March 2023. Scottish Ministers will be able to change the level of the rent cap at any time whilst it is in force. Changing the rent cap will need the agreement of the Scottish Parliament.

The rent cap can be extended for two further six month periods, if it is necessary and proportionate to do so. The Scottish Ministers would need the agreement of the Scottish Parliament in order to do this.

If the rent cap rises above 0%, tenants will be able to apply to Rent Service Scotland to check that new rent proposed by the landlord is not above what the cap allows.

Landlords may be able to apply to Rent Service Scotland to increase the rent for a property above the level of the rent cap, in order to take account of certain costs. The landlord will not, however, be able to increase the rent in line with the cap and apply to have the costs considered. (see 'Situations where a landlord will be allowed to increase the rent' above).

Scottish Ministers are not making any changes at this time that will allow landlords to raise rents more than once a year.

### **Social Rented Sector Tenancies**

We recognise that the cost crisis is affecting many households in both the private and social rented sectors.

Because of this, we intend to apply the emergency rent cap to the social sector as well as the private sector.

The rent cap will therefore also apply to existing **Scottish secure tenancies** and **short Scottish secure tenancies**.

The rent cap will not apply to social sector regulated tenancies under the Rent (Scotland) Act 1984- these tenancies already have strong protections in place, and rents for these tenancies can only increase once every three years.

Landlords in the social sector usually only increase rents once a year, although they are not prevented from increasing them more frequently. Rent setting in the Social Sector is quite different to the PRS, social landlords are required to consult with their tenants on rent setting for the coming year and how rental income is spent.



Most social sector rents are already set until 31 March 2023 and would not increase before then anyway. The rent cap will be set at 0% until at least 31 March 2023, which confirms that social landlords will not be able to increase rents for their tenants while the cap is set at 0%.

Scottish Ministers will have the power to review this cap. No decision has been taken yet about the use of these emergency measures after 31 March 2023, but we are working very closely with social housing stakeholders to carefully consider this and to determine the best way forward from 1 April 2023.

The Bill includes a power to extend these measures for two further six month periods, if it is necessary and proportionate to do so. The Scottish Ministers would need the agreement of the Scottish Parliament in order to do this. The Bill includes provisions for the Scottish Ministers to vary the rent cap. Again, the Scottish Ministers would need the agreement of the Scottish Parliament in order to do this.

## **Student Accommodation**

We are aware that the cost crisis is placing pressures on students.

The structure of contracts in college and university halls of residence and Purpose Built Student Accommodation (PBSA) is different from the mainstream private rented sector, and often includes energy costs. There is no uniform contract across all providers, and we are aware that not all providers of student accommodation are members of bodies where they agree to meet certain minimum standards. It is possible that some landlords could seek to pass on their increased costs to their tenants where their contract allows this.

For this reason, we intend that the rent cap will also apply to those with existing tenancies in college and university halls of residence and PBSA. These accommodation providers will not be able to increase rents for existing tenants while the rent cap remains at 0%. The only case where a landlord will be able to request payment of a higher sum of money during the tenancy is where the tenant has made excessive use of any utilities. This applies to any rent increases after the Bill comes into force.

This will give student tenants in college and university halls of residence and PBSA the same protection as students who are living in the mainstream private rented sector.

As in the mainstream private rented sector, accommodation providers will still be able to increase rents between tenants.

The rent cap will be set at 0% until at least 31 March 2023, although Ministers will have the power to review this if the situation changes during that time.

The Bill includes a power to extend the rent cap measures for two further six month periods, if it is necessary and proportionate to do so. The Scottish Ministers would need the agreement of the Scottish Parliament in order to do this. The Bill also

includes provisions for the Scottish Ministers to vary the rent cap. Again, the Scottish Ministers would need the agreement of the Scottish Parliament in order to do this.

## **The rent cap is to be effective from 6 September 2022**

For all tenancies in the private and social sectors noted above covered by the rent cap, we intend that rent increase notices which are issued **on or after 6 September 2022 will be void**. This means any rent increase notices issued in the period from 6<sup>th</sup> September but before the Bill comes into force. This measure is intended to stop landlords trying to increase a tenant's rent between the announcement and commencement of the emergency rent cap.

For college and university halls of residence and PBSA any rent increase notices issued on or after date on which the Bill comes into force will be void.

### Rent increase notices issued before 6 September 2022

For tenancies where a rent increase notice was issued before 6 September 2022, the rules and protections which were already set out in laws before these temporary changes were introduced will still apply.

This means that:

- Landlords must have used the correct type of rent increase notice for the type of tenancy
- Landlords must have given the tenant the correct amount of notice for the type of tenancy, and followed all other rules set out in law for rent increases for that type of tenancy
- Tenants may have a right to challenge a rent increase by applying to Rent Service Scotland or to the Tribunal.

 [Find out more about the rules which apply to rent increase notices served before 6 September 2022.](#)

If you are not sure whether a rent increase notice you have received is valid, you may find it helpful to speak to an independent advice organisation.

## **Evictions**

### **Private and Social Rented Sectors**

As well as measures that will freeze rents, we are seeking to support tenants in the private and social rented sectors through a moratorium on evictions.

This will prevent the enforcement of an eviction order or decree for a maximum of six months except in a limited number of circumstances.

This will help to protect tenants by reducing, where possible, the negative impacts on their health and wellbeing caused by being evicted, and being made homeless, by giving them more time to find alternative accommodation.

Similar to the rules that were in place during the pandemic, the Bill will not prevent landlords serving a notice to leave or notice of proceedings. Landlords will still be able to make an application to the Tribunal or the Sheriff Court, and the Tribunal or Court will still make a decision on whether to issue an eviction order or decree. However, there will be a delay in the eviction order or decree being enforced by Sheriff Officers.

Where a landlord is prevented from enforcing an order for eviction while the moratorium is in effect, the enforcement of that order can only be delayed for a maximum period of 6 months.

Many current applications lodged with the Tribunal or Court before the emergency legislation comes into force will not be effected by the emergency measures. These cases will continue in line with the legal requirements in place before the emergency measures, and evictions will therefore be able to take place. However, where proceedings were raised in relation to an eviction notice served on or after 6 September 2022, the moratorium would apply except in a limited number of circumstances set out in the Bill.

We recognise that landlords must be able to deal with serious cases such as antisocial or criminal behaviour, for example to evict perpetrators of domestic abuse, as well as additional exemptions to support landlords who find themselves in financial hardship. The eviction moratorium will therefore not apply where the tenant is being evicted because:

- the tenant has engaged in antisocial or criminal behaviour (private and social sector);
- the tenant has abandoned the property (private and social sector);
- where the property is to be sold by a lender (private sector only);
- where a private landlord needs to sell due to financial hardship (private sector only);
- where a private landlord needs to live in the let property due to financial hardship (private sector only); and
- where there are substantial rent arrears (private and social sector).

Financial hardship of a private landlord will be assessed by the Tribunal, who will consider all relevant information about the landlord's finances, and decide whether it is reasonable to evict in each case.

The definition of substantial rent arrears is:

- **For the private rented sector:** the cumulative amount of rent arrears is equal to or more than the equivalent of 6 months' rent under the tenancy.

- **For the social rented sector:** the rent arrears are equal to or more than £2,250. (This amount is equal to or slightly more than 6 months' average rent in the Scottish social rented sector).

The moratorium adds to existing protections for tenants in the private and social rented sectors. These include any pre-action protocol which landlords must carry out before seeking to evict a tenant for rent arrears, and discretion for the Tribunal and the Courts to consider all circumstances of the case when deciding whether it is reasonable to grant an eviction order. These protections help to ensure that eviction action can only take place when absolutely necessary.

## Student Accommodation

To make sure the response to the emergency situation caused by the impact of the cost of living crisis applies equally to all students, we intend that the temporary eviction moratorium will also apply to those in college and university halls of residence and Purpose Built Student Accommodation (PBSA).

This would mean that landlords would not be able to evict students in college and university halls of residence and PBSA except for in cases of criminal or anti-social behaviour.

The enforcement of any individual eviction order or decree will only be delayed for a maximum of 6 months in each case.

Students should continue to pay their rent during this time. Anyone who is finding it hard to pay their rent should discuss this with their landlord as soon as possible. There are [sources of help for people who are experiencing financial difficulties](#) which may also be helpful. Students may also be eligible for support from other routes such as via [hardship funds](#).

## Unlawful evictions

- ① There are strict legal processes that private landlords must follow to evict a tenant – not doing so is a criminal offence that should be reported to the police.

There are concerns that the emergency measures may lead to an increase in unlawful evictions.

We therefore intend to change the way in which civil damages can be awarded for unlawful evictions. This will make it easier and more meaningful for tenants to challenge an unlawful eviction and receive appropriate damages where an unlawful eviction is found to have occurred.

This will discourage landlords from evicting tenants unlawfully by making it more difficult, more expensive and more of a risk for them.

We therefore intend to temporarily amend the Housing (Scotland) Act 1988 to:

- replace the way damages for unlawful eviction are assessed, so that the calculation will be based on a multiplication of the monthly rent;
- set the minimum and maximum level of damages that the Tribunal or, Sheriff Court in social housing cases, can award at a minimum of 3 times the monthly rent and a maximum 36 times the monthly rent;
- place a new requirement on the Tribunal or Sheriff Court to inform the relevant authorities that a landlord has unlawfully evicted a tenant. The relevant authorities include the local authority landlord registration team, police or the Scottish Housing Regulator (if the landlord is a social landlord). This would allow these authorities to consider whether any further action should be taken in relation to the unlawful eviction.

We intend to enable the Tribunal (and the Sheriff Court in social housing cases) to set damages at a level lower than the minimum threshold where the circumstances of the case merit a lower award.

## **Rent Adjudication**

The Bill includes provisions to temporarily change the current rent adjudication process in case this is needed to support the move out of the emergency measures.

We recognise that once the rent cap ends this may lead to a large number of landlords seeking to increase their rent all at once. Given rent adjudication is currently based on open market values, any decision by Rent Service Scotland at that time would reflect the rents being charged by landlords following the rent restrictions. These rents could potentially be very high. In these circumstances, the existing rent adjudication process would not provide a reasonable way to determine a reasonable rent increase, because the existing process is based on the open market value.

This temporary change will allow us to take steps to support the move out of the emergency measures if they are needed. This will help to reduce any unintended consequences which might happen due to the emergency measures coming to an end.

For example, in cases where a tenant seeks adjudication after receiving a rent increase notice, the power could be used to stop Rent Service Scotland, or the Tribunal from determining a new rent which is above the rent requested by the landlord in the notice. Before any changes can be made to the rent adjudication process, the Scottish Ministers must get the views of stakeholders, and agreement from the Scottish Parliament.

## **Homes with Pitch Agreements**

Pitch agreements are different to tenancies and are not included in the emergency legislation.

**People who live permanently on licensed residential mobile home sites** -Pitch fee increases are already regulated under the Mobile Homes Act 1983, with a presumption that pitch fees will rise by a maximum of Retail Prices Index (RPI) annually. We have heard concerns from residents that the gap between RPI and Consumer Prices Index (CPI) is growing, with pitch fees growing faster than pension incomes. We will therefore undertake the required consultation on the impact of moving the basis of pitch fee uprating from RPI to CPI, in time to make the change in the 2023 Housing Bill. This change would have a permanent effect, slowing the rate of pitch fee increases in future.

**Public Sector Gypsy/Traveller Sites** - Gypsy/Traveller pitch agreements are regulated by the Mobile Homes Act 1983 and the Minimum Standards for Gypsy/Traveller Accommodation. They will not be included in the emergency legislation. Gypsy/Travellers on public sites should have the same protections as other social tenants. We will work with social landlords as part of our partnership under the Gypsy/Traveller Action Plan, to agree an administrative pitch fee cap and moratorium on evictions, in line with that for their other tenants.

## **If you are having financial difficulties**

We have recently launched a new website to help those struggling with the cost of living crisis: <https://costofliving.campaign.gov.scot/>

The website includes information on help available for households to meet rising energy, housing and other costs.

It also provides details on accessing Scottish and UK social security payments, including online benefit calculators, as well as wider health and wellbeing information.

## **If you need more help or advice about your situation**

The Scottish Government cannot give specific advice for your individual circumstances. If you are unsure about how the new measures might apply to you, you may find it helpful to seek advice from an independent advice organisation such as Shelter Scotland or Citizens Advice Scotland. Their contact details are below.

Shelter Scotland:

[https://scotland.shelter.org.uk/about\\_us/contact\\_us](https://scotland.shelter.org.uk/about_us/contact_us)

Citizens Advice Scotland:

<https://www.citizensadvice.org.uk/scotland/about-us/get-advice-s/>

## **Introduction**

Good morning Convener. Thank you for the opportunity to speak on the Cost of Living (Tenant Protection) (Scotland) Bill, introduced to Parliament yesterday – and for agreeing to take evidence at such short notice.

As members will be aware, this emergency Bill aims to provide critical temporary protection for people who rent their home.

We know renters have lower household incomes, higher levels of poverty and are more vulnerable to economic shocks. 63% of social rented households and 40% of private rented households don't have enough savings to cover even a month of income at the poverty line, compared to 24% of households buying with a mortgage and 9% of households owning outright.

## **Bill Overview**

With this context in mind, the Bill has 3 key aims:

- to protect tenants - stabilising their housing costs by freezing rents;



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LGHP COMMITTEE – STAGE 1 OPENING SPEECH**

- to reduce the impacts of eviction and homelessness – through a moratorium on evictions; and
- to avoid tenants being evicted from the rented sector by a landlord wanting to raise rents between tenancies during the temporary measures and reduce unlawful evictions

Provisions are intended to be in place until 31 March in the first instance. Scottish Ministers can – with approval by Parliament – extend for two further periods of six months, should circumstances and evidence show this to be necessary.

Similar to the approach to the Coronavirus emergency legislation, the ongoing necessity and proportionality of the provisions will be reviewed and reported on. Regulations to suspend or expire any provision that is no longer appropriate must be brought forward.

Convener, as time is limited I will provide a brief overview of the main provisions within the Bill.

## **Rent Freeze**

Firstly, we intend to achieve the rent freeze by provisions that will set a variable cap on the level of increase in rents - initially set at 0% until 31 March 2023.

Operating separately for the social and private sectors, this will apply to all rent increase notices served on or after 6 September 2022.

To reflect the various circumstances that landlords might face – we have allowed for applications to increase rent for prescribed and legitimate costs associated with offering the property for rent that have increased. Rises are restricted to a maximum of 3% of rent, although this can be varied as necessary.

Recognising that some of the most economically vulnerable people reside in the social rented sector, it is vital that these protections cover both sectors. However, in light of the critical differences in the nature and structure of the social rented sector. We are working closely with the sector to consider what should happen after 31 March.

## **Moratorium on evictions**

Turning now to the moratorium on eviction provisions - we intend to prevent the enforcement of eviction action in the private and social rented sectors, and in college and university Halls of Residence and Purpose Built Student Accommodation.

These restrictions will apply to all eviction orders issued in proceedings raised after the moratorium comes into force. It will also apply to proceedings raised before the moratorium comes into force where the eviction notice was served on or after 6 September 2022.

The moratorium will not apply to eviction orders granted in proceedings before this legislation comes into force.

This will ensure that no-one is evicted in a case started after, or as a result of, the PfG announcement.

Recognising again that the cost crisis is also impacting on some landlords, we have allowed for limited, specified exceptions - to deal with serious cases of antisocial or criminal behaviour; substantial levels of rent arrears; or a property being repossessed and sold by a mortgage lender.

## **Unlawful Evictions**

Convener, we know the vast majority of landlords are law abiding and are appalled and frustrated at those landlords who might try underhand tactics to evict at this time.

To guard against this the Bill also makes important changes to the way in which civil damages can be awarded for unlawful evictions, making it easier for tenants to challenge them and less attractive for landlords to carry them out by substantially increasing potential damages.

## **Rent Adjudication**

Finally, the rent adjudication provisions in the Bill, which look ahead to a time when we will transition out of the emergency measures.

## **Conclusion**

To summarise Convener, the legislation we are proposing will keep people in their homes and help stabilise housing costs during this extraordinary cost crisis.

**COST OF LIVING (TENANT PROTECTION) (SCOTLAND) BILL  
LGHP COMMITTEE – STAGE 1 OPENING SPEECH**

We believe the package of measures strikes the right balance between this aim and ensuring landlords can continue to offer properties for rent.

I look forward to discussion.

**[Ends]**

*Word Count: 764 (around 5 minutes)*

### STAGE 3 – CLOSING SPEECH

Presiding Officer, I am pleased to close the Stage 3 debate on the Cost of Living (Tenant Protection) Bill and to bring the important protections it will provide.

Let me echo the Cabinet Secretary's earlier remarks and put on record my thanks to Members for their engagement on this vital Bill and to the Parliament and to Clerks for their work to get us to this stage.

And my huge appreciation and thanks go to the bill team and officials who have worked so hard on this bill. Their time and dedication has been astonishing and much appreciated.

And I would be remiss not to observe in passing that this is the first Bill led through parliament by a Green minister anywhere in the UK.

But that it is a Bill so close to my heart and a product of working in genuine constructive partnership with the Cabinet Secretary and colleagues from both of our groups – it's an illustration of how much we can achieve by delivering on that collaborative approach to politics which is at the heart of the Bute House Agreement.

### STAGE 3 – CLOSING SPEECH

We have heard the views of Members over the past few days. And I hope everyone has kept in mind the close to 2 million people who rent in Scotland - in the social sector, the private sector and student accommodation. This Bill aims to help them through the challenging months ahead. Challenges not of their making and out of their control as spiralling energy bills and soaring costs hit all households.

**[Redacted]**

Tenants have - on average - lower household incomes, higher levels of poverty and are more vulnerable to economic shocks. 63% of social rented households and 40% of private rented households don't have enough savings to cover even a month of income at the poverty line.

These stark realities are why we brought forward this emergency bill.

It responds to the situation we are in **now** and provides additional stability and protection for tenants, so many of whom are being impacted disproportionately by this cost crisis.

### STAGE 3 – CLOSING SPEECH

Presiding Officer, the chamber will recall that one of my first major announcements upon taking up my Ministerial role was to commit to deliver a ‘New Deal for Tenants’.

And while it is right that we have responded to newly-arising challenges to deliver this emergency legislation, it redoubles my commitment to taking that ground-breaking work forward during the course of this Parliament.

To deliver that New Deal, we have already set out that we will:

- Bring forward a new Housing Bill in 2023 with new rights and new protections;
- Establish a new regulator for the private rented sector to enforce standards – whilst also considering the scope of the existing Scottish Housing Regulator; and
- work towards a national system of rent controls for the private rented sector by the end of 2025.

I also set out my recognition that there is more to be done for social tenants too and that is why we consulted earlier this year on a number of important proposals to support those households, including:



### STAGE 3 – CLOSING SPEECH

- Creating a new Housing Standard and regulating to set minimum standards for energy efficiency and zero emissions heating for all homes;
- And exploring what further action we can take to ensure rents in the social rented sector are affordable.

Presiding Officer - the operation of the temporary rent cap will feed into, and inform, our plans to implement an effective and long term model of rent control. And our review of student accommodation will also inform future reforms.

So there is much to do. This week's Bill is a landmark to reflect immediate circumstances, but also a staging post in a journey of reform.

In conclusion Presiding Officer, over last 3 days we have ensured tenants will not face rent rises over the winter period. We have significantly enhanced protection against eviction and strengthened the penalties for those minority of landlords who would seek to evict outside the law.

We have also laid out a pathway from into the future. And we have done so while recognising the need for the legislation to be fair, workable and robust.

### **STAGE 3 – CLOSING SPEECH**

We chose a course of action which leads the way. We have acted and now we will deliver. What we have set out and debated is right for tenants. Right for this time. Right for Scotland. And I urge Parliament to pass the Bill.

**[ENDS - 750 words 5 mins]**

**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE TRAVEL AND  
TENANTS' RIGHTS**

**Briefing for Paths for All 2022 Annual Learning Event Opening Speech**

<b>What</b>	Opening the Smarter Choices Smarter Places (SCSP) Annual Learning Event, a celebration of the programme's achievements showcasing the work of some of its most exciting and innovative 2021-22 projects and sharing best practice amongst programme participants.
<b>Where</b>	The Studio, 67 Hope Street, Glasgow, G2 6AE
<b>When</b>	Wednesday 07 December 2022, 10:30-11:30
<b>Key Message(s)</b>	<ul style="list-style-type: none"> <li>• The National Transport Strategy establishes the sustainable travel hierarchy as a guiding principle, embedded in all of our policy and investment decision-making, to promote walking, wheeling, cycling, public transport, and bike, car and ride sharing, over single-occupancy car use.</li> <li>• We will continue to invest in active, public, and shared transport solutions which provide real journey options and can be adapted to suit all locations, needs, and lifestyles.</li> <li>• The Scottish Government has committed to increased investment of at least £320m - 10% of the total transport budget - on active travel by 2024-25.</li> <li>• This is the most significant uplift in the active travel budget ever seen, representing £58 per-person per-year across Scotland.</li> <li>• By continuing to provide viable alternatives to single-occupancy car journeys, we will help make our villages, towns, and cities even better places to live, work, and enjoy.</li> </ul>
<b>Who</b>	Hosted by Paths for All, a key transport Scotland Active Travel Delivery partner.
<b>Why</b>	<p>SCSP is an annual active travel behavior change programme funded by Transport Scotland, managed by Paths for All, with a total of almost £12m in grants awarded to active and sustainable travel behavior change projects across Scotland.</p> <p>£5m of this is awarded through the Local Authority Fund on a per capita basis, and £5m is made available through the SCSP Open Fund to public, third, and community sectors, and nearly £2m to 9 strategic projects through the curated Capability Programme.</p> <p>This Learning Event is a key annual occasion for this audience, being predominately aimed at recipients of the grant, with attendees comprising project leads from the Open Fund and LA Fund.</p> <p>MiCase invitation reference <a href="#">202200323395</a></p>

**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE TRAVEL AND  
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**Briefing for Paths for All 2022 Annual Learning Event Opening Speech**

<b>Expected outcome</b>	The opportunity to engage with a variety of large and small active travel delivery partners in the third and voluntary sectors, to thank them for their contribution to sustainable travel behavior change, reinforce the Scottish Government's commitment to building an active nation where more people can walk, wheel and cycle for everyday shorter journeys; and, reiterate the agreement that funding for walking, wheeling and cycling will rise to £320 million or ten percent of the overall transport budget by 2024/25.
<b>Speech details</b>	<p><b>Length:</b> 1374 words / ~10 minutes (See <b>Annex D</b>)</p> <p><b>Position:</b> Standing. There is a lectern available in the room, a lectern microphone, and 2 hand held microphones.</p> <p><b>Q&amp;A:</b> Yes.</p> <p><b>Audience:</b> Approximately 120 representatives from the projects Paths for All support across the SCSP funds.</p> <p>These representatives will mainly be made up of people representing Local Authorities, 3rd sector charities and community groups.</p>
<b>Supporting official</b>	[REDACTED], Transport Scotland, Active Travel Policy Manager, [REDACTED] <a href="mailto:[REDACTED]@transport.gov.scot">@transport.gov.scot</a> [REDACTED]
<b>Briefing contents</b>	<p><b>Annex A:</b> Event programme</p> <p><b>Annex B:</b> Attendee Biographies</p> <p><b>Annex C:</b> Top Brief</p> <p><b>Annex D:</b> Speaking Note (<i>attached separately</i>)</p> <p><b>Annex E:</b> Topical Q&amp;A Lines</p> <p><b>Annex F:</b> Invitation</p>
<b>Media Handling</b>	Paths for All will be leading on the comms for this event, no Transport Scotland comms official will be present.
<b>Social Media</b>	@PathsforAll #SCSP #ActiveNation #LetsDoNetZero
<b>Any Planned Industrial Action (Y/N)</b>	N
<b>Name of the Constituency MSP</b>	Kaukab Stewart SNP MSP for Glasgow Kelvin, 2021-Present <a href="mailto:Kaukab.Stewart.msp@parliament.scot">Kaukab.Stewart.msp@parliament.scot</a>
<b>Name of Constituency</b>	Glasgow Kelvin
<b>Name of Region</b>	Glasgow
<b>Local MSP contacted (Y/N)</b>	N [PO to confirm]

**MINISTERIAL ENGAGEMENT BRIEFING:  
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TENANTS' RIGHTS**

**Briefing for Paths for All 2022 Annual Learning Event Opening Speech**

<b><i>Greeting Party and specific meeting point on arrival</i></b>	Greeting party: <ul style="list-style-type: none"><li>• Graham McQueen, Paths for All, Smarter Choices, Smarter Places Manager, 07741890861</li><li>• [REDACTED], Transport Scotland, Active Travel Policy Manager, [REDACTED]</li></ul> Meeting point: <ul style="list-style-type: none"><li>• 9<sup>th</sup> Floor Reception Desk.</li></ul>
<b><i>Specific entrance for Ministerial car/bicycle parking arrangements</i></b>	<b>Cycle</b> There will be storage space available for folding bicycles.  <b>Rail</b> Glasgow Central is a few seconds over the road from the venue, and Queen Street is approx. 8 minutes walk away.  <b>Car parking</b> The two closest car parks are Mitchell Street and NCP Oswald Street, the sat nav for these car parks are G1 3LN and G1 4PA

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Briefing for Paths for All 2022 Annual Learning Event Opening Speech

## **ANNEX A - Event Programme**

10:30 - 10:40 – Arrive  
10:40 - 10:50 – Speech (10 mins)  
10:50 - 11:05 – Q&A (15 mins)  
11:05 - 11:15 – Depart

### **Learning Event 2022**

#### **Agenda**

<b>10.00 – 10.30</b>	<b>Arrival and Refreshments</b>
<b>10.30 – 10.40</b>	<b>Introduction - Kevin Lafferty</b>
	<b>CEO Paths for All</b>
<b>10.40 – 11.10</b>	<b>Patrick Harvie MSP</b>
	<b>Minister for Zero Carbon Buildings, Active Travel and Tenant's Rights</b>
	<b>Followed by Q&amp;A</b>
<b>11.10 - 11.15</b>	<b>Active Transition</b>
<b>11.15 – 12.30</b>	<b>Workshops</b>
	For more detail on each workshop session, the presenters and facilitators, please see <a href="https://thinkdifferent.eventscase.com/EN/scsp/Workshops_2">https://thinkdifferent.eventscase.com/EN/scsp/Workshops_2</a>
<b>12.30 – 13.30</b>	<b>Lunch</b>
<b>13.30 – 14.00</b>	<b>Graham McQueen, SCSP Manager</b>
	An overview of the last 18 months of the SCSP Programme
<b>14.00 – 15.15</b>	<b>Workshops</b>
	For more detail on each workshop session, the presenters and facilitators, please see <a href="https://thinkdifferent.eventscase.com/EN/scsp/Workshops_2">https://thinkdifferent.eventscase.com/EN/scsp/Workshops_2</a>
<b>15.15 – 15.30</b>	<b>Closing Remarks - Kevin Lafferty</b>
	<b>CEO Paths for All</b>

**MINISTERIAL ENGAGEMENT BRIEFING:  
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## **ANNEX B – Attendee Biographies**



**Kevin Lafferty, CEO**

(Introducing and closing the event)

Kevin Lafferty joined Paths for All in September 2021 from Scottish Forestry where he was the National Policy Advisor for Access, Health and Recreation. Kevin is passionate about walking and believes walking is the natural choice to improve people's lives. He has extensive experience in working across a range of legislative and community health and wellbeing agendas.



**Graham McQueen, Smarter Choices, Smarter Places  
Manager**

(Greeting party)

Graham was previously Senior Development Officer with the SCSP Open Fund, where, alongside the wider team, he managed the day-to-day processing and awarding of grants, the successful collation and reporting on project evaluation, and the development and ongoing delivery of the SCSP network. Before that, Graham worked with Forth Environment Link, delivering various projects.

Various other PfA staff will be in attendance:

<https://www.pathsforall.org.uk/staff>

## **ANNEX C – Top Brief**

### **Top Lines**

- **The National Transport Strategy establishes the sustainable travel hierarchy as a guiding principle, embedded in all of our policy and investment decision-making, to promote walking, wheeling, cycling, public transport, and bike, car and ride sharing, over single-occupancy car use.**
- **We will continue to invest in active, public, and shared transport solutions which provide real journey options and can be adapted to suit all locations, needs, and lifestyles.**
- **The Scottish Government has committed to increased investment of at least £320m - 10% of the total transport budget - on active travel by 2024-25 (excluding COVID-19 support and non-cash budget).**
- **This is the most significant uplift in the active travel budget ever seen, representing £58 per-person per-year across Scotland.**
- **By continuing to provide viable alternatives to single-occupancy car journeys, we will help make our villages, towns, and cities even better places to live, work, and enjoy.**

### **How does Transport Scotland support sustainable transport options and encourage people to actually take them up?**

- **We are investing up to £12.6 million through the Smarter Choices Smarter Places (SCSP) behaviour change programme in 2022/23 to enable and encourage more people to choose sustainable transport.**
- **Smarter Choices Smarter Places is a multifaceted programme, with a £5m Local Authority Fund offered to all 32 Scottish local councils on a pro rata basis, and an additional £5m Open Fund available to public, third and community sector organisations. £2.6m also supports an SCSP Capability Fund for cross-cutting projects which support the overall effectiveness of the programme.**



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**How do you expect small non-profit groups to keep running projects if you won't commit to long-term funding through the Open Fund?**

- One of the requirements for the SCSP Open Fund is that projects supported for more than two consecutive years are asked to show how they intend to lessen their dependence on this funding in the future.
- This is to encourage ongoing collaboration and innovation, which are essential elements of successful projects. The key factor in determining funding for any project, however, is always that it continues to show it can deliver good outcomes.
- As set out in the 2022/23 Programme for Government, we deliver record investment in active travel, including multi-year funding, with a focus on new infrastructure and storage, access to bikes through schemes such as the Scotland Cycle Repair Scheme 2 and free bikes for school-age children who are unable to afford one.

**Walking and wheeling are obviously the cheapest and most sustainable ways of making short local journeys, what is Transport Scotland doing to support this?**

- Path for All's new £1.5m Ian Findlay Path Fund launched as part of the SCSP programme in August 2022, with Scottish Government backing. This fund supports projects of a range of community and third sector organisations to ensure that local path networks and routes are available, suitable, and useable for functional, daily travel needs of the communities they serve and to build in climate resilience to local path management.

**How are Transport Scotland making active and sustainable travel options, such as bikes, accessible for everyone?**

- We have undertaken Scotland's first Adaptive Bike Share Survey – with over 300 responses received – which was published in December 2021. This survey is helping our continued work with delivery partners and disability groups to make travelling by bike an easier choice for everyone, older and disabled people in particular.

**What are Transport Scotland doing to integrate active and sustainable travel with the public transport network?**

- As part of our efforts to encourage more people out of their cars and onto public transport, we are working with industry partners to boost rail and cycling integration by improving facilities for cyclists, including

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providing more space for bikes on trains backed by better signage for travellers.

- The ScotRail Highland Explorer, for example, was launched to the general public in July 2021, and operates on the West Highland Line. Each carriage can carry up to 20 bikes, with extra room for large sports equipment. The new carriages can also carry e-bikes – and even tandems – boosting accessibility. These carriages will act as a pilot and provide lessons we can learn from to make future rolling stock even more active travel friendly.
- We fund CoMoUK to develop an action kit and mobility hub visualisations for railway stations, convene events and provide advice in order to best integrate Scotland's Railway and shared transport.
- As set out in the Bute House Agreement, our support for the purchase of new buses will be, where appropriate, conditional on space being available for bike transport in addition to wheelchair and buggy space.

**Sustainable travel is all well and good, but why doesn't Transport Scotland understand that where I live, I just need my car to get around?**

- The places we live have a direct impact on our health and the environment. As set out in the 2021/22 Programme for Government, over the course of this Parliament, we will deliver on our vision for "20 Minute Neighbourhoods" across Scotland: places where people can have their needs met locally within a 20 minute walk, wheel or cycle from their homes, reducing emissions and encouraging active travel.
- When combined with our targets to reduce car kilometres by 20% by 2030, phase out the need for new petrol and diesel cars and vans by 2032, and supporting the widespread roll-out of electric car charging infrastructure, together with embedding the Sustainable Travel Hierarchy in our policy decision-making, we will reshape and reduce transport demand, bringing down transport related emissions, and improving public health through active travel.
- In order to achieve a 20% reduction in car kilometres, we recognise that the planning system needs to prioritise car use reduction. This will create new opportunities and lay strong foundations for a broad range of innovative policy interventions. Demand for transport, and the choices that people make in relation to car uses, are interwoven with how we plan and utilise space for communities and society.

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TRAVEL AND TENANTS' RIGHTS  
Briefing for Paths for All 2022 Annual Learning Event Opening Speech**

**ANNEX D - Speaking Note**

ATTACHED AS SEPARATE DOCUMENT  
PFA-2022-ALE-ANNEX-D.DOCX

## **ANNEX E – Topical Q&A Lines**

### **Why are there reported delays to the National Dashcam Safety Portal (NDSP)?**

- The Programme for Government 2021-22 stated that we will work alongside Police Scotland to develop an online reporting system that will enable anyone to upload camera footage of dangerous road use.
- The National Dashcam Safety Portal (NDSP) initiative, which deal with all matters of careless road use including riding, cycling or walking, is being led by Police Scotland with financial support from the Scottish Government through Scotland's Road Safety Framework Fund.
- The project to introduce a pilot Dash-Cam Safety Portal into Police Scotland is in the initial business case stage with Police Scotland currently looking at the internal processing, handling and storage of digital images and how that best fits with current and projected processes.
- The Scottish Government has already provided £300k funding to Police Scotland, as part of the Road Safety Framework Fund for this project. It is incorrect to say funding has been withdrawn.
- Transport Scotland has sought both a programme update from Police Scotland and clarity on what steps need to be taken to implement this PfG commitment.
- Currently, members of the public can visit a police station, or contact Police Scotland on the non-emergency number 101 or online to report an incident and an officer would be sent out to retrieve dashcam footage.

### **Why was £7m re-allocated from the AT budget as part of the Emergency Budget Review (EBR)?**

- The Emergency Budget Review is about supporting those who need most help, whilst also managing the nation's budget. This has meant making hard choices to further prioritise spending and find savings.
- Inflation means that our annual budget today is worth £1.7 billion less than when it was published last December. At the same time, demand for government support and intervention is understandably increasing.
- Savings of £560 million were announced on 7 September, and a further £615 million has been announced through the EBR – totaling £1.175 billion. We have reached the absolute limit of what can be done in terms of re-prioritisation.
- These are not decisions we would wish to make, but in the absence of additional funding from the UK Government, they are decisions we are compelled to make.

- The situation facing the Scottish Government is, in financial terms, by far the most challenging that we have faced under devolution.
- The EBR consisted of a thorough review of all devolved spend planned for 2022-23, across all portfolios, to ensure a path to balance the budget in light of significant pressure, and to identify any opportunities to further support measures to help with the cost of living crisis.

### **When will pavement parking be banned?**

- The Transport (Scotland) Act 2019 prohibits double parking, pavement parking and parking at dropped kerbs. The prohibitions are aimed at promoting, supporting and advancing the rights of pedestrians to ensure that our roads and pavements are accessible to all.
- The Exemption Order Regulations were laid in Parliament on 29 September. We have always been committed to allowing local authorities a minimum of 12 months to assess their streets and put in place any exemptions they deem necessary. The “go live” date therefore is scheduled to be December 2023.
- Enforcement Regulations to provide local authorities the power to issue Penalty Charge Notices (PCNs) for any parking infringements will be progressed during the next 12 months so they will also come into force in December 2023. Additionally an appeals service will be set up for the same timescale for any driver who wishes to appeal a PCN issued for the pavement parking prohibition.

### **Why is the Scottish Government not delivering now on multi-year funding for all the active travel organisations it supports?**

- Multi-year funding has featured heavily in discussions with stakeholders and delivery partners.
- The Programme for Government for this year has committed to considering multi-year funding, and such discussions are underway.
- However, this is a complex issue in the context of unprecedented uncertainty stemming from the wider fiscal context and increasing budgetary pressures, as well as lack of clarity of our funding allocations due to delays in UK fiscal statements.
- We have significantly increased our funding to local authorities, for example with a record £35m for Cycling and Walking Safer Routes this year, with an additional direct resource pot of funding of £2m that goes directly to the authorities.
- Places for Everyone, the NCN and the Ian Findlay Paths Fund are all available to local groups to draw down funding and progress their own infrastructure projects.

- It is important we don't forget the crucial role of behaviour change programmes as well, and the benefits that can be delivered for example through those programmes managed by Living Streets, Cycling Scotland, Cycling UK, Sustrans and Paths for All.
- Taken together, these delivery partners and their respective programmes offer a wide range of choice for organisations looking to enhance the active travel offering in their community.

**[REDACTED]**

### **How can we better normalise everyday walking, wheeling and cycling across Scotland?**

- Getting more people walking wheeling and cycling is a long term vision of the Scottish Government. To do this, we need people to feel safe, we need to feel confident, and as Jon said earlier, I think we need to look at ways to get people out of their cars.
- Providing safe infrastructure is the way in which we help people move around with confidence – high quality networks of segregated infrastructure.
- Cycling is also a life skill, which is why it is so important to provide children with the skills they need to cycle safely from an early age. In the coming years we will continue to expand Bikeability Scotland so that every child can leave school equipped to make the most of the new facilities in our towns and cities.
- Cycling should be for everyone, and removing the barrier to accessing a bike in an affordable way is also key to growth, which is why inclusion is at the heart of our Active Travel response in Scotland. There is a notable split in cycling participation which exists at a gender and socio-economic level and we need to do more on this to make active travel the default choice for short trips.
- Walking, wheeling and cycling are also often just one part of a multi modal journey and we need to recognise that in prioritising active travel investment. We will continue to work with operators and local authorities to ensure that active travel facilities are prioritised.
- The Scottish Government has been working for a number of years with industry partners to boost rail and cycling integration, by improving facilities for cyclists, including providing more space for bikes on trains, backed by better signage for travellers.
- And there are a variety of initiatives that, taken together, are improving safety around our schools: from behaviour change initiatives like those delivered by Living Streets and Sustrans to encourage safe, active journeys to school; to 20mph zones in the surrounding areas of schools, and both temporary and permanent changes to infrastructure. The pavement parking ban due to come

into effect at the end of next year will also help to provide safer walking and cycling space for anyone wanting to make everyday journeys by foot and on their bike.



FOR A HAPPIER,  
HEALTHIER SCOTLAND

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Patrick Harvie MSP  
The Scottish Parliament  
Edinburgh  
EH99 1SP

03 October 2022

**Smarter Choices Smarter Places annual learning event on Wednesday 7th December 2022**

Dear Patrick Harvie,

I am writing to invite you, to make the opening remarks at this year's Smarter Choices, Smarter Places annual learning event that will take place at [The Studio](#) in Glasgow on Wednesday 7<sup>th</sup> December 2022 (09:00 to 15:30). The Learning Event is for all Smarter Choices, Smarter Places funded projects including 32 Local Authorities, and around 90 Open Fund supported projects and those partner organisations supported through the Capability programme.

**About Paths for All**

Paths for All is Scotland's walking charity. Our aim is to tackle physical inactivity, poor mental health, health and transport inequalities and the climate emergency. Over the lifetime of this Parliament, we will continue to promote a walking society, with safe spaces attractive for walking and wheeling. We work together with [our partners](#) and Transport Scotland to make Scotland an active nation where everyone can choose to walk, wheel or cycle for short journeys. This ambition is at the heart of our strategic statement, which you can read in full [here](#). Fundamentally, we believe that our work is to champion and increase levels of physical activity (whether that is walking, cycling or wheeling to get to work, school or the shops), which must be at the heart of Scotland's green recovery from the pandemic.

**Smarter Choices, Smarter Places**

Our [Smarter Choices, Smarter Places](#) programme, supported by Transport Scotland, provides funding for local authorities and public bodies, third and community sector organisations to develop and deliver projects to encourage walking, cycling or wheeling and public transport across Scotland.

**Annual Learning Event**

The Smarter Choices, Smarter Places annual learning event is a celebration of the programme achievements in 2021-22, and an opportunity for the most exciting and innovative of these projects to showcase what they have done and how they achieved their results with a view to sharing good practice and improving next year's applications.

The theme for this year's event is "*Reducing Inequalities across Various Transport Modes*" and the invited speakers will highlight the range of work that is funded by Smarter Choices, Smarter Places. I hope you can join us at the annual learning event in Glasgow and make this year's opening remarks.

Yours sincerely

A handwritten signature in black ink, appearing to read "Kevin Lafferty".

Kevin Lafferty  
Chief Executive Officer



## **INTRO**

- General reflections on event etc. Personal hinterland as someone who cycles and walks as routine.

## **How active travel contributes to tackling the cost of living crisis**

- The Scottish Government has many priorities but two key missions: reducing child poverty and tackling the climate crisis. Transport is obviously central to the second but equally to the first and that includes active travel.
- After years of misaligned incentives that have seen the costs of motoring rise more modestly compared with public transport, the rug has now been pulled out from under the most vulnerable people pushed towards car-dependency.
- As of October 2022, it now costs on average around £90-£100 to fill up a car, and a recent survey found the total annual cost to run a car would be £3,500.
- This cost of running a car is becoming unaffordable for many people putting them at risk of transport poverty. We cannot continue to perpetuate car dependency.

- To ensure a sustainable and integrated approach to public transport fares, we will complete and publish the Fair Fares Review to support the long term viability of our public transport system.
- This is why we have worked to ensure around half of Scotland's population – including people aged over 60, under 22 and people with qualifying disabilities – can now travel for free on buses.
- Data from Sustrans' Walking and Cycling Index in 2021 found that only 56% of people on low incomes felt they could get to places easily without having to drive.
- This is despite over a third of people on low incomes (38%) not owning or having access to a car.
- Ensuring a just transition to a more sustainable and carbon neutral society therefore means reaching communities that have traditionally been missed.
- The SCSP Open Fund has been particularly successful in reaching communities suffering from social and economic constraints, and communities not otherwise reached by active and sustainable transport funding.

- In 2021/22, out of the 83 projects supported through the SCSP Open Fund, 58 of them carried out activities specifically targeting communities within the highest 20% Scottish Index of Multiple Deprivation (SIMD) areas in Scotland.
- We have now doubled the total Open Fund from £2.5m to £5m, and doubled the cap for individual projects from £50k to £100k, and we expect to reach closer to 120 of these communities this year (2022/23).
- As well as this reach within SIMD communities, the Open Fund also supports many community projects specifically supporting ethnic groups, people with disabilities, rural communities, and other groups and communities not reached by other active and sustainable transport funding.
- In Scotland, household access to bikes scales with income. Whilst 34% of all Scottish households have access to one or more bikes, this falls to just 16% for households with an annual income under £10,000.
- So it is fundamentally important that we continue to expand our access to bikes initiatives to help redress that balance.

## **Our commitment to ensuring that our increased investment is matched by improved delivery**

- As Minister for Active Travel I am overseeing the largest ever budget for active travel in Scotland's history, and a step on the way to our commitment to allocate £320m or 10% of Scotland's transport budget to walking, wheeling and cycling by 2024-25.
- It's a level of investment equating to £58 per person in Scotland. That compares to £10 per head in England and £23 in Wales.
- That level of investment is crucial, but as you all know it is what happens on the ground that matters – quite literally. So how **much** we invest must translate into how **well** we invest.
- In order to deliver the rapidly growing Active Travel programme, I have initiated an Active Travel Transformation Project to ensure the ambition of our funding and policy can be met with a delivery model that has the scalability and flexibility to meet our new challenges.
- We have already begun some work to streamline and focus funding, and working closely with delivery partners like Paths for All, the Transformation Project is being delivered in two phases.

- Phase one focuses on Evaluation and Evidence Gathering. This phase aims to assess the existing active travel delivery model by identifying constraints and opportunities.
- Phase two will use this evidence to Development and Prioritise proposals for changing the delivery model. The Transformation Project will culminate in a report which will provide evidenced proposals for holistic changes to AT delivery in Scotland.

### **How we embed active travel within big picture policy like national transport strategy and STPR2**

- How we improve active travel is not solely what we do with active travel programmes however. It's what we do with transport policy as a whole. And planning. And housing. And regeneration. And all the rest.
- The National Transport Strategy establishes the sustainable travel hierarchy as a guiding principle, embedded in all of our policy and investment decision-making, to promote walking, wheeling, cycling, public transport, and bike, car and ride sharing, over single-occupancy car use.

- The Sustainable Investment Hierarchy is at the core of the second Strategic Transport Projects Review (STPR2), which will inform the Scottish Government’s transport investment programme over the next 20 years (2022-2042).
- Through STPR2 we will aim first to reduce the need to travel unsustainably, make better use of and enhance existing infrastructure, before investing in new capacity. This hierarchy is also central to the Infrastructure Investment Plan.
- The places we live have a direct impact on our health and the environment. As set out in the 2021/22 Programme for Government and over the course of this Parliament, we will deliver on our vision for “20 Minute Neighbourhoods” across Scotland: places where people can have their needs met locally within a 20 minute walk, wheel or cycle from their homes, reducing emissions and encouraging active travel.
- When combined with our targets to reduce car kilometres by 20% by 2030, phase out the need for new petrol and diesel cars and vans by 2032, and supporting the widespread roll-out of electric car charging infrastructure, we will reshape and reduce transport demand, bringing down transport

related emissions, and improving public health through active travel.

- In order to achieve a 20% reduction in car kilometres, we recognise that the planning system needs to prioritise car use reduction. This will create new opportunities and lay strong foundations for a broad range of innovative policy interventions.
- Demand for transport, and the choices that people make in relation to car uses, are interwoven with how we plan and utilise space for communities and society.
- By continuing to provide viable alternatives to single-occupancy car journeys, we will help make our villages, towns, and cities even better places to live, work, and enjoy.

### **Examples of successful projects over the last year**

- These are big ambitions and we have big challenges. But also important to share examples of progress and success.
- 31 local authorities were awarded a total of £5 million through the **Local Authority Fund** in 2021/22.

- Using the fund, **Stirling Council Park and Ride** encouraged more passengers to use the service by providing free bus travel into the city centre.
- This meant there were nearly 140,000 journeys made on the park and ride buses, with over 160,00 people choosing to travel by bus.
- This was a 255% increase from the baseline figure, and a significant increase in the target number of passengers.
- The **Open Fund** saw 83 projects awarded £2.5 million in 2021/22.
- This included the charity **deafscotland** who used a £20,000 grant to research and produce **three films that encourage deaf people and those with hearing loss to walk weekly** for their physical, social and mental health.
- The short films also help raise awareness of the issues that British Sign Language users face when out walking and what can help break down the barriers to getting out and about.



- There are one million or so Scots directly affected by deafness across the spectrum, and by July last year the videos had reached at least 18,000 individuals.

## **Conclusions**

- Re-emphasise main theme of speech – that active travel and transport policy is and should be at the heart of how we tackle inequality as well as Climate Change. With increased budgets to meet those challenges comes increased responsibility. Look forward to working with everyone here to turn ambition into reality.

**Words: 1374 / ~10 minutes**

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PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS**

**Briefing for CoMoUK Annual Conference Plenary Address**

<b>What</b>	<p>Delivering the Plenary Address at the start of the second day of CoMoUK's two-day Annual Shared Transport Conference.</p> <p>The conference will cover a number of themes, including different modes of shared transport, developing mobility hubs and the role of community schemes.</p>
<b>Where</b>	<p>The conference is taking place online.</p> <ul style="list-style-type: none"> <li>• Platform: Zoom</li> <li>• Link to sign up as a participant: <a href="https://www.como.org.uk/como2022-registration">https://www.como.org.uk/como2022-registration</a></li> <li>• You will be 'spotlighted' as speaker to all participants while you deliver your address.</li> </ul>
<b>When</b>	<p>Thursday 8 December.</p> <ul style="list-style-type: none"> <li>• Time in diary: 09:05-10:05 (1 hour)</li> <li>• Scheduled speaking / Q&amp;A time: 09:15-09:30 (15 minutes)</li> </ul>
<b>Key Message(s)</b>	<ul style="list-style-type: none"> <li>• The Scottish Government is firmly committed to actions towards reducing car kilometres by 20% by 2030, lowering transport emissions, reducing dependence on private motor vehicles, and tackling transport poverty.</li> <li>• CoMoUK and the stakeholders across the shared transport sector at the conference play an important part in realising the Scottish Government's goals in relation to this.</li> </ul>
<b>Who</b>	<p>This UK-wide Conference is organised by CoMoUK, and attended by over 600 representatives from organisations from across the shared transport sector, as well as RTPs, Local Authorities, academics, and UK Government officials (e.g. Active Travel England).</p> <p>Full details of the conference panel sessions, speakers, and participants are attached at <b>Annex B</b>.</p>
<b>Why</b>	<p>This is an opportunity to support CoMoUK, who Transport Scotland have provided grant funding of nearly £400,000 in 2022/23, to promote and support shared transport, and to reaffirm the Scottish Government's commitment to them and the whole shared transport sector.</p> <p>MiCase reference: <a href="#">202200309715</a></p>
<b>Expected outcome</b>	<p>Providing plenary address on partner stakeholder's annual conference</p>

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<b><i>Speech details</i></b>	<ul style="list-style-type: none"><li>• Words: 1414, ~ 10 Minutes</li><li>• Rachel Murphy, Director for Scotland at CoMoUK, will use time at the beginning to introduce you, and also at the end to thank you for the speech.</li><li>• The slot is 15 minutes, with around 10 minutes available for the speech, with 5 minutes for introductions and subsequent Q&amp;As.</li></ul>
<b><i>Supporting official</i></b>	<p>Lily Green, Transport Scotland Sustainable Travel Team Leader Email: [REDACTED]<a href="mailto:[REDACTED]@transport.gov.scot">@transport.gov.scot</a> Mobile: [REDACTED]</p> <p>Lily Green will also take part in the panel session '<i>Scotland: shared transport and net zero</i>' immediately following your plenary speech.</p>
<b><i>Briefing contents</i></b>	<p><b>Annex A:</b> Event Programme and Speakers <b>Annex B:</b> Top Policy Brief <b>Annex C:</b> Speaking Note</p>
<b><i>Media Handling</i></b>	<p>There is no planned TS or SG media handling, CoMoUK are leading on comms for this event.</p>
<b><i>Social Media</i></b>	<p>"Great to be opening the second day of the <a href="https://twitter.com/Como_uk">@Como_uk</a> Shared Transport Conference. <a href="http://2022.como.org.uk">http://2022.como.org.uk</a> #como2022"</p>

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**ANNEX A**

**CONFERENCE EVENT PROGRAMME**

**Day 1: Wednesday 7 December**

**9:15 - 9:30 - Opening plenary: Danny Williams, Active Travel England**

- **Danny Williams** - *CEO, Active Travel England*

**9:30 - 10:45 - The Big Thinking Tent: what we want and need to see**

- **CHAIR: Rebecca Karbaumer** - *Shared Mobility and Mobility Management Specialist, City of Bremen*
- **Filip Watteeuw** - *Deputy Mayor, City of Ghent*
- **Benoit Yameundjeu** - *CEO, Fifteen*
- **Pete Dyson** - *former Principal Behavioural Scientist, Department for Transport*
- **Jillian Anable** - *Professor of Transport and Energy, University of Leeds, Institute for Transport Studies*
- **Ginevra Mutti** - *Sales & Business Development Manager, Ioki*

**10:45 – 11:15 - Break**

**11:15 - 12:30 - Welcome to the smorgasbord: different mobility hub types in action**

- **CHAIR Matthew Clark** - *Associate Director (New Mobility), Steer*
- **Gustav Bosehans** - *Research Associate, Newcastle University*
- **Helen Scholes** - *Marketing Manager, Co Cars*
- **Amanda Edmondson** - *Mobility Hubs Project Manager, Future Transport Zone, West of England Combined Authority*
- **Paul Curtis** - *Director, Vectos*
- **Robert Davis** - *Business Development Manager, Trueform*

**12:30 – 13:30 - Lunch**

**13:30-14:45 - Inclusion and shared transport**

- **CHAIR: Alan Benson MBE** - *Chair, Transport For All*
- **Jonathan Hampson** - *Head of UK Partnerships, Via*
- **Robert Schopen** - *Partnerships Manager, Co Wheels*
- **Ross Williams** - *Senior Consultant, New Mobility, Steer*
- **Jessica Hall** - *Head of Cities UK & Ireland, TIER Mobility*
- **Jess Strangward** - *Senior Operations Manager, nextbike UK*

**14:45 – 15:15 - Break**

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**15:15-16:30 - What shared transport and rail can do for each other**

- **CHAIR: John Lauder** - *Deputy CEO, Sustrans (on secondment to Scotland's Railway)*
- **Keith Kelly** - *Head of Partnerships, Enterprise Car Club*
- **Angelo Meuleman** - *Managing Director, Mpact*
- **Dami Adebayo** - *Partnerships Lead, Europe, The Routing Company*

**Day 2: Thursday 8 December**

**09:15 – 09:30 - Opening plenary: Scottish Minister Patrick Harvie MSP**

- **Patrick Harvie MSP** - *Minister for Zero Carbon Buildings, Active Travel and Tenants' Rights, MSP*

**9:30 - 10:45 - Scotland: shared transport and net zero**

- **CHAIR: Rachael Murphy** - *Scotland Director, CoMoUK*
- **Anna Herriman** - *Senior Partnership Manager, SEStran*
- **Lily Green** - *Sustainable Travel Team Lead, Transport Scotland*
- **Amelie Sundberg** - *Partnerships Principal, Via*
- **Mike Callaghan** - *Car Club Coordinator, LEAP Car Club*

**10:45 – 11:15 - Break**

**11:15 - 12:30 - The power of community: sustainability in action**

- **CHAIR: Harriet Cross** - *Senior Development Officer (Communities), CoMoUK*
- **Emily Kerr** - *Councillor, Oxford City Council*
- **Wil Parry** - *Project Manager, O Ddrws i Ddrws*
- **Robin Coates** - *Organiser, Malvern Hills Car Club*
- **Kate Hathway** - *Coordinator, Kyle Community E-bikes*
- **Maria Davey** - *Operations Lead, Isles of Scilly Community Venture*

**12:30 – 13:30 - Lunch**

**13:30 - 14:45 - Pounds, shillings and pence: the economics of shared transport schemes**

- **CHAIR: Richard Dilks** - *Chief Executive, CoMoUK*
- **Graeme Risby** - *CEO & Co-founder, Hiyacar*
- **Matthew Clark** - *Associate Director (New Mobility), Steer Caroline Seton - Co-Founder, HumanForest*
- **Chris Slade** - *B2G Partnerships Manager, Fifteen*
- **Andy Salkeld** - *Active Travel Team Leader, Leicester City Council*

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14:45 – 15:15 - **Break**

15:15 - 16:30 - **What do we want from Government policy?**

- **CHAIR: Ashok Sinha** - *CEO, London Cycling Campaign*
- **Christina Calderato** - *Director of Transport Strategy and Policy, Transport for London*
- **Ali Clabburn** - *Founder & Chairman, Liftshare/Mobilityways*
- **James Padden** - *Project Principal, Mott MacDonald*
- **Arnd Bätzner** - *Transit Strategist, Mobility Genossenschaft*

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**ANNEX B**

**TOP POLICY BRIEF**

**Sustainable travel and the sustainable travel hierarchy**

- Sustainable travel contributes to Scotland's National outcomes as set out in the National Performance Framework, in particular, the Environment, Communities and Health outcomes.
- We remain firmly committed to actions that reduce car kilometres by 20% by 2030, lowering transport emissions, reducing dependence on private motor vehicles, and tackling transport poverty.
- The National Transport Strategy establishes the sustainable travel hierarchy as a guiding principle, embedded in all of our policy and investment decision-making, to promote walking, wheeling, cycling, public transport, and bike, car and ride sharing, over single-occupancy car use.
- The sustainable travel hierarchy promotes travel planning, walking, cycling, public transport and bike, car, or ride sharing in preference to single-occupancy car use for the movement of people.
- As we emerge from COVID-19, it is more important than ever that we promote the benefits of being more active in our daily lives, and also encourage the use of public and shared transport over making car journeys as a default travel choice.
- The Sustainable Travel Hierarchy captures the travel choices that support a just transition, promote public health, and make the most significant contributions protecting Scotland's environment, while contributing to tackling global climate change.
- Transport Scotland continues to increase investment and efforts to develop a fully sustainable and integrated transport network for Scotland, promoting modal shift by encouraging people to think about how they make their journeys and supporting the development of quality place-making for Scotland's communities.
- Targeted investment in infrastructure, proactive promotion and improved co-ordination across transport modes will achieve the necessary step and generational change in behaviour and attitude towards transport choices. This will foster demand for active travel and low carbon transport options and encouraging multimodal journeys as the norm.

**Smarter Choices Smarter Places**

- We are investing up to £12.6 million through the Smarter Choices Smarter Places (SCSP) behaviour change programme in 2022/23 to enable and encourage more people to choose sustainable transport.
- Smarter Choices Smarter Places is a multifaceted programme, with a £5m Local Authority Fund offered to all 32 Scottish local councils on a pro rata basis, and an additional £5m Open Fund available to public, third and community sector organisations. £2.6m also supports an SCSP Capability Fund for cross-cutting projects which support the overall effectiveness of the programme.

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**Support for businesses to promote sustainable travel choices for their employees**

- We are funding Sustrans £99,950 in 2022/23 for developing and maintaining the Way to Work online resource for Scottish employers and employees that signposts organisations to partner resources, support tools and funding streams that help enhance active and sustainable travel at their workplace.
- In 2022/23 Tactran have been awarded £69,230 through the SCSP Capability Fund to continue to deliver Travelknowhow, and online resource, which offers organisations across Scotland access to a wide variety of travel planning solutions to develop and implement workplace Travel Plans and to engage with employees in order to start changing travel behaviour within organisations
- We also funded CoMoUK to create a toolkit for employers that provides a number of best practice examples from a range of organisations who have used shared transport to address a number of challenges, including ways to reduce travel costs, such as through car share schemes.

**Funding to CoMoUK in 22/23**

- Transport Scotland grant funds CoMoUK £400k to increase awareness of the role and benefits of shared transport. They also provide bespoke support and advice for communities, Local Authorities, planners, and others looking to set up shared transport schemes.
- CoMoUK offers micro-grants for community groups that are looking to setting up new shared transport schemes. The micro-grant provides support to the organisations to set up the sharing of assets.
- Guidance and accreditation is available to communities setting up Mobility Hubs as well.
- We also fund CoMoUK to carry out community consultation in an area of multiple deprivation in low emission zones to understand what is wanted and needed to help reduce the reliance on private car usage. This year the focus is on Edinburgh and Glasgow.

**20% Reduction in Car Kilometres by 2030**

- On 13 January 2022, we published the route map to achieve a 20% reduction in car kilometres by 2030, setting out a framework made up of four broad behaviours supported by over 30 interventions.
- The route map has been jointly developed with the Convention of Scottish Local Authorities (CoSLA) reflecting the need for local, regional and national level interventions to support delivery. Officials continue to work with and support local partners to identify solutions most appropriate to Scotland's urban, rural and island communities.
- Cars currently make up over 75 per cent of total traffic volumes on our roads and the majority of all journeys in Scotland are made by car.
- We are clear that this is a national ambition – it does not mean car use in rural and remote areas is expected to drop at the same rate as towns and cities. More rural areas tend to rely more heavily on private car use and have less access to public and shared transport options.



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- We recognise that some private car use will need continue, especially for people in certain geographical areas and those with certain disabilities. However a significant proportion of existing car journeys have the potential to be made in other ways.

**Developing an Active Nation**

- We're committed to our active travel vision of enabling walking, wheeling and cycling to be the most popular mode of travel for short, everyday journeys. We want to make Scotland's towns and cities friendlier, safer and more accessible for people of all ages and abilities.
- Active Travel is fundamental to the development of a sustainable travel network and a key priority for the Scottish Government – directly supporting our commitment to reducing car kilometres travelled by 20% by 2030.
- Funding for active travel in Scotland is now at record levels. The Scottish Government has committed to spend at least £320 million, or 10% of the total transport budget, on active travel by 2024-25 (up from £39 million in 2017/18).
- We work very closely with our partners and Local Authorities to deliver the Active Travel vision, underpinned by the Active Travel Framework.

**Integrating active and sustainable travel with the public transport network**

- As part of our efforts to encourage more people out of their cars and onto public transport, we are working with industry partners to boost rail and cycling integration by improving facilities for cyclists, including providing more space for bikes on trains backed by better signage for travellers.
- The ScotRail Highland Explorer, for example, was launched to the general public in July 2021, and operates on the West Highland Line. Each carriage can carry up to 20 bikes, with extra room for large sports equipment. The new carriages can also carry e-bikes – and even tandems – boosting accessibility. These carriages will act as a pilot and provide lessons we can learn from to make future rolling stock even more active travel friendly.
- We fund CoMoUK to develop an action kit and mobility hub visualisations for railway stations, convene events and provide advice in order to best integrate Scotland's Railway and shared transport.
- As set out in the Bute House Agreement, our support for the purchase of new buses will be, where appropriate, conditional on space being available for bike transport in addition to wheelchair and buggy space.

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ANNEX C – SPEAKING NOTE**

**Attached Separately**

## **ANNEX C – SPEAKING NOTE**

### **Introduction**

- It's a pleasure to have been invited to open today's proceedings for CoMoUK and address such a varied audience on what we're doing across government in Scotland to support sustainable transport, and to integrate active travel across transport modes.

### **Transport and Active Travel in the Scottish Government**

- I'm speaking today as the Scottish Government's first dedicated minister for active travel. It's a role which I combine with my other responsibilities which include heat and energy efficiency in homes and buildings and reform of tenants' rights.
- So just as active travel is part of my wider portfolio, so active travel is just one piece of the transport jigsaw, albeit right at the top of the travel hierarchy. So I work closely with my colleague, the Minister for Transport, Jenny Gilruth, on a range of topics, and with Michael Matheson as Cabinet Secretary for Net Zero, Energy and Transport.

- The shared transport sector has grown and evolved massively over the last decade, with many new bike share and car share operators joining the market and testing new and innovative ideas, which we support in a number of ways across government.
- Given my responsibilities, what I'd like to mainly focus on today is the active side of shared travel. As well as growth in the popularity of initiatives like lift share and community car clubs, we've also seen bike share schemes increasing in number, and branching out in the kinds of cycles they offer, to include many more e-bikes, cargo bikes, and trikes.

### **Shared bike schemes and accessibility / equality**

- As the Minister for Active Travel that's of course an area of interest for me. You won't be surprised to hear that I believe safe and high quality infrastructure and place-making which puts walking, wheeling and cycling first, is my top priority. But, of course, the best physical environment also needs people to feel confident about accessing it and, for cycling, to have access to bikes in all their guises to use it. So, that is where different sharing models can promote equitable access to cycling for everyday trips.

- In Scotland, household access to bikes scales with income. Whilst 34% of all Scottish households have access to one or more bikes, this falls to just 16% for households with an annual income under £10,000. So it is fundamentally important that we continue to expand our access to bikes initiatives to help redress that balance.
- Published in December last year, we worked with Cycling UK to undertake Scotland's first Adaptive Bike Share Survey. This worked showed there is significant interest in bike sharing among disabled people and people who need adaptive bikes in Scotland.
- With information from over 200 responses, this survey is helping our continued work with delivery partners and disability groups to make travelling by bike an easier choice for everyone, older and disabled people in particular.
- In April this year I was excited to join Lochaber Environmental Group in launching Fort William's new e-bike scheme, Hi-Bike. Scottish Government funding helped not only to deliver the bikes and charge points, but also discounted and free memberships – so that more people have easier access to affordable and sustainable cycling options.

- This is a good example not only of a Bike Share Scheme in a rural setting, and also of the importance of collaboration between organisations, with the European elements of funding for the project being administered by the Energy Saving Trust on behalf of Transport Scotland.
- The scheme will soon be more accessible still, and potentially help take even more cars off the road, with the recent announcement that a total of 15 new cargo e-bikes are being ordered for a Spring delivery, as part of an expansion of the whole scheme.
- These bikes are around 30 inches longer than the current e-bikes on offer, and can carry three small children or a load of shopping on the back. So that's just a couple of examples of how collective approaches to bikes can improve access.
- And that is important because, as Minister for Active Travel I am overseeing the largest ever budget for active travel in Scotland's history, and a step on the way to our commitment to allocate £320m or 10% of Scotland's transport budget to walking, wheeling and cycling by 2024-25.

- It's a level of investment equating to £58 per person in Scotland. That's significantly higher than other parts of the UK and I say that in the hope of all parts of the UK being in the same position. It seems to me that there is a shared recognition across governments of the value of active travel investment so it is about seeing that recognition reflected in budgets.
- That level of investment is crucial, but as you all know it is what happens on the ground that matters – quite literally. So how **much** we invest must translate into how **well** we invest.
- In order to deliver the rapidly growing Active Travel programme, I have initiated an Active Travel Transformation Project to ensure the ambition of our funding and policy can be met with a delivery model that has the scalability and flexibility to meet our new challenges.
- We have already begun some work to streamline and focus funding, and working closely with delivery partners like Paths for All, the Transformation Project is being delivered in two phases.

- Phase one focuses on Evaluation and Evidence Gathering. This phase aims to assess the existing active travel delivery model by identifying constraints and opportunities.
- Phase two will use this evidence to Development and Prioritise proposals for changing the delivery model. The Transformation Project will culminate in a report which will provide evidenced proposals for holistic changes to AT delivery in Scotland.
- As part of the project we have looked carefully at what is happening in both England and Wales. Part of the reason I was pleased to accept your invitation to speak today is because I believe we have much to learn from each other.
- That's as true generally as when we look at specific interventions.
- When talking about holistic interventions, we know, that people involved in car clubs, by giving up ownership of a private car, are also more likely to walk and cycle. We need to make sure that those active travel choices are supported when people want to make them, and we are doing that in many ways.



- Scotland's Cycle Repair Scheme, for example, is providing free repairs and maintenance to people who wouldn't otherwise be able to afford it, to get thousands of people across Scotland on their bikes.
- The Access Bikes scheme is providing those on lower incomes with the chance to obtain a cycle through short and long term loans and gifting.
- In addition to delivering the Bikeability programme throughout schools across Scotland, Cycling Scotland supports over 10,000 adults each year with training for ride leaders, patrollers, instructors and commuters.
- We support Sustrans to deliver behaviour change programmes, including the successful I Bike project, empowering children, parents and teachers to walk and cycle together to and from school. This year the programme will work across at least 10 local authorities, and reach 16,000 children.

## **Integrating active travel at a strategic level**

- I started off by saying the active travel is one part of the transport jigsaw. As you can see from the examples of our

work in schools and elsewhere, integrating active travel is about what we do across the system as a whole. Not just within transport policy. But education. And housing. And regeneration. And all the rest.

- The National Transport Strategy establishes the sustainable travel hierarchy as a guiding principle, embedded in all of our policy and investment decision-making, to promote walking, wheeling, cycling, public transport, and bike, car and ride sharing, over single-occupancy private car use.
- The Sustainable Investment Hierarchy is at the core of the second Strategic Transport Projects Review (STPR2), which we will launch later today. This will inform the Scottish Government's transport investment programme over the next 20 years (2022-2042).
- Through STPR2 we will aim first to reduce the need to travel unsustainably, make better use of and enhance existing infrastructure, before investing in new capacity. This hierarchy is also central to the Infrastructure Investment Plan.
- The places we live have a direct impact on our health and the environment. As set out in the 2021/22 Programme for

Government and over the course of this Parliament, we will deliver on our vision for “20 Minute Neighbourhoods” across Scotland: places where people can have their needs met locally within a 20 minute walk, wheel or cycle from their homes, reducing emissions and encouraging active travel. 20 minute neighbourhoods is a key principle of our new national planning framework which is just completing its parliamentary process right now and seeks to embed sustainable placemaking in how we do development.

- When combined with our targets to reduce car kilometres by 20% by 2030, phase out the need for new petrol and diesel cars and vans by 2032, and supporting the widespread roll-out of electric car charging infrastructure, our aim is to reshape and reduce transport demand, bringing down transport related emissions, and improving public health through active and sustainable travel.
- That’s a big challenge. In order to achieve a 20% reduction in car kilometres, we recognise that the planning system needs to prioritise car use reduction. This will create new opportunities and lay strong foundations for a broad range of innovative policy interventions.

- Demand for transport, and the choices that people make in relation to car uses, are interwoven with how we plan and utilise space for communities and society.
- By continuing to provide viable alternatives to single-occupancy private car journeys, we will help make our villages, towns, and cities even better places to live, work, and enjoy.

## **Conclusions**

- Re-emphasise main theme of speech – that supporting active travel behavior change and active travel integration requires a holistic approach across government, which we are delivering on across a range of programmes.

**Words – 1662, ~ 11 Minutes**

**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS**

**Briefing for 'Cargo bikes: delivering for businesses and communities in  
Scotland'**

<b>What</b>	<p>The Energy Saving Trust and Sustrans are hosting an online event entitled <b>Cargo bikes: delivering for businesses and communities in Scotland</b>.</p> <p>Through a series of talks, presentations, and Q&amp;As, it will make the business case for cargo cycles for organisations, and promote the benefits of cargo cycles for a large, diverse audience, including families and communities.</p>
<b>Where</b>	<p><b>Your pre-record:</b> Private Office to confirm. <b>The event:</b> Online via <a href="#">Zoom</a></p>
<b>When</b>	<p><b>Your pre-record:</b> Friday 07 October 2022, 13:15-13:45 <b>The event:</b> Wednesday 26 October 2022, 09:40-09:50</p>
<b>Key Message</b>	<p>Cargo and e-cargo cycles are a key part of the package of practical solutions that will help Scotland achieve the goals of 20% reduction in car Kilometres by 2030 and net-zero greenhouse gas emissions by 2045, alongside initiatives like support for 20 minute neighbourhoods, safe and accessible streets, and digital connectivity.</p>
<b>Who</b>	<p>Energy Saving Trust and Sustrans are co-delivering the event, and a number of other partners and third sector organisations and projects will be represented (See <b>Annex B</b>).</p>
<b>Why</b>	<p>This event brings together and showcases a lot of the support Transport Scotland is providing for cargo and e-cargo bikes, especially through our Active Travel Delivery Partners.</p> <p>Invitation Micase reference number <a href="#">202200317127</a>.</p>
<b>Expected outcome</b>	<p>Your keynote address will provide a welcome signal-boost to the event, setting an inspiring and engaging tone for the following programme, encouraging uptake of the support our delivery partners provide.</p>
<b>Speech details</b>	<p>The organisers have allocated up to 10 minutes in the programme for your pre-recorded keynote address (see <b>Annex A</b>). We have provided you with a speaking note of approximately 760 words, or around 5 minutes in length (see <b>Annex C</b>).</p> <p>The audience is broadly anyone who wants to learn about cargo bikes in Scotland. More specifically, it is aimed at individuals, small or large business, and third or public sector organisations, who are interested in learning more about the benefits of cargo bikes for projects, organisations, or communities, and also how they fit into inclusive cycling.</p>

**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS**

**Briefing for 'Cargo bikes: delivering for businesses and communities in  
Scotland'**

<b><i>Supporting official</i></b>	[REDACTED], Sustainable Travel Policy Manager, Bus, Accessibility & Active Travel Directorate, Transport Scotland. <a href="mailto:[REDACTED]@transport.gov.scot">[REDACTED]@transport.gov.scot</a>
<b><i>Briefing contents</i></b>	<b>Annex A:</b> Event programme <b>Annex B:</b> Attendees <b>Annex C:</b> Top Brief <b>Annex D:</b> Speaking Note (separate .doc) <b>Annex E:</b> Communications Pack (separate .pdf)
<b><i>Media Handling</i></b>	Energy Saving Trust and Sustrans are leading on the media handling of this event, and have provided a Communications Pack for reference (see <b>Annex E</b> ).

**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS**

**Briefing for 'Cargo bikes: delivering for businesses and communities in  
Scotland'**

**ANNEX A – EVENT PROGRAMME**

*[Draft as of 05/10/2022]*

<b>Timings</b>	<b>Item</b>	<b>Speaker</b>
<b>9.30-9.40</b>	Introduction	Energy Saving Trust
<b>9.40-9.50</b>	<b>Keynote</b>	<b>Patrick Harvie MSP</b>
<b>9.50-10.10</b>	Cargo bikes: delivering for Scotland	Sustrans Cargo bike project/ Research and Monitoring Unit
<b>10.10-10.25</b>	3 x project presentations	
<b>10.25-10.45</b>	Funding cargo bikes and learnings so far	Energy Saving Trust
<b>10.45-11.05</b>	2 x project presentations	
<b>11.05-11.20</b>	Cargo bike loans and shares	Sustrans Cargo bike project
<b>11.25-11.40</b>	3 x project presentations	
<b>11.40-11.45</b>	Comfort break and survey to scope out follow up event	
<b>11.45-12.05</b>	Cargo bikes for families and individuals	Cycling UK
<b>12.05-12.10</b>	1 x project presentation	
<b>12.10-12.30</b>	Live Q&A with cargo bike users	Energy Saving Trust - Host
<b>12.30-12.35</b>	1 x project presentation	
<b>12.35-13.00</b>	Beyond the Bicycle: Cargo bikes, Inclusive Cycling and Disabled People	Wheels for Wellbeing
<b>13.00-13.05</b>	Closing remarks	Sustrans Cargo bike project

Potential projects presentations include:

- **K J's bakery:** Inspiring SME
- **The Cargo Bike Movement:** Variety of support from ATDPs and beyond.
- **Farr Out Deliveries:** Business eCargo Bike Research Project and third-party delivery provider.
- **Bike for Good:** Learnings from switching cargo bike engagement.
- **Climate Action Strathaven:** Highlight local partnerships.
- **HITRANS:** Rural cargo bike share.
- **Soul Riders:** Urban cargo bike share.
- **Forth Environment Link:** Cargo bike share projects in education and healthcare settings.
- **Shared ownership model:** Multiple households joined to buy a cargo bike.
- **Camphill School Aberdeen:** Cargo bikes supporting wider inclusive activities.
- **Dandelion project cubes bike tour:** Cargo bikes as a travelling engagement tool, crossover with creativity and sustainability.

**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS**  
Briefing for 'Cargo bikes: delivering for businesses and communities in  
Scotland'

**ANNEX B – ATTENDEES**

**Host organisations:**

**Energy Saving Trust**

An independent organisation dedicated to promoting energy efficiency, low carbon transport and sustainable energy use. They aim to address the climate emergency and deliver the wider benefits of clean energy as we transition to net zero. Their expert, impartial advice, funding and support can help people travel more sustainably across a range of different low carbon transport options.

**Sustrans**

The charity making it easier for people to walk and cycle. They connect people and places, create liveable neighbourhoods, transform the school run and deliver a healthier, happier commute.

**Presenting organisations:**

**Cycling UK**

Cycling UK is a charitable membership organisation supporting cyclists and promoting bicycle use. Their mission is to enable millions more to cycle, and they have been championed the cause of cycling for more than 140 years. As an independent, democratic, and expert organisation, their activities reflect the commitment of their members, volunteers, and partners to make cycling mainstream and to create a lasting difference to the lives of individuals and communities.

**Wheels for Wellbeing**

Wheels for Wellbeing (WfW) is an award-winning charity supporting disabled people of all ages and abilities to enjoy the benefits of cycling.

**Presenting projects:**

To be confirmed by the organisers closer to the event date (see **Annex A** for list of potential projects).



**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS**

**Briefing for 'Cargo bikes: delivering for businesses and communities in  
Scotland'**

**ANNEX C – TOP BRIEF**

**Sustrans' Transport Scotland funded support for cargo bikes**

In 2022-23 Transport Scotland have grant funded £171,000 to the Sustrans Workplaces programme, under which, in conjunction with EST and Cycling Scotland, they are increasing knowledge of cargo bikes amongst stakeholders, including knowledge of barriers to cargo bike use and finding solution to those barriers. This includes providing specialist advice on type of bike, storage solutions, supply chains and maintenance, signposting to funding, training and other resources, sharing best practice, supporting innovation and sharing experiences between users through webinars and online resources.

Sustrans has run the Cargo Bike Library in Edinburgh as a pilot over 4 years, but this was curtailed due to Covid in 2020. Cargo cycles were on loan to businesses, school, and communities across the city, and were well used. After lockdown, the pilot was extended and offered country-wide, where there was a lot of interest, providing an opportunity to support the growth of cargo bikes and e-cargo bikes nationally.

**Energy Savings Trust's Transport Scotland funded support for cargo bikes**

*E-bike Grant Fund*

In 2022-23 Transport Scotland have grant funded £900,000 to Energy Savings Trust for the E-bike Grant Fund, which helps local authorities, public sector agencies, further and higher education institutions, active travel hubs and community groups to adopt e-bikes and e-cargo bikes as more sustainable alternatives.

Since 2018, **1,324 e-bike grants have been awarded** across Scotland with awards over £3.3 million issued to 181 public sector organisations and community groups.

*E-bike Loan Fund*

In 2022-23, £3 million is allocated to the E-bike Loan Fund in order to provide interest-free loans to support individuals and businesses purchase e-bikes, adaptive and e-cargo bikes; this is over and above the £150 million active travel budget.

Since the doubling of the active travel budget in 2018, **loans have been given for 2,315 e-bikes, 144 e-cargo bikes and 31 adapted cycles**, with loans offered on over 85% of applications.

### INTRODUCTION

- Good morning, and thank you for being here today.
- I hope you are looking forward to what – from the agenda I've seen – looks like a really fascinating and inspiring morning of talks, presentations, and fruitful discussions, on the varied and ever-expanding world of cargo cycles.
- It's a delight to have been invited to give the keynote address today, because as some of you may know, I have a longstanding interest in cycling, in both personal and professional capacities.
- Having signed up for today's event, I have a certain suspicion that you're already a fair bit along the way to being persuaded or convinced that cargo cycles are a great opportunity just waiting to be seized.
- Perhaps you're brimming with ideas, possibilities, but maybe also some worries, uncertainties.
- As the Scottish Government Minister for Active Travel, of course I have an interest, for very serious reasons, and I'll be talking about those shortly.
- But as an individual I have a great interest too, and for a reason that is arguably less serious, but no less important for that: I cycle because it's so much fun.
- It is - in my experience - just the most enjoyable way to get about, and it's faster and more convenient, even in a city like my hometown, Glasgow.
- That simple joy, as difficult as it may be to quantify, cannot be underestimated when we talk about the impact of cycling.

## MAIN

- Now I know you'll be keen to get on and hear from the wonderful speakers lined up for you today, but before we do that, I'd like to set the scene.
- I'd like to step back and tell you why the Scottish Government is supporting this event, why we've supported so many of the projects and organisations you're going to be hearing from, and why it's so important that Scotland embrace the renaissance in pedal and electric cargo cycles that we're seeing across the world.
- The science is, unfortunately, absolutely clear on the severe threat and heightened risk that the climate emergency poses to the planet.
- That's why, for the benefit of our environment, we are transitioning to Net Zero, for the benefit of our people, we are shaping a Just Transition, and for the benefit of our prosperity, we are building a Green Recovery.
- The unique challenge of reaching net zero in transport hits on all of these points.
- How and why we move around is part of the of our lives, it shapes who we are, but it impacts and shapes the world around us as well.
- The transport of people and goods is currently one of Scotland's biggest climate change culprits, accounting for over a quarter of emissions.
- That impact on the world is something we have to come together to mitigate, and to reshape in our favour.

- When we look at how we're going to achieve the goal of 20% reduction in car Kilometres by 2030, and net-zero greenhouse gas emissions by 2045, we need practical solutions that are going to get us there.
- As uncertain as the future is, in 2030 we're still going to have the school run to do, the weekly shop to get in, the appointments to get to, the parcels to collect, the people to visit, the places to see - and the list goes on.
- How are we going to do all of that, and leave the combustion car behind?
- We have smarter ways.
- The number and variety of cargo and e-cargo cycles and carriers is growing day by day.
- Mobility manufacturing, battery, and motor technologies are advancing at pace.
- The fact is we don't all need cars to do most of the things we need to do - if - we have the right tools for the job, and - if - we can strike the right balance of policy measures, including support for 20 minute neighbourhoods, accessible streets, and digital connectivity.
- The humble bicycle is evolving, filling niches in urban and rural logistics, re-knitting lost connections between people and place, bringing transport back to the human scale.

## CONCLUSION

- I'm hoping you'll come away from today inspired, having learned about the kinds of things that can be done, the barriers that can be overcome, and the help and support that's there for you along the way.
- Not just that, I'm hoping you come away from today an even more vocal advocate for cargo cycles – with your families, in your communities, for where you work – and together we can share the possibilities of cycling, share the utility, the convenience, and yes, the simple joy.
- Thank you.

**energy  
saving  
trust**



**Cargo bikes: delivering  
for businesses and  
communities in  
Scotland**

**Communications pack**



# Introduction

Energy Saving Trust is co-delivering a free online event with Sustrans.

This event will highlight and explore the scenarios and opportunities for cargo bikes to deliver a healthier, inclusive and more prosperous Scotland.

The event, **'Cargo bikes: delivering for businesses and communities in Scotland'**, will be held via Zoom on **Wednesday 26 October, 9.30am-1.00pm.**

You can find further details and register to attend [here](#).

# Pack guide

We welcome support from you to spread the word about our cargo bike event to your audience.

For this, we have included:

- Event Image
- Sample social media posts
- Sample invitations for organisations and individuals
- Sample newsletter text

For further information relating to the cargo bike event or how to use this pack, please email [sustainabletransport@est.org.uk](mailto:sustainabletransport@est.org.uk).



# Event Image

energy  
saving  
trust

TRANSPORT  
SCOTLAND  
CÒMHDHAIL ALBA

sustrans  
JOIN THE MOVEMENT

Online event  
26 October 2022

## Cargo bikes: delivering for businesses and communities in Scotland



You will have been sent a high-resolution copy of this image via email, please use this when promoting the event on social media.

# Social media

Help us to get the word out about the event by sharing our content on your social media channels or creating your own posts using the sample posts provided below.

We have also provided an image for you to use to promote the event.

You can find our social media channels here:

[Energy Savings Trust Facebook](#)

[Energy Saving Trust Twitter](#)

[Energy Savings Trust LinkedIn](#)

[Energy Savings Trust Instagram](#)

# Sample Social Media Posts

Facebook/Instagram/LinkedIn

Are you interested in learning more about #CargoBikes?

@EnergySavingTrust and @Sustrans are hosting a free virtual event 'Cargo bikes: delivering for businesses and communities in Scotland' on 26 October, 9.30am-1.00pm.

Whether you represent a small or large business, third or public sector organisation or simply yourself, this event is for anyone who wants to learn about cargo bikes in Scotland!

Secure your free space today:

<https://energysavingtrust.org.uk/event/cargo-bikes-delivering-for-businesses-and-communities-in-scotland/>

#CargoBikeScotland

# Sample Social Media Posts

## Twitter

Are you interested in learning more about #CargoBikes?

On 26 October, @EnergySvgTrust and @Sustrans are hosting a free virtual event 'Cargo bikes: delivering for businesses and communities in Scotland'.

Secure your free space today:

<https://energysavingtrust.org.uk/event/cargo-bikes-delivering-for-businesses-and-communities-in-scotland/>

#CargoBikeScotland

# Sample Email Invitation for Organisations

**Subject: Cargo bikes: delivering for businesses and communities in Scotland**

Dear [NAME],

Energy Saving Trust and Sustrans are pleased to invite you to a free virtual event '**Cargo bikes: delivering for businesses and communities in Scotland**', taking place on **Wednesday 26 October, 9.30am-1.00pm**.

The event will highlight and explore the scenarios and opportunities where cargo bikes can help to deliver a healthier, inclusive and more prosperous Scotland.

Throughout the event, you will be taken on a journey of inspiring projects in Scotland that showcase a wide range of cargo bike uses across sectors, industries, and demographics.

Whether you're interested in saving money, helping to protect the environment, learning more about active travel and inclusivity or your health and wellbeing, this event can help you to explore whether cargo bikes can deliver on those goals!

The event will cover the following topics:

- Funding and support
- Cargo bikes for businesses, individuals, and communities
- A live Q&A session with current cargo bike users
- Cargo bikes, inclusivity, and cycling for disabled people

**Register and find out more, including confirmed speakers, [here](#).**

# Sample Email Invitation for Individuals

**Subject: Cargo bikes: delivering for businesses and communities in Scotland**

Dear [NAME],

Energy Saving Trust and Sustrans are pleased to invite you to a free virtual event '**Cargo bikes: delivering for businesses and communities in Scotland**', taking place on **Wednesday 26 October, 9.30am-1.00pm**.

The event will highlight and explore the scenarios and opportunities where cargo bikes can help to deliver a healthier, inclusive and more prosperous Scotland.

Throughout the event, you will be taken on a journey of inspiring projects in Scotland that showcase a wide range of cargo bike uses across sectors, industries, and demographics.

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The event will cover the following topics:

- Funding and support
- Cargo bikes for businesses, individuals, and communities
- A live Q&A session with current cargo bike users
- Cargo bikes, inclusivity, and cycling for disabled people

For the Q&A with cargo bike users, Energy Saving Trust and Sustrans would like to represent a diverse range of experiences from individuals and families across Scotland. This is a 15-20 minute live item with contributions from 3-4 individuals held on zoom. After a round of introductions, the host will ask some questions about your experiences.

**If you would like to contribute your experience to the live Q&A or find out more, email [cargobike@sustrans.org.uk](mailto:cargobike@sustrans.org.uk).** Please share some information about yourself, how you use your cargo bike and any other information you feel is relevant by 5 October for consideration. They will email you shortly after this date.

**Register and find out more, including confirmed speakers, [here](#).**

# Sample Newsletter Text

Energy Saving Trust and Sustrans are pleased to invite you to a free virtual event 'Cargo bikes: delivering for businesses and communities in Scotland', taking place on Wednesday 26 October, 9.30am–1.00pm.

The event will highlight and explore the scenarios and opportunities where cargo bikes can help to deliver a healthier, inclusive and more prosperous Scotland.

Throughout the event, you will be taken on a journey of inspiring projects in Scotland that showcase a wide range of cargo bike uses across sectors, industries, and demographics.

Register and find out more [here](#).

# End of pack

Thank you for taking the time to read this information. We hope that you and others find it useful.

Should you need any further information, please contact the following email address, [sustainabletransport@est.org.uk](mailto:sustainabletransport@est.org.uk).



**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS**

**Briefing for Visit to Vaillant Centre of Excellence**

<b>What</b>	Visit to Vaillant Training Centre of Excellence for Scotland to hear an overview of the company and tour the training facilities.
<b>Where</b>	Vaillant Group Maxim 1 2 Parklands Way Eurocentral Glasgow Lanarkshire ML1 4WR  Meeting Point: Centre of Excellence Main Reception
<b>When</b>	11 November 2022 13:00 – 14:00
<b>Key Message(s)</b>	<ul style="list-style-type: none"> <li>• The pace of the Heat in Buildings transition requires a substantial growth in supply chains, particularly in the availability of skilled heating and energy efficient installers.</li> <li>• Unlocking investment in the supply chain must start with clear demand for its products and services. Our investment of at least £1.8 billion, as outlined in the Strategy, aims to strengthen demand and support and increase in jobs and skilled workers.</li> <li>• Today we have published our Heat in Buildings Supply Chains Delivery Plan, which sets out a broad system of support for businesses working in the energy efficiency and zero emissions heating retrofit sector.</li> <li>• Heat pump sales across Scotland, UK and Europe are all predicted to significantly increase in the next 10 years, driven by net zero requirements</li> <li>• The development of the heat pump manufacturing supply chain in Scotland provides a key opportunity to support jobs and economic growth.</li> </ul>
<b>Who</b>	Mark Wilkins – Technologies and Training Director
<b>Why</b>	<ul style="list-style-type: none"> <li>• To announce the publication of the Heat In Buildings Supply Chain Delivery Plan</li> <li>• Opportunity to visit the Vaillant training facilities and learn about the training support on offer</li> </ul>
<b>Expected outcome</b>	<ul style="list-style-type: none"> <li>• To gain an understanding of the renewable heat solutions and training provided by Vaillant.</li> <li>• Opportunity to understand what support Scottish Government can provide.</li> </ul>

**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS**

**Briefing for Visit to Vaillant Centre of Excellence**

<b>Speech details</b>	No Speech Required
<b>Supporting official</b>	REDACTED T: REDACTED  REDACTED T: REDACTED
<b>Briefing contents</b>	<b>Annex A:</b> Event programme <b>Annex B:</b> Attendees <b>Annex C:</b> Vaillant Background <b>Annex D:</b> Top Lines <b>Annex E:</b> Q&A (To be issued separately)
<b>Media Handling</b>	Media handling for the supply chain delivery plan publication to follow.
<b>Social Media</b>	See above
<b>Any Planned Industrial Action (Y/N)</b>	No
<b>Name of the Constituency MSP</b>	Stephanie Callaghan - Scottish National Party
<b>Name of Constituency</b>	Uddingston and Bellshill
<b>Name of Region</b>	Central Scotland
<b>Local MSP contacted (Y/N)</b>	N
<b>Greeting Party and specific meeting point on arrival (if event is at a non SG Building)</b>	REDACTED REDACTED  Centre of Excellence main reception
<b>Specific entrance for Ministerial car/bicycle parking arrangements</b>	<b>By Car:</b> Easy access from the M8 from both Glasgow and Edinburgh. Parking is available on site.  <b>By Bus:</b> There is a regular bus service form Glasgow Buchanan bus station (bus number X14) and from Holytown to Eurocentral (bus number 416).  <b>Bicycle Parking:</b> There are 3 bicycle racks available at the Centre of Excellence

**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS  
Briefing for Visit to Vaillant Centre of Excellence**

**Annex A**

**EVENT PROGRAMME**

**Time:**

The visit will take place on Friday 11 November from 13:00 to 14:00.

**Meeting point:**

Main Reception of Vaillant Centre for Excellence

**Overview:**

[Subject to change according to agreed media handling for the Supply Chains Delivery Plan publication]

Vaillant will provide an overview of the company and provide a tour of one of the factories on site.

**Suggested timings:**

12:55 - Minister arrives to be met by officials

13:00 - Welcome

13:05 - Introduction and overview of Vaillant priorities:

- Decarbonisation of home heating and the built environment
- Education, training and skills for a green future

13:30 - Tour of facilities (including a discussion of the different technologies and the challenges faced)

13:55 - Closing (Including time for photos)

14:00 – Minister leaves. (Scottish Government officials stay for further discussion)

14:30 – Officials leave

**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS  
Briefing for Visit to Vaillant Centre of Excellence**

**Annex B**

**ATTENDEES**



**Mark Wilkins – Technologies and Training Director**

Mark has been working in the heating industry for almost forty years, and has a wealth of expertise and knowledge on the heating industry, the development of boilers and an in-depth knowledge of sustainable heating solutions, such as heat pumps. Having held a variety of roles across many heating markets, including the UK, Ireland, Germany and Scandinavia, he's passionate about heating and has a lot of rich and engaging information he can share on the subject.

Mark's career began at British Gas as an apprentice before taking on various product management roles at energy companies. From here he went on to head up training and product management at Vaillant.

Mark is an expert in understanding the trends, market size and value of domestic and commercial heating, as well as its legislative influences and he is always looking ahead to understand the future of the industry and what innovations Vaillant can create to meet key sustainable consumer needs.

Working his way up from an Apprentice Gas Engineer to Director of Technology has allowed Mark to understand all levels of domestic and commercial heating from the products, to how it affects customers and their wider impact on the environment.

**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS  
Briefing for Visit to Vaillant Centre of Excellence**

**ANNEX C**

**VAILLANT BACKGROUND**

- The Vaillant Group is an international family-owned company with a heritage of more than 141 years in providing customers with solutions for heating, cooling and hot water.
- The Vaillant Group has a growing focus on products and systems that use renewable energy. There is a growing demand for these products across Europe, and the focus of the Group in this area relates strongly to heat pumps, which utilise the heat from the earth or the ambient air, and solar thermal systems.
- The development of Hybrid systems which combine renewable energies with heating appliances to create highly efficient and intelligent systems, is also a key focus area for the business.

**Installer upskilling**

- With 6 Centres of Excellence and several other partner centres across the UK, Vaillant provide customer-centric and industry-leading training on their product portfolio and industry knowledge.
- As well as Vaillant's own product courses, they also offer a range of vocational short courses certified by awarding bodies and developed with industry associations. Their national approach ensures that installers from all areas of the country, can easily access one of our well placed centres of Excellence to develop their skills and knowledge.
- One area of focus of the Centres of Excellence is to upskill customers for a green future. In 2021, Vaillant saw a shift in training demand from domestic natural gas boilers to heat pumps, with 1000% increase in low carbon and decarbonisation course places booked. Heat pump training now accounts for 40% of their total course delivery completed.
- Vaillant's future plans are clear and ambitious, heat pumps are the here and now solution ready to decarbonise homes today, and they are making significant investment in this area. However, they advocate that there is no silver bullet to decarbonisation, a combination of hydrogen gas boilers, heat pumps, hybrid systems and heat networks along with controls and internet connected solutions will be key to meeting the Government's targets.

**MINISTERIAL ENGAGEMENT BRIEFING:  
PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
TRAVEL AND TENANTS' RIGHTS  
Briefing for Visit to Vaillant Centre of Excellence**

**ANNEX D**

**TOP LINES**

- Our vision for eliminating emissions from homes and buildings in Scotland has been set out in the Heat in Buildings Strategy which was published in October 2021.
- Installation rates of zero emission heating systems and energy efficiency retrofits need to grow quickly to meet our statutory emissions reduction targets. By 2030 over 1 million homes and around 50,000 non-domestic buildings need to be converted to zero emissions heating systems such as heat pumps or connection to heat networks.
- Heat pumps are a strategically vital technology for the decarbonisation of heat in buildings.
- We are investing substantially in the heat in buildings transition with £1.8bn of investment and support committed over the course of this parliament. The overall capital cost of the buildings transition is expected to be around £33bn.

**Supply Chain Delivery Plan**

- Today we published our Heat in Buildings Supply Chains Delivery Plan, which sets out a broad system of support for businesses working in the energy efficiency and zero emissions heating retrofit sector
- This includes up to £17.6M of dedicated funding for innovation through the Green Heat Innovation Support Programme.
- We will explore the potential for a new supplier led funding scheme for zero emissions heat and energy efficiency works.
- The plan also outlines a programme of engagement with industry and our commitment to review our approach to support skills and training.

**Skills and Supply Chain**

- A broad range of different skills are needed to support the heat in buildings transition, however installer skills for zero emissions heating and energy efficiency represent the largest gap.
- We estimate that skills supply is largely balanced with existing levels of market demand, however shortages are already evident for particular measures and in remote/rural areas. Skills supply will need to grow substantially to meet the necessary pace of the transition as set out in the Heat in Buildings Strategy.
- Increased demand for skills can be partially met through upskilling existing tradespeople, however there will also most likely be a need to attract new entrants and grow a number of key sectors.

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**Briefing for Visit to Vaillant Centre of Excellence**

**Skills Funding**

- We recognise that installer skills for zero emissions heating systems and energy efficiency measures will need to scale up significantly to support the scale of ambition in our heat in buildings strategy.
- Since publishing our draft Heat in Buildings Strategy for consultation in February 2021, we have increased our investment in Green Heat skills and training opportunities, including:
  - Delivering £1.49 million of support through our National Transition Training Fund, supporting over 3,350 projected participants to access courses for heat pump, energy efficiency and retrofit construction skills.
  - £160,000 capital investment for colleges in the north of Scotland for heat pump and thermal insulation training equipment, with further investment in the South of Scotland colleges provided by the SP Energy Networks Green Economy Fund.
  - Unlocking over £140,000 of funding to help plumbing and heating apprentices to access additional training on heat pumps, supporting training for 84 apprentices in 2021.
- The Flexible Workforce Development (FWDF) is open both to UK Apprenticeship Levy paying employers and Small and Medium Enterprises (SMEs) in Scotland. The fund provides employers with access to a range of heat and energy efficiency related courses.
- We have committed to reviewing our approach to supporting Green Heat Skills through undertaking a refresh of the Climate Emergency Skills Action Plan.

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PATRICK HARVIE, MINISTER FOR ZERO CARBON BUILDINGS, ACTIVE  
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Briefing for Visit to Borders College Campus, Hawick – Friday 4 November**

<b>What</b>	Visit to Borders College, Hawick Campus to hear about their net zero ambitions & net zero courses, skills and projects. The visit will also include a tour of the college's award winning facilities and further discussions with both staff and students to hear views of the renewable training they deliver.
<b>Where</b>	Borders College Campus 26 Buccleuch Rd Hawick TD9 0EH  Meeting Point: Main Foyer – Hawick Campus
<b>When</b>	4 November 2022 10:00 – 11:30
<b>Key Message(s)</b>	<ul style="list-style-type: none"> <li>• The pace of the Heat in Buildings transition requires a substantial growth in supply chains, key to this will be the availability of skilled heating and energy efficiency installers.</li> <li>• We will soon publish our Heat in Buildings Supply Chains Delivery Plan, which sets out a broad system of support for businesses working in the energy efficiency and zero emissions heating retrofit sector.</li> <li>• This includes dedicated funding for innovation, a programme of engagement with industry and ongoing support for skills and training.</li> <li>• Colleges will be key in delivering net zero training courses to successfully upskill the existing workforce, as well as supporting employers with the delivery of Modern Apprenticeship (MA) programmes through specific training modules.</li> </ul>
<b>Who</b>	<p><b>Pete Smith</b> – Principal  <b>Jane Grant</b> - Executive Director, Enterprise &amp; Business Innovation  <b>David Lowe</b> - Assistant Principal, responsible for curriculum  <b>Greg Steel</b> - Curriculum Learning Manager, Sustainable Construction  <b>Robert Hewitt</b> - Facilities Manager  <b>Richard Cook</b> - Account Manager (STEM &amp; Sustainable Construction)  <b>Jimmy Louth</b> - Curriculum and Learning Manager, STEM</p>
<b>Why</b>	<ul style="list-style-type: none"> <li>• To hear about Borders College's net zero ambitions &amp; their net zero courses, skills and projects</li> <li>• Opportunity to see Border College's award-winning facilities and speak to staff &amp; students/young people at Borders College about COP26 &amp; renewable training.</li> </ul>



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<b>Expected outcome</b>	<ul style="list-style-type: none"> <li>• An opportunity to understand more about the training provided by the college and the challenges they face in supporting a just transition to net zero.</li> <li>• Opportunity to understand what support Scottish Government can provide.</li> </ul>
<b>Speech details</b>	Speech not required.
<b>Supporting official</b>	REDACTED REDACTED
<b>Briefing contents</b>	<b>Annex A:</b> Event programme <b>Annex B:</b> Attendees <b>Annex C:</b> Briefing on Borders College, Hawick <b>Annex D:</b> Wider briefing notes
<b>Media Handling</b>	Borders College have requested photographs and a quote for a press release and will liaise with SG officials.
<b>Social Media</b>	Delighted to meet with @BordersCollege today to hear about how their training courses are supporting the transition to net zero.
<b>Any Planned Industrial Action (Y/N)</b>	No
<b>Name of the Constituency MSP</b>	Rachael Hamilton, MSP - Scottish Conservative and Unionist Party
<b>Name of Constituency</b>	Ettrick, Roxburgh and Berwickshire
<b>Name of Region</b>	South Scotland
<b>Local MSP contacted (Y/N)</b>	No
<b>Greeting Party and specific meeting point on arrival (if event is at a non SG Building)</b>	You will be greeted by REDACTED and REDACTED  REDACTED REDACTED
<b>Specific entrance for Ministerial car/bicycle parking arrangements</b>	There are bike stands in the main college car park.

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Briefing for Visit to Borders College Campus, Hawick – Friday 4 November**

**ANNEX A**

**EVENT PROGRAMME**

**Time:**

The visit will take place on Friday, 4 November from 10:00 to 11:30.

**Meeting point:**

Main foyer – Hawick Campus



**Overview:**

The first half of the visit will include a presentation and discussion with college representatives. The minister will then be given a tour of the college's renewable training facilities.

**Suggested timings:**

09:55 – Minister arrives, to be met by officials.

10:00 – Welcome

10:05 - Presentation on Borders College ambitions for Net-Zero including courses, skills and projects, with discussion time.

10:30 – Tour of facilities, including opportunities to speak to staff and students about the College's sustainability strategy, COP26 and renewable training.

<b>Facilities</b>	<b>Presented by</b>
Sustainable Construction	Greg Steel and David Lowe
Eco Tech	Jimmy Louth
Advancing Innovative Manufacturing in the South of Scotland (AIMS) Unit	Richard Cook
Hawick Building	Robert Hewitt

11:30 – Minister leaves.

**MINISTERIAL ENGAGEMENT BRIEFING:  
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Briefing for Visit to Borders College Campus, Hawick – Friday 4 November**

**ANNEX B**

**ATTENDEES**

**Pete Smith** – Principal



Pete is the Principal and CEO of Borders College. Pete's contribution to further education began in 2004 with a senior position at Edinburgh's Telford College. He then joined Borders College as a Vice Principal from 2007 to 2018 before undertaking a similar role at North East Scotland College from 2018 until appointment to his current role in September 2022. Prior to joining the further education sector, Pete spent 15 years in local government, working in both corporate finance and delivering a range of education support services.

Pete currently serves on the Colleges Scotland College Sector Finances Committee and also undertakes non-executive director and trustee roles for a number of bodies, currently Advanced Procurement for Universities and Colleges (APUC), the Scottish Teachers' Pension Board and Live Borders.

**Jane Grant** - Executive Director, Enterprise & Business Innovation



Jane is Executive Director of Enterprise and Business Innovation at Borders College. She has spent many years as a senior executive and consultant advising organisations on strategies to become more competitive, innovative and reap cost benefits from technology solutions and business improvement across all aspects of their business. Since joining the college sector, she has worked with a huge range of stakeholders and partners to build collaborative projects and innovate practice.

**David Lowe** – Assistant Principal STEM & Sustainability



David Lowe is responsible for the Curriculum at Borders College for Sustainable Construction, STEM, Health & Social Care and Early Education & Supported Programmes. David started his journey as an apprentice Bricklayer attending Borders College before returning as a part-time lecturer after gaining over 15 years of industrial experience, which included managing contracts and running his own business. Having worked at Borders College for over 18 years, working his way up from part-time lecturer to the current position as Assistant Principal. David is no stranger to continuous professional development undertaking the relevant qualifications and CPD to enhance his experience and knowledge to enable him to effectively contribute to the success and innovation at Borders College.

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**Greg Steel** – Curriculum and Learning Manager Sustainable Construction



Greg Steel has a background in scientific research and a passion for traditional craft skills. This combination helps in his current role as Curriculum Learning Manager for sustainable construction to promote and develop new technologies within construction that promote energy efficiency and sustainable practice. He has worked as a lecturer in Carpentry and Joinery and has up to date experience as a certified passive house contractor.

**Robert Hewitt** - Facilities Manager



Robert Hewitt is Facilities Manager at Borders College responsible for the operation of all College Campuses, has had a key role in sustainability for over 16 years and leads Carbon Management, Waste Management and Travel and Transport Working groups in the drive towards Net Zero. Responsible for the installation of key renewable technologies including Sharc heating system, solar PV and LED lighting resulting in over 50% reduction in CO2 since 2015.

**Richard Cook** – Account Manager STEM & Sustainable Construction



Richard Cook joined Borders College in May 2021. Richard has a wealth of knowledge with over 27 years' experience, working within Engineering and manufacturing. Richard is responsible for liaising with local employers to increase our Modern Apprenticeship program, across the construction and automotive sectors. Richard also works in collaboration with the Advancing Innovative Manufacturing (AIMs) project offering access to high tech innovative equipment to SME's in the South of Scotland.

Also attending is **Jimmy Louth**, Curriculum and Learning Manager - STEM

**MINISTERIAL ENGAGEMENT BRIEFING:  
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Briefing for Visit to Borders College Campus, Hawick – Friday 4 November**

**ANNEX C**

**BRIEFING ON BORDERS COLLEGE, HAWICK**

- Borders College, Hawick Campus is home to their Department of Enterprise and Business Innovation. They provide courses designed to meet the needs of local businesses and their workforce development, and they also provide educational opportunities to individuals through a wide range of part-time day and evening courses. In February 2020 they opened the Science, Technology, Engineering and Mathematics hub (“STEM Hub”) at the Hawick Campus.
- In 2021 they published their Sustainability Strategy comprised of the delivery of a series of inter-related plans, including a Carbon Management Plan, a Curriculum Plan, a Procurement Plan, a Behavioural Change Plan, a Waste Management Plan, a Travel & Transport Plan and a Biodiversity Plan.

**STEM Hub at Borders College**

- The STEM Hub is a space to celebrate all of the aforementioned, with a focus on Construction. Within the Hub, there are examples of the latest technology within the industry for use by students, staff and employers.
- Some of the courses on offer from Borders College include: Renewable and Energy Efficiency, Building Information Modelling (BIM), Thermal Imaging awareness, Air Tightness testing and Electric Vehicle Charging Point Installation Technologies will include thermal imaging, 3D printing, virtual reality, various construction and design software, amongst other things.
- These technologies will form the foundation of a STEM Hub that intends to stay and develop at the cutting edge of technology within the construction sector, in line with the needs of the area to make sure the south of Scotland can continue to grow some of its best assets.
- Borders College hope to enrich the skills of our students in plumbing, electrical engineering, construction and to develop an emphasis on renewables. Some technology will also be available to local employers in order to be trained or to use the equipment to enhance their business and expand their skills and services.

**Local demand**

- Scottish Borders Council have confirmed that there is lack of appetite from the local tradespeople in taking up energy efficiency training, this is more than likely as a result of potential loss of earnings due to having to take time away from earning to attend venues delivering the training for them to gain the proper accreditation for specific energy efficiency measures.

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- The council have confirmed that there is sufficient information available on training courses to those who are interested. To date as far as we are aware the council and its delivery agent have not received any complaints on the lack of training opportunities.
- Workforce training and development is largely driven by demand from employers, and as such there needs to be a strong business case for making investment or diverting staff time from paid work to attend training

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Briefing for Visit to Borders College Campus, Hawick – Friday 4 November**

**ANNEX D**

**WIDER BRIEFING NOTES**

**Top Lines**

- A broad range of different skills are needed to support the heat in buildings transition, however installer skills for zero emissions heating and energy efficiency represent the largest gap.
- We estimate that skills supply is largely balanced with existing levels of market demand, however shortages are already evident for particular measures and in remote/rural areas. Skills supply will need to grow substantially to meet the necessary pace of the transition as set out in the Heat in Buildings Strategy.
- Increased demand for skills can be partially met through upskilling existing tradespeople, however there will also most likely be a need to attract new entrants and grow a number of key sectors.
- The Scottish Government stands ready to support industry on this journey. We will soon publish our Heat in Buildings Supply Chains Delivery Plan, which sets out a broad system of support for businesses working in the energy efficiency and zero emissions heating retrofit sector. This includes dedicated funding for innovation, a programme of engagement with industry and ongoing support for skills and training.
- The Scottish Government is undertaking significant action through the Climate Emergency Skills Action Plan to equip individuals with the skills and training to meet the needs of a net zero economy.
- We have set up a new Green Jobs Workforce Academy to help people get the skills they need to move into new, greener jobs.

**Skills Funding**

- We recognise that installer skills for zero emissions heating systems and energy efficiency measures will need to scale up significantly to support the scale of ambition in our heat in buildings strategy.
- National Transition Training Fund (NTTF) was established as a reactive response to Covid-19's immediate impact on the labour market and, as part of our commitment to simplify the adult upskilling and reskilling landscape. Over £1.49 million has been invested through (NTTF), which has supported over 3,350 participants to access courses for heat pump, energy efficiency and retrofit construction skills.
- NTTF is now complete and the findings from this and other skills programmes will inform the development of a lifetime skills offer.
- The Flexible Workforce Development (FWDF) is open both to UK Apprenticeship Levy paying employers and Small and Medium Enterprises (SMEs) in Scotland. The fund provides employers with access to a range of heat and energy efficiency related courses.

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### **Tertiary Education**

- Colleges plan their course provision in line with the economic needs of their regions, and through working closely with employers, are able to respond flexibly to the skills demands of the region and communities they serve.
- Scotland's Colleges are key in supporting the future careers and prosperity of our young people and our economy, we will continue to work in partnership and invest in the college sector to support the implementation and success of the Young Person's Guarantee.
- Scotland's colleges have collectively signed up to the Scottish College's Statement of Commitment on the Climate Emergency, produced by the College Development Network (CDN) Commitment on Climate Change.
- The Modern Apprenticeship (MA) is a key pathway for young people into the heating and plumbing industry, with the specific training modules undertaken by apprentices being determined by their employers.
- The colleges have committed to 10 key actions to support the Scottish Government's commitment to meet its targets of zero Greenhouse Gas Emissions (GHG) by 2045; and a reduction of 75% in GHG by 2030.

### **Home Energy Scotland Marketing Campaign**

- Many people across the country continue to worry about the cost of living crisis and the big rise in energy bills caused by surging gas prices.
- We must ensure that households across Scotland can access help to keep warm and reduce their energy costs.
- The First Minister convened and chaired the first Energy Summit with energy suppliers and advice organisations on 23 August, at which the Scottish Government committed to undertaking a public information campaign to promote energy efficiency measures alongside sources of help and support for those in difficulty.
- That is why, yesterday we launched a national marketing campaign to raise awareness and access our Home Energy Scotland service.
- Through HES, people can receive free and impartial advice and support to better insulate their homes and save on energy costs, while reducing their impact on the environment.
- The campaign will run until 4 December, with further activity planned in January as well to continue to signpost people to vital support ahead of the next energy price cap review in the Spring.
- This promotional activity forms part of our wider efforts to coordinate a national response to the Cost of Living crisis in a way that ensures streamlined access for people the right support at the right time to meet their needs.

### **Background**

- Following confirmation of paid-for Marketing spending approval from the Deputy First Minister, you approved the final campaign delivery approach on 31 October 2022.
- The campaign will target all 40+ year old homeowners in Scotland and will be optimised to drive referrals to the Warmer Homes Scotland Scheme by focusing on a primary audience within this of the fuel poor (those who are in the C2DE socio-demographic).



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- The campaign will run in 3 bursts: 3 November - 4 December 2022, 27 December – 31 December 2022 and 4 January – 20 January 2023.
- The main target campaign audience is 40+ year old homeowners, with a focus on those in fuel poverty.
- A proactive news release was issued on 3 November.

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**Briefing for Visit to IndiNature Mill, Jedburgh – Friday 4 November**

<b>What</b>	Visit to IndiNature Mill to tour their natural fibre insulation mill, the first dedicated factory of this kind in the UK.
<b>Where</b>	IndiNature, Oxnam Road, Jedburgh, TD8 6NN  Meeting point: Outside IndiNature Mill Reception  Directions provided in Annex E.
<b>When</b>	Friday 4 November 2022  14:30 – 15:30
<b>Key Message(s)</b>	<ul style="list-style-type: none"> <li>• The pace of the Heat in Buildings transition requires a substantial growth in supply chains, particularly in the availability of skilled heating and energy efficient installers.</li> <li>• Scotland has the potential to be a strategic location for the manufacture of low carbon heating products building on the existing base of companies located here.</li> <li>• The development of the energy efficiency measures manufacturing supply chain in Scotland provides a key opportunity to support jobs and economic growth.</li> <li>• We will soon publish our Heat in Buildings Supply Chains Delivery Plan, which sets out a broad system of support for businesses working in the energy efficiency and zero emissions heating retrofit sector. This includes dedicated funding for innovation, a programme of engagement with industry and ongoing support for skills and training.</li> </ul>
<b>Who</b>	<b>Sam Baumber, Co-founder and COO</b>  Biographies of the IndiNature Team members can be found in Annex B.
<b>Why</b>	<ul style="list-style-type: none"> <li>• To see IndiNature's natural fibre insulation production line in operation.</li> <li>• To learn about IndiNature's product range, and talk to leadership team about their future plans.</li> </ul>
<b>Expected outcome</b>	<ul style="list-style-type: none"> <li>• An opportunity to hear IndiNatures net zero ambitions and understand the opportunities/ challenges they face with their product manufacture.</li> <li>• To understand what additional support the Scottish Government can provide.</li> </ul>
<b>Supporting official</b>	REDACTED T: REDACTED  REDACTED T: REDACTED

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**Briefing for Visit to IndiNature Mill, Jedburgh – Friday 4 November**

<b>Briefing contents</b>	<p><b>Annex A:</b> Event programme  <b>Annex B:</b> Attendees  <b>Annex C:</b> IndiNature background information  <b>Annex D:</b> Wider briefing notes  <b>Annex E:</b> Directions to IndiNature site</p>
<b>Media Handling</b>	Indinature will have photographers on site and will share via their social media channels on Friday - LinkedIn (IndiNature) and Twitter account (@IndiNatureCo)
<b>Social Media</b>	Today I was pleased to meet with IndiNatureCo to learn about their innovative bio-based construction materials and their aims for a natural industrial revolution towards net zero.
<b>Any Planned Industrial Action (Y/N)</b>	No
<b>Name of the Constituency MSP</b>	Rachael Hamilton, MSP (Scottish Conservative and Unionist Party)
<b>Name of Constituency</b>	Ettrick, Roxburgh and Berwickshire
<b>Name of Region</b>	South Scotland
<b>Local MSP contacted (Y/N)</b>	No
<b>Greeting Party and specific meeting point on arrival (if event is at a non SG Building)</b>	<p>You will be greeted by Sam Baumber, Co-founder and COO.</p> <p>The meeting point is outside the IndiNature Mill Reception.</p>
<b>Specific entrance for Ministerial car/bicycle parking arrangements</b>	Bicycle racks onsite, short walk from IndiNature entrance.

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Briefing for Visit to IndiNature Mill, Jedburgh – Friday 4 November**

**Annex A**

**EVENT PROGRAMME**

	Action	Where	Who	Notes
14:30	<b>Arrival</b>	IndiNature Mill, parking area outside entrance	Met outside by Sam Baumber, Cofounder & COO	Hi-vis jackets provided at this stage
14:35	<b>Welcome</b>	Reception room	Introduced to: - Scott Simpson, Cofounder/CEO - Sheelagh Duffield, Chair	Brief intro to key hosts and products
14:40	<b>Walking tour of the site – production in operation / demonstration</b>	Mill/factory	Host: Scott Simpson	Walking tour of the production line – line in operation.  The environment will have loud machine noise, but at a manageable level for close conversation.
15:00	<b>Meet workers – finishing shift</b>	Mill/factory	Host: Scott Simpson  Introduced to Production Team	Production will finish at 15:00 – allowing for a quieter time on site for the rest of the visit.  Chance to discuss the operation and products.
15:15	<b>Photograph</b>	Mill/factory	Host: Scott Simpson  Photographs with full team	Large space of factory site and insulation background – photo opportunity with full local IndiNature team
15:20	<b>Meet the team / products / photographs</b>	Reception room	Host: Scott Simpson	Smaller space for conversation with the team and products (Refreshments available)
15:30	<b>Departs</b>	Outside	Walked out: Sam Baumber	Return hi-vis jackets

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**Briefing for Visit to IndiNature Mill, Jedburgh – Friday 4 November**

**Annex B**

**ATTENDEES**

 A black and white portrait of Scott Simpson, a man with a beard and long hair, wearing a dark jacket, standing outdoors in a wooded area.	<p><b>Scott Simpson, Co-founder &amp; CEO</b></p> <ul style="list-style-type: none"><li>- Leading the company, Scott is the innovative entrepreneur who developed the products.</li><li>- While working in community development with people in poor housing conditions, he was motivated to improve the health of people and the planet by focusing on a sustainable build environment.</li><li>- After completing an MSc in Architecture (Advanced Environmental and Energy Systems) and researching natural bio-based construction materials in the lab, Scott rebuilt his family home with them in Scotland using skills gained as a builder in Vancouver.</li><li>- Finding gaps in the market, he brought together co-founders to develop and manufacture the world's best sustainable construction insulation on an industrial scale - and set up the UK's first dedicated natural fibre insulation factory.</li><li>- Through the EU Climate KIC accelerator, he took the company to place amongst the Top 6 Cleantech Startups in Europe in 2018.</li></ul>
 A black and white portrait of Sheelagh Duffield, a woman with shoulder-length hair, wearing a patterned blouse, looking slightly to the side.	<p><b>Sheelagh Duffield, Chair</b></p> <ul style="list-style-type: none"><li>- Sheelagh is an experienced director working at board level in a wide range of sectors including construction and house building as well as utilities, media, financial services and the third sector</li><li>- Known for expert delivery of complex corporate transactions in private equity companies, international FTSE listed companies and start-ups including deals up to £12 billion, Sheelagh is a corporate lawyer by training</li><li>- Experienced in international governance and management of teams through her work with companies in the UK and US.</li></ul>

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**Briefing for Visit to IndiNature Mill, Jedburgh – Friday 4 November**

	<p><b>Sam Baumber, Co-founder &amp; COO</b></p> <ul style="list-style-type: none"><li>- Former Managing Director of Scotland's Social Enterprise Academic International CIC.</li><li>- Over the last decade, Sam has led organizational scaling through export and replication, developing an open innovation network of 15 country teams, 60 staff and 100+ associates across Europe, Asia and Africa.</li><li>- Sam is an experienced co-founder and leader working at national and international level. He has developed seven impact-led enterprises over 20 years and is also active in international networks delivering entrepreneurship support towards SDGs.</li></ul>
	<p><b>Gary Deans, Non-Executive Director</b></p> <ul style="list-style-type: none"><li>- Gary was a partner with KPMG for 14 years and latterly led their Family Business practice in the UK. He is an experienced business adviser who has been working with privately owned businesses for over 30 years.</li><li>- Gary is currently a director with the HALO Kilmarnock development project, a 28 acre site of urban regeneration. He is also a business owner of Strathblair Associates, a team of business advisers.</li></ul>
	<p><b>Alan Fletcher, Production Engineer</b></p> <ul style="list-style-type: none"><li>- Alan has over thirty years of engineering experience with various manufacturing plants, including time at a wood fibre mill with machines similar to IndiNature's equipment.</li><li>- His role includes everything from CAD work, to installing new production lines and managing the troubleshooting, repair and maintenance of machinery.</li></ul>

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**Briefing for Visit to IndiNature Mill, Jedburgh – Friday 4 November**



**John Hume, Production Operator**

- John has a background in manufacturing, with experience in machine operation, purchasing and goods in/goods out systems.

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**Briefing for Visit to IndiNature Mill, Jedburgh – Friday 4 November**

**Annex C**

**INDINATURE BACKGROUND INFORMATION**

- IndiNature was founded in 2016 in Edinburgh, led by Scott Simpson and Sam Baumber, to innovate and manufacture bio-based construction materials supporting a natural industrial revolution towards net zero.
- Moving from R&D to manufacturing, their largest hurdle has been to establish a production facility capable of producing insulation at scale.
- In August 2021, **investment from Scottish National Investment Bank, Zero Waste Scotland (Circular Economy Investment Fund) and South of Scotland Enterprise** enabled IndiNature to set-up & establish the IndiNature Mill at Jedburgh over the last year, supporting the creation of new jobs and a new industry for the community.
- The first high-capacity natural fibre insulation production line for the UK has been up and running from October 2022 – and has started to produce products to serve the UK market for much needed carbon negative insulation.
- This is the first 'IndiNature Mill', drawing on the manufacturing and textiles heritage of the Scottish Borders and is a vital step in activating the farm supply chain for industrial hemp and flax in Scotland and the UK. It has been designed for replication with the opportunity to establish further production sites in new locations and markets, scaling the ability to make products available in contribution to national and global targets for net zero homes.
- IndiTherm flexible insulation batts are the first product off the line, made from industrial hemp.
- Industrial hemp and flax are traditional crops in Scotland and the UK, and are becoming a more prominent resource globally as farms and manufacturers realise the potential of plant-based materials. IndiNature currently source UK crops from Yorkshire and are working with Scottish farmers to re-establish the supply chain for local crops, now that the production facility is up and running.
- IndiTherm has a net negative embodied carbon (-0.7 Kg CO<sub>2</sub> equivalent) and is set to make a significant contribution to net zero homes. For example, if used in place of rockwools, IndiTherm could save up to 4 tonnes of embodied carbon in the building of a new house.
- Durable and soft, they are healthy to build with for installers, and also provide passive regulation of temperature and humidity for added indoor comfort and health of buildings and occupants.



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- Working with distribution partners across the UK, IndiTherm is now available to order at scale in a range of sizes designed to meet UK housing specifications for retrofit, new builds, modular building, and historic conservation markets.
- IndiBoards – thermal acoustic rigid boards and the full IndiBreathe system will follow by Autumn 2023 as the company continue to develop the production facility capability.

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**Annex D**

**WIDER BRIEFING NOTES**

**Top lines**

- A broad range of different skills are needed to support the heat in buildings transition, however installer skills for zero emissions heating and energy efficiency represent the largest gap.
- Our vision for eliminating emissions from homes and buildings in Scotland has been set out in the Heat in Buildings Strategy which was published in October 2021.
- Installation rates of zero emission heating systems and energy efficiency retrofits need to grow quickly to meet our statutory emissions reduction targets.
- We are investing substantially in the heat in buildings transition with £1.8bn of investment and support committed over the course of this parliament. The overall capital cost of the buildings transition is expected to be around £33bn
- The Scottish Government stands ready to support industry on this journey. Soon we will publish our Heat in Buildings Supply Chains Delivery Plan, which sets out a broad system of support for businesses working in the energy efficiency and zero emissions heating retrofit sector. This includes dedicated funding for innovation, a programme of engagement with industry and ongoing support for skills and training.

**Manufacturing/Supply Chain opportunity**

- Scotland has the potential to be a strategic location for the manufacture of low carbon heating products building on the existing base of companies located here.
- The development of the heat pump manufacturing supply chain in Scotland provides a key opportunity to support jobs and economic growth.
- We want to ensure that the economic opportunities created by the heat transition, are captured by businesses in Scotland through a strong, healthy and diverse supply chain.

**Financial incentives for businesses in Scotland**

- Scotland offers generous incentives for businesses working on innovation projects including manufacturing process innovation through Research & Development Funding.
- The Scottish National Investment Bank is the UK's first mission-led development bank, which is backed by £2 billion from the Scottish Government over ten years to fund projects that will help achieve a greener, sustainable future for Scotland.

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- The bank's £3 million investment in IndiNature enable the company to scale up its operations and to establish its first manufacturing plant in Jedburgh, and has supported IndiNature to get to the point where the factory is now operational.
- Through investing in IndiNature the Bank sees alignment with all three of its missions: a climate-friendly alternative to synthetic products that greatly reduces carbon emissions; economic opportunity for an area affected by financial exclusion; and product innovation.
- Clean Energy Transition Fund is a transnational collaborative EU funding programme which is available to companies across Europe to work together on collaborative Research & Development programmes at up to 50% grant support.
- The Flexible Workforce Development Fund offers workforce development training to address identified skills gaps and training needs within organization.
- The Low Carbon Manufacturing Challenge Fund is designed for manufacturing businesses looking to develop low carbon products/ processes or services. Projects can use Research & Development, capital investment or environmental aid support in its effort to speed-up the transition to a low carbon economy in manufacturing.

**Home Energy Scotland Marketing Campaign**

- Many people across the country continue to worry about the cost of living crisis and the big rise in energy bills caused by surging gas prices.
- We must ensure that households across Scotland can access help to keep warm and reduce their energy costs.
- The First Minister convened and chaired the first Energy Summit with energy suppliers and advice organisations on 23 August, at which the Scottish Government committed to undertaking a public information campaign to promote energy efficiency measures alongside sources of help and support for those in difficulty.
- That is why, yesterday we launched a national marketing campaign to raise awareness and access our Home Energy Scotland service.
- Through HES, people can receive free and impartial advice and support to better insulate their homes and save on energy costs, while reducing their impact on the environment.
- The campaign will run until 4 December, with further activity planned in January as well to continue to signpost people to vital support ahead of the next energy price cap review in the Spring.
- This promotional activity forms part of our wider efforts to coordinate a national response to the Cost of Living crisis in a way that ensures streamlined access for people the right support at the right time to meet their needs.

**Background**

- Following confirmation of paid-for Marketing spending approval from the Deputy First Minister, you approved the final campaign delivery approach on 31 October 2022.

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- The campaign will target all 40+ year old homeowners in Scotland and will be optimised to drive referrals to the Warmer Homes Scotland Scheme by focusing on a primary audience within this of the fuel poor (those who are in the C2DE socio-demographic).
- The campaign will run in 3 bursts: 3 November - 4 December 2022, 27 December – 31 December 2022 and 4 January – 20 January 2023.
- The main target campaign audience is 40+ year old homeowners, with a focus on those in fuel poverty.

A proactive news release was issued on 3 November.

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Briefing for Visit to IndiNature Mill, Jedburgh – Friday 4 November

Annex E

## Directions to the IndiNature site

- From the A68 in Jedburgh, proceed up Oxnam Road and turn left into the site at the IndiNature sign.
- At the end of the access road, turn left and follow the one way system around the building.
- IndiNature is at the back of the site.
- Stop at reception, and reverse park in visitor parking bays along the side of the building, next to the demonstration cabin on the left. Do not drive round to the loading bay/canopy.

