Appendix A: Public Engagement Overview

Overview

The climate change engagement consisted of an online survey which was split over five questionnaires: general, transport, energy & buildings, land use, and business & industry and waste & resources management, as well as, several thematic online sessions. Over 200 questions were included across the five questionnaires. The engagement was open from 9th October 2020 to 31st January 2021 and received 480 responses from a wide demographic across the Council area. There were also nine online engagement sessions that attracted over 240 virtual attendees.

While challenging due to restrictions on in-person engagement due to the pandemic, several methods were used to try and encourage the widest possible participation. These included digital advertising, as well as, advertising on buses, reaching out to Community Councils, schools, third-sector organisations, businesses and community groups. As will be seen, there is a wider age range than often responds to many Council consultations, however there still is far from statistical representation from the under 25 age group. One acknowledged challenge with the virtual engagement methods as they are more likely to attract responses from those already interested or engaged with the issue. However, when results were compared with Scotland-wide results from the Scottish Household Survey, they were not dissimilar.

To keep this appendix to a digestible length, a summary of the results from selected priority questions that were deemed most relevant to shaping the overall strategic aims and action areas of the Council's climate action plan is provided. This approach has been carried out for all five questionnaires. In addition, a review of these responses is also provided and is supported by feedback from virtual focus group discussions that is summarised at the end of each section of this document. The full set of results is also available on the Council's Consultation Hub (Phase 1, Phase 2, Phase 3, Phase 4, Phase 5).`

Phase 1- General Climate Change

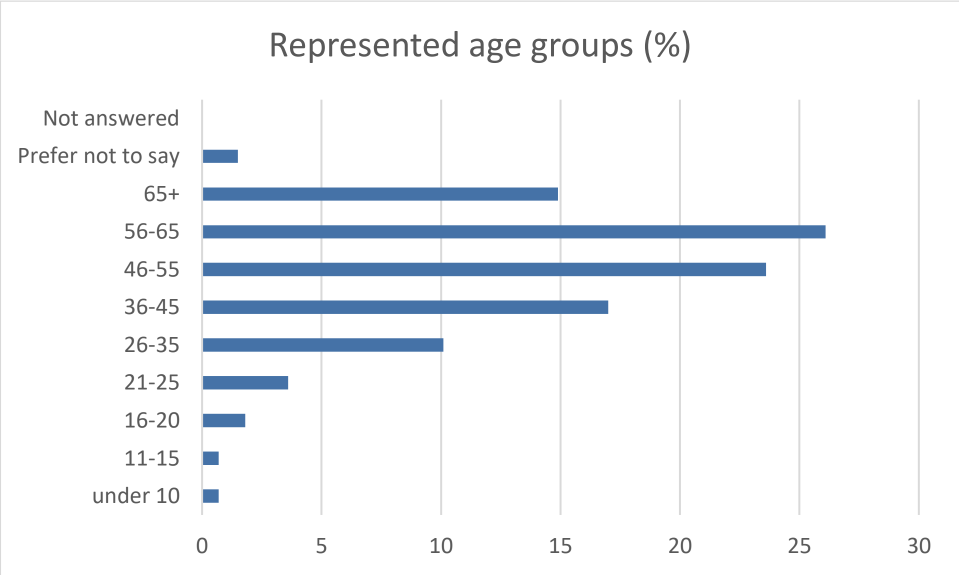
There were 31 total questions in Phase 1 which covered a number of topics relating to climate change including general climate change knowledge, climate change impacts, the Scottish Government's climate change targets, climate change adaptation, as well as waste management. The responses to all the questions have been analysed and appropriately actioned.

Respondent demographics

There were 276 overall responses, which is 57.5% of the total responses to all five phases.

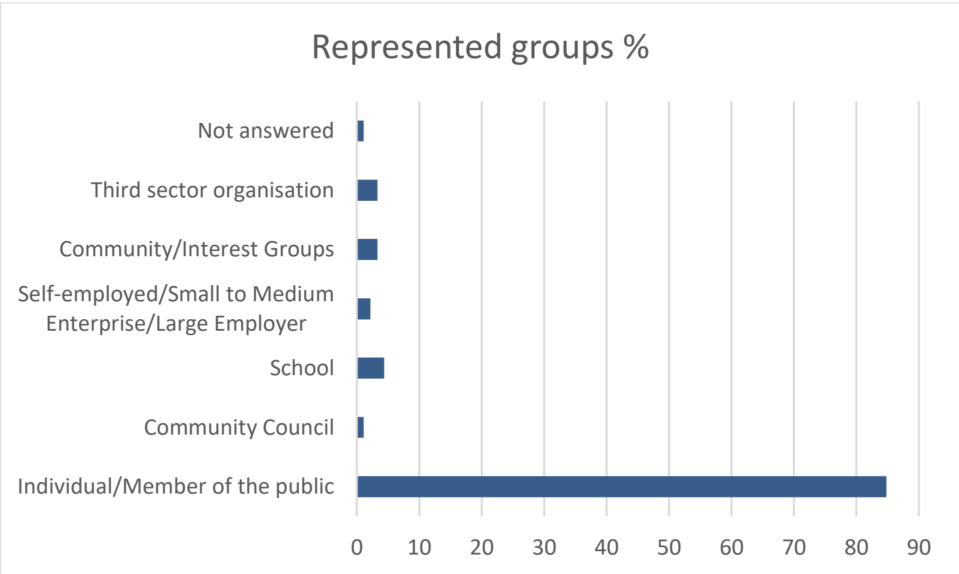
Q3 Which age group do you belong to?

Respondents between the ages of under 10 - 65+ responded to this survey, with a skew towards to the older age groups. The most represented age group is 56-65, with 26.1%.



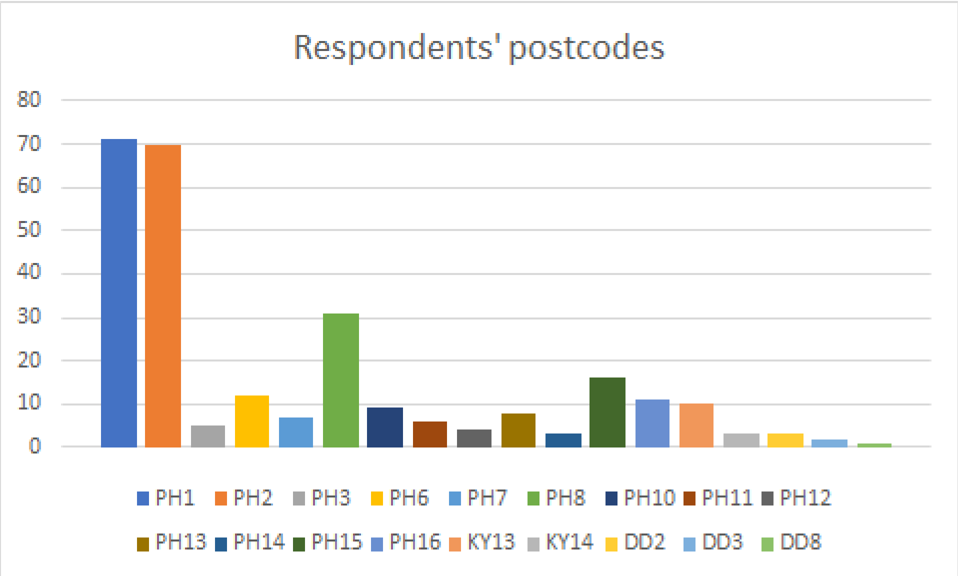
Q4 Who are you representing by responding to this consultation?

The majority of respondents (84.8%) identified as individuals/members of the public. While there was response from other groups – none of these were in statistically significant numbers to enable a further breakdown of the analysis. This is identified as a gap and it should aim to be addressed as part of future public engagement.



Q5 Please tell us where you live or operate from:

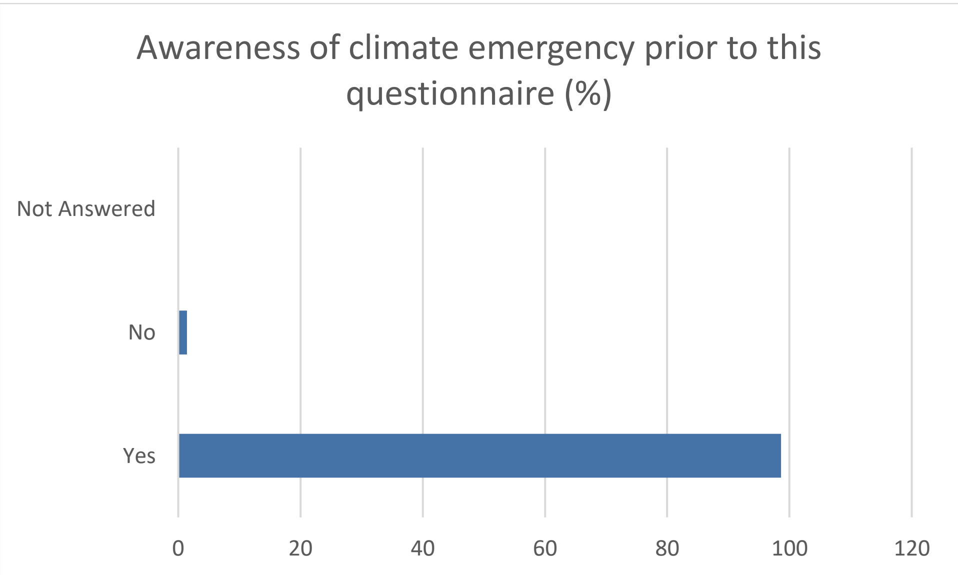
The majority of respondents were from PH1, PH2 and PH8 postcodes, with the remaining respondents scattered across wider Perth and Kinross and a handful with Dundee postcodes, but Perth and Kinross linkages.



Climate Change Knowledge

Q7 Prior to this questionnaire were you aware that there is a global climate emergency?

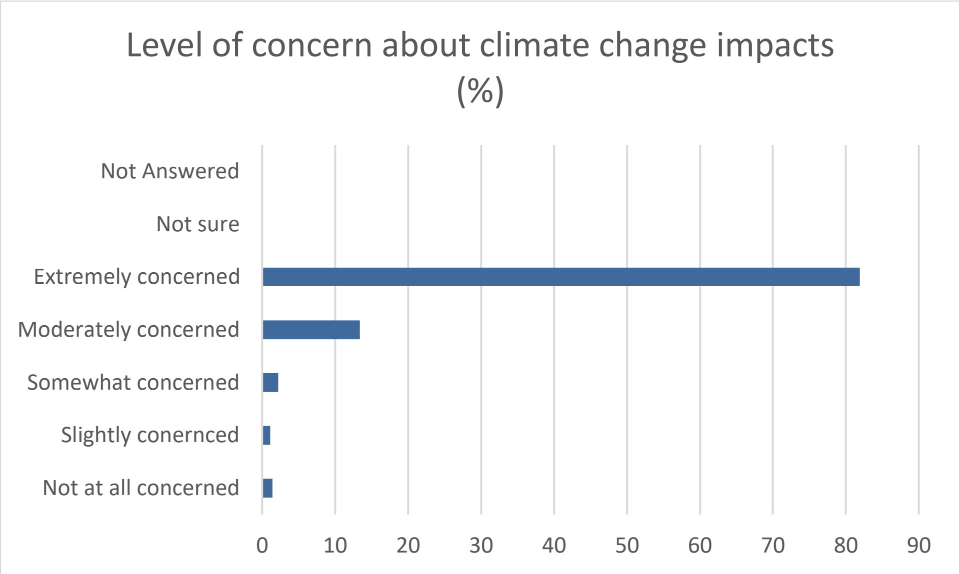
The majority of respondents (98.6%) were aware there is a global climate emergency prior to this questionnaire while only 1.4% of respondents indicated they were not aware. It is worth highlighting however that there is an expected bias to the results of the survey towards those with a knowledge about or interest in climate change due to self-selecting nature of respondents.



Climate Change Impacts

Q9 How concerned are you about the impacts of climate change? (e.g. flooding as a result of increased rainfall, increase in diseases, harm to biodiversity)

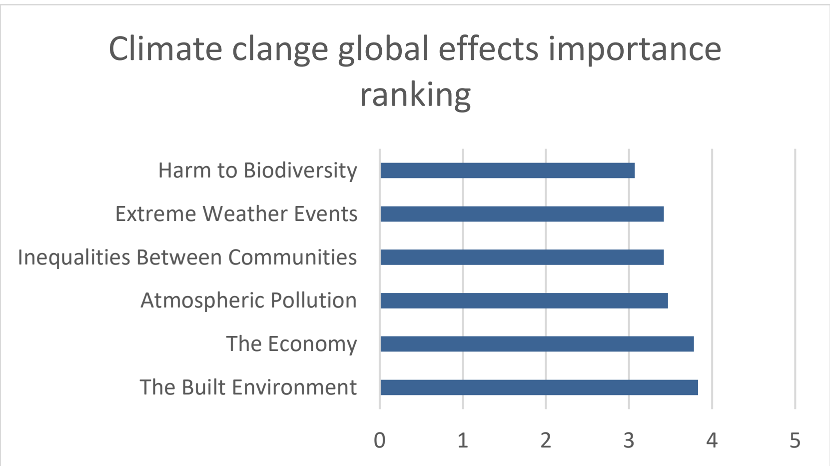
The majority of respondents (81.9%) indicated that they are extremely concerned about the impacts of climate change. In addition, 13.4% are moderately concerned and 2.2 are somewhat concerned. Only 1.1% of respondents are slightly concerned while 1.4% are not concerned at all.



Climate Change Impacts (Global)

Q10 Please put the following global effects of climate change in order of importance (1 being the least important and 6 being the most important)

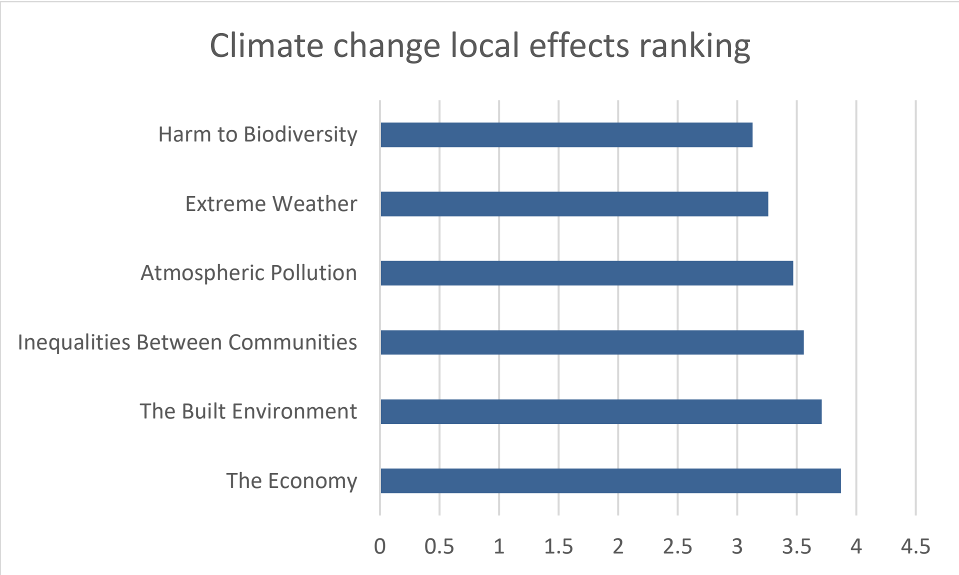
Respondents were asked to rate six major effects of climate change globally in order of importance. Effects on the built environment was selected as the most important, with the economy and atmospheric pollution being ranked second and third respectively. Inequalities between communities and extreme weather events were ranked fourth while harm to biodiversity was ranked as the least important effect in comparison to the aforementioned.



Climate Change Impacts (Local)

Q10 Please put the following local effects of climate change in order of importance (1 being the least important and 6 being the most important)

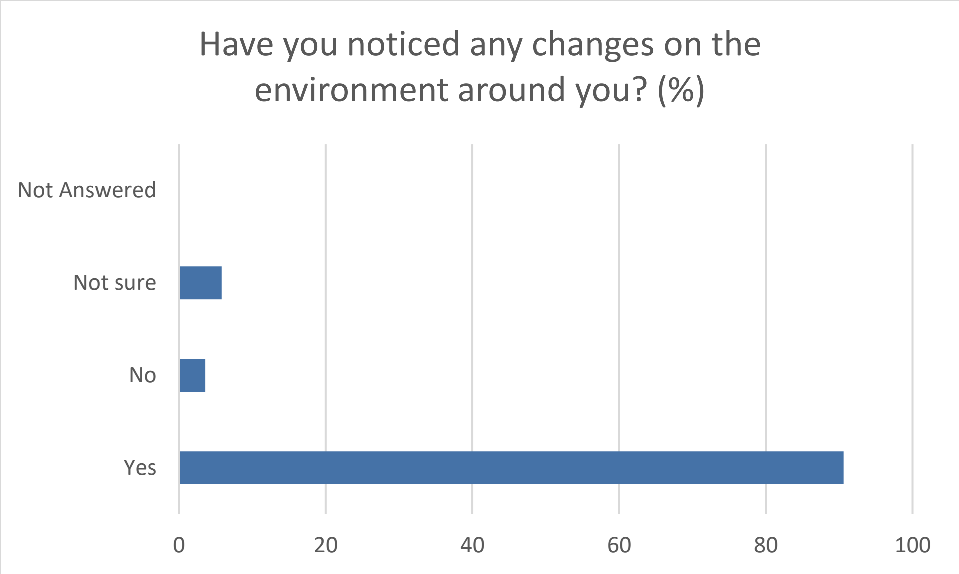
Respondents were asked to rate six major effects of climate change locally in order of importance to flag differences between global and local priorities. Locally, respondents ranked the effect on the economy as the most important, followed by the built environment, inequalities between communities and atmospheric pollution. Extreme weather and harm to biodiversity were also ranked as the two least important effects.



When looking at the responses of different age groups, however, respondents under the age of 35 seem to be ranking effects on the built environment first, followed by effects on the economy. There does not seem to be major differences when looking at the ranking of the rest of the effects listed as respondents have ranked them in the same order as presented in the graph above.

Q12 Do you think that climate change has already impacted the environment around you i.e. have you noticed any changes?

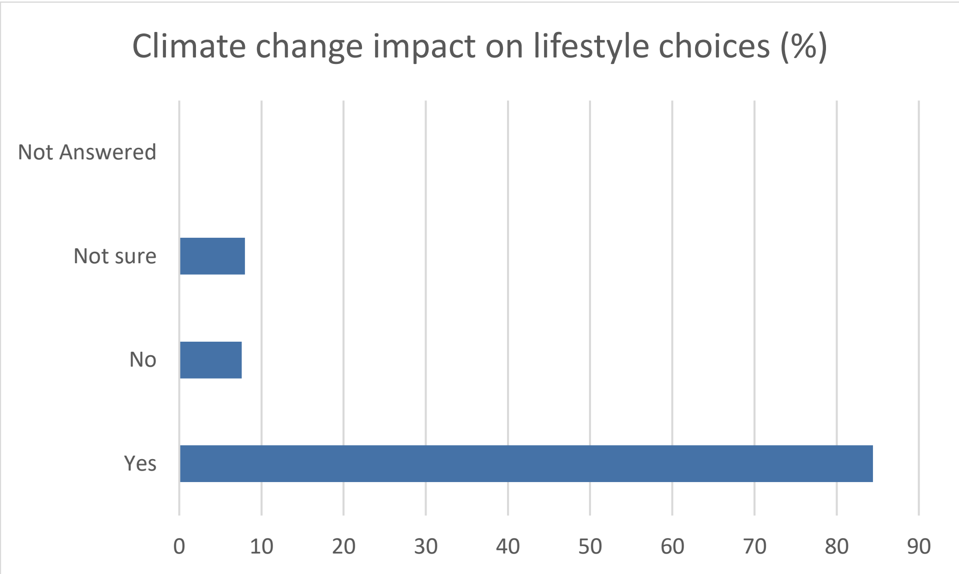
90.6% of respondents think that climate change has already impacted the environment around them as they have noticed changes. Some of the changes that respondents have highlighted are extreme weather events like increased temperature levels and flooding. Respondents also indicated that loss of biodiversity and atmospheric pollution are more visible during the past decade.



Climate Change & Lifestyle

Q13 Do you think that climate change has already impacted on your lifestyle choices?

84.4% of respondents believe that climate change has already impacted on their lifestyle choices while 7.6% do not think so. 8% are not sure whether their lifestyle choices have been impacted.

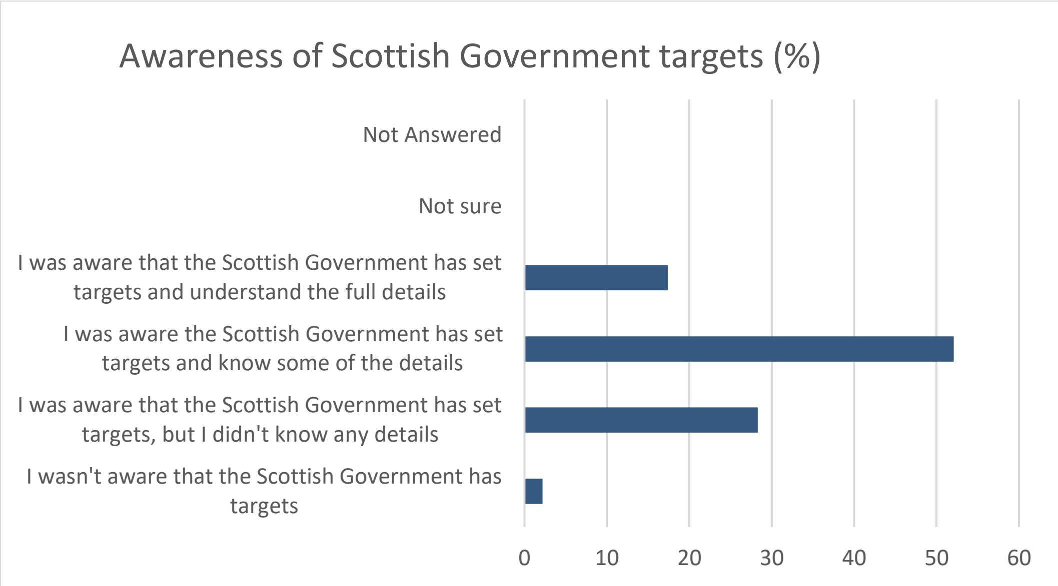


Respondents were asked to provide examples of how their choices have been impacted and the main issues that were highlighted are: less use of cars and increased use of more sustainable and active travel methods like walking and cycling, recycling and less use of plastic products, food growing and shifting to a more sustainable diet, as well as, improving household energy efficiency to reduce energy consumption.

Scottish Government Targets

Q15 Before this consultation, how aware were you of the Scottish Government's targets relating to climate change?

Majority of respondents (52.2%) were aware that the Scottish Government has set targets and knew some of the details prior to our climate change engagement survey. 17.4% of respondents were not aware that the Scottish Government has set targets.

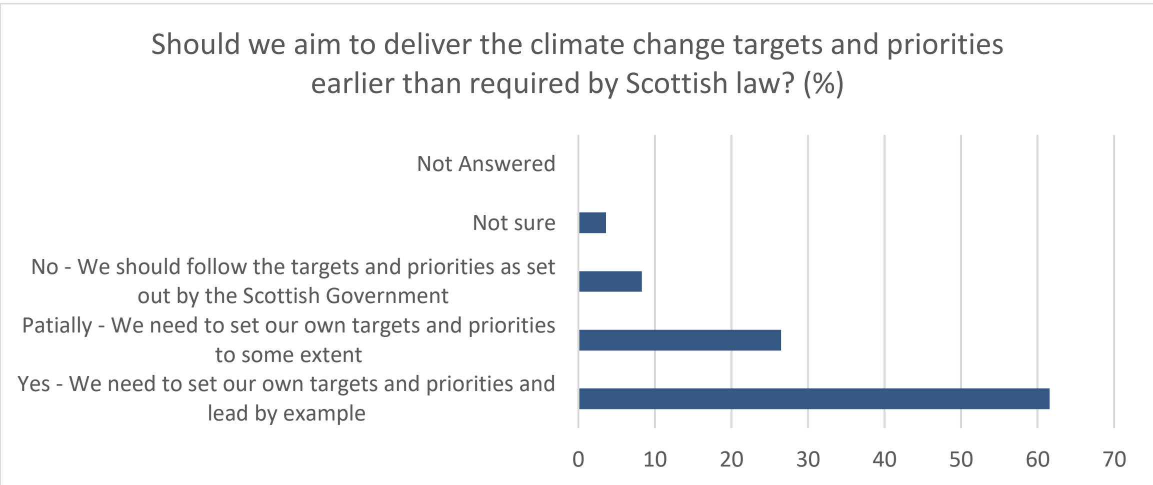


Delivery of Targets

Q18 The Scottish Government has set national targets for us all to act upon and reach together as a nation. Thinking about Perth and Kinross as a whole, do you think we should aim to deliver these targets and priorities earlier than is required by Scottish law?

88.1% of respondents felt that Perth and Kinross should go beyond the Scottish Government in target setting with the majority of respondents (61.6%) expressing that we need to set our own targets and priorities and lead by example, while 26.5% expressing that we need to set our own targets and priorities to some extent.

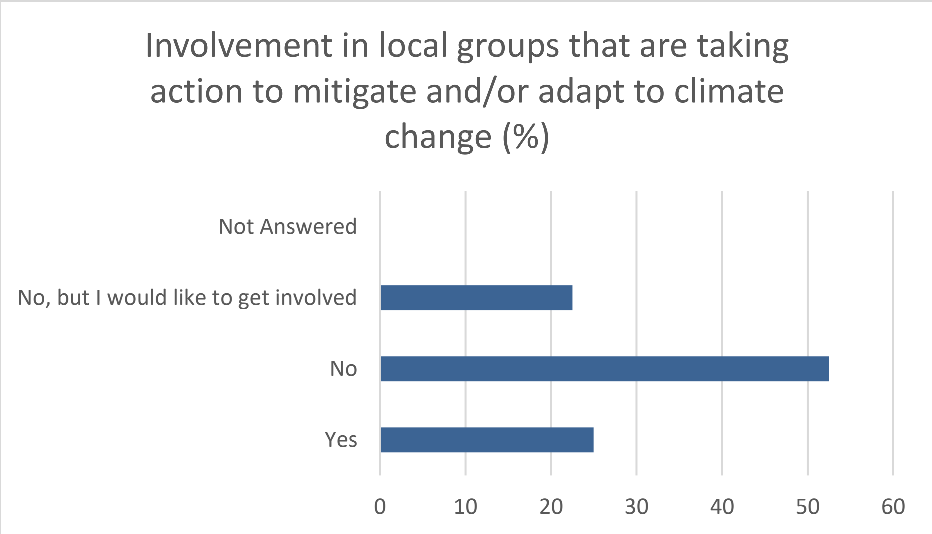
Respondents with a view that PKC needs to lead by example and act sooner highlighted the fact that we need to act fast if we are to reach the targets set out by the Scottish Government and aim to deliver them earlier than required by law. The need to set out a clear vision to reach net zero has also been supported by a number of respondents.



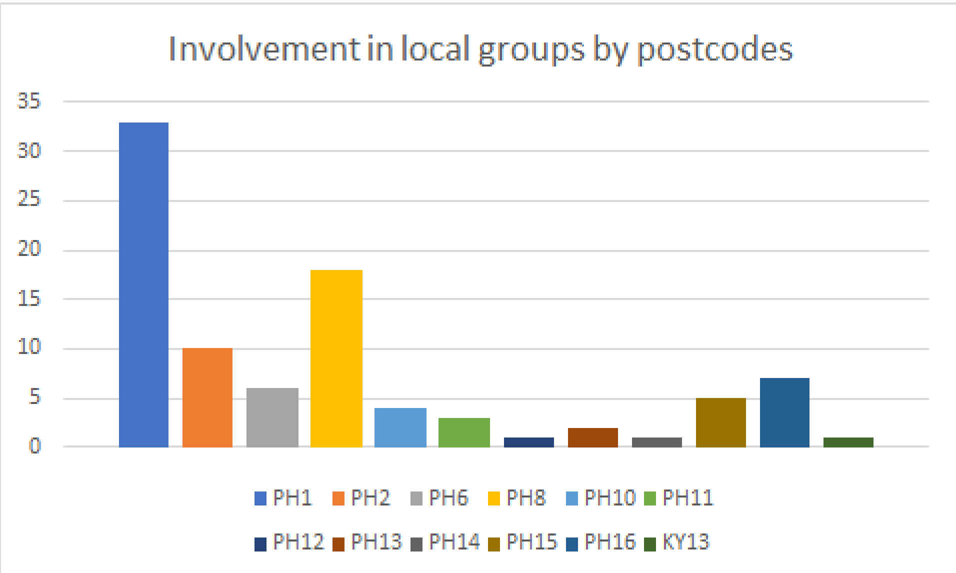
Local Groups

Q24 Are you involved in any local groups that are taking action to mitigate and/or adapt to climate change?

The majority of respondents (52.5%) are not involved in any local groups while 22.5% are not but would like to get involved. 25% are already involved in local groups. Some of the local groups identified include climate cafés across Perth and Kinross, as well as, community food growing initiatives.



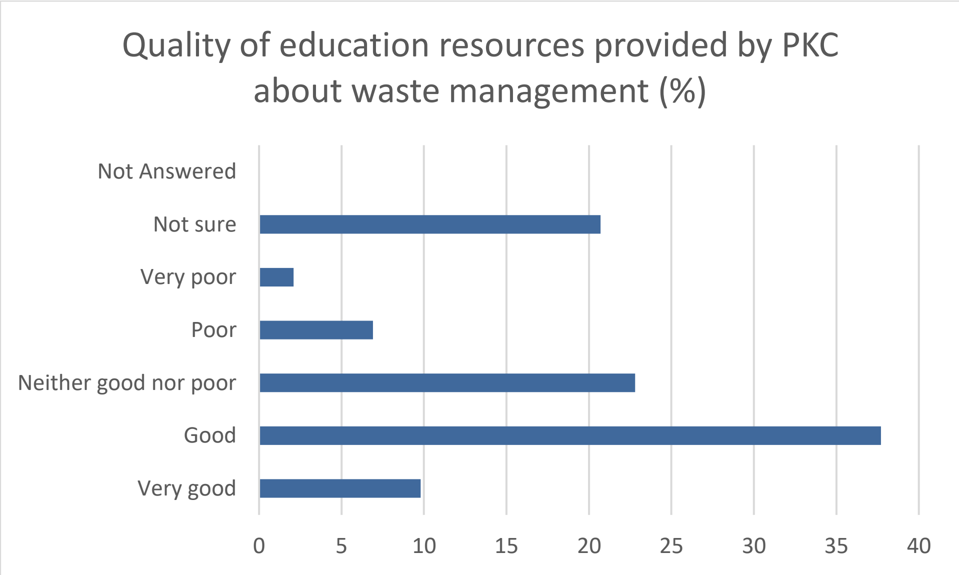
- Under 35's made up 16.9% of survey respondents, but only 10% of those who are currently involved. However, they make up 33.8% of people wanting to become involved.
- Conversely – 90% of those who reported they were already involved were over the age of 35. While 66.2% of those who wanted to get involved were over 35.



Waste Management

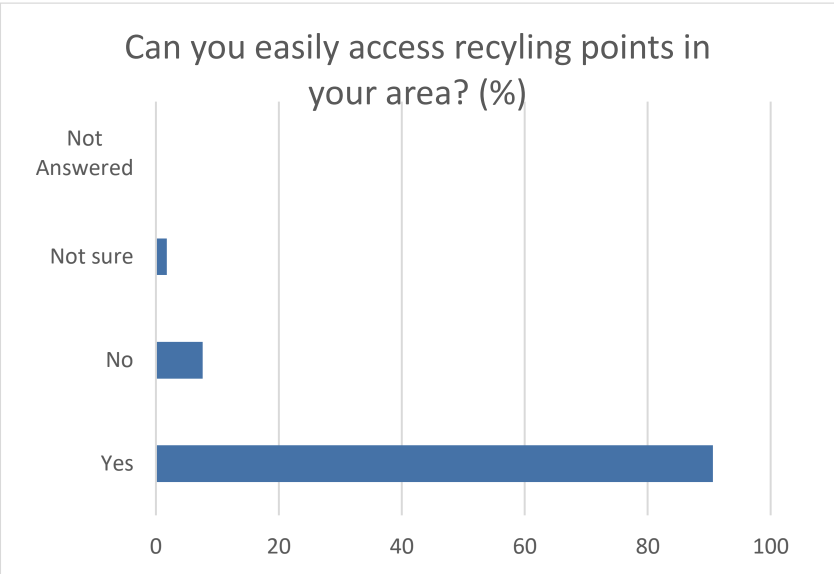
Q26 How would you rate the quality of education resources provided by PKC about waste management?

There are mixed views on the quality of education resources provided by PKC about waste management as 9.8% seem to think it is very good, 37.8% think it is good, 22.8% think it is neither good nor poor while 6.9% think it is poor and 2.1% think it is very poor.

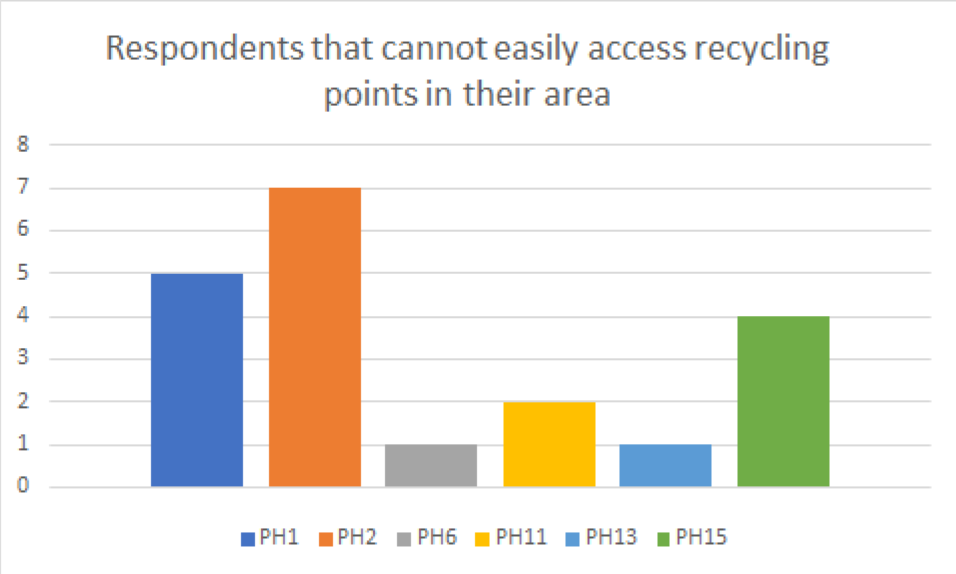


Q28 Can you easily access recycling points in your area?

The majority of respondents (90.6%) answered that they can easily access recycling points in their area.



7.6% of respondents answered that they cannot easily access recycling points in their area and these areas can be seen below as filtered by the postcodes respondents provided, show that PH2, PH1 and PH15 are the more difficult areas. The level of granularity available means we are unable to dig into these challenges further and determine whether it is issues associated with rural service provision or other reasons.



Q30 Can you please select the option below which best represents your shopping habits:

When asked about shopping habits, 47.5% do not mind second-hand stores, but would prefer new items while 44.2% of respondents prefer buying second-hand items. 7.6% do not like shopping at second-hand stores. This is important when thinking about the role the circular economy can play.

Virtual focus groups feedback

- Waste recycling is a topic that came up during the virtual focus groups held from December – February, with the main problem being inconsistencies across schools. Parents and teachers from different schools mentioned that a lot of food waste goes into general waste bins and this needs to be addressed by the Council waste services.

- Some positive feedback that was raised during the waste themed virtual session is the fact that there is strong interest in community groups in refurbishment and upcycling. Remake Crieff for example, are offering employment and skills development in relation to recycling and reusing items, an initiative which is locally focused and beneficial to the community. The Reuse and repair station at Friarton Recycling Centre was also mentioned as a best practice example.
- Encouraging more repair shops along Perth High Street was also suggested by the attendees in order to meet the demand for more recycled materials.
- The question on how food poverty impacts food waste and the Council's response to this was also brought up and there is evidently need for more work on this area, both on food poverty and food security.
- The idea of a "one-stop-shop" for people to address climate challenges and to find out more information or guidance on certain matters specifically with regards to waste was largely encouraged.

Phase 2 – Energy and Buildings

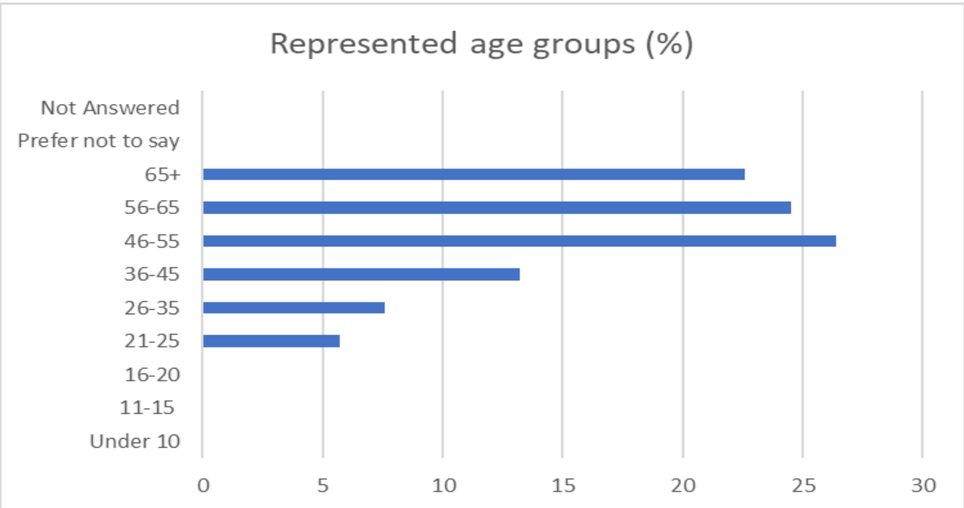
There were 62 total questions in Phase 2. The responses to all the questions have been analysed and appropriately actioned. Energy and Buildings is one of the key areas we identified that we need to make changes in order to tackle and adapt to climate change. The questions covered a range of matters relating to Energy and Buildings and more specifically: targets set by the Scottish Government, fuel poverty, Council housing, Housing Association dwellings, private rented housing (both tenants and landlords), owner occupied housing, non-domestic buildings (Council property portfolio) and last, non-domestic buildings (non-Council).

Respondent demographics

There were 53 overall responses, which was 11% of the total responses to the five phases.

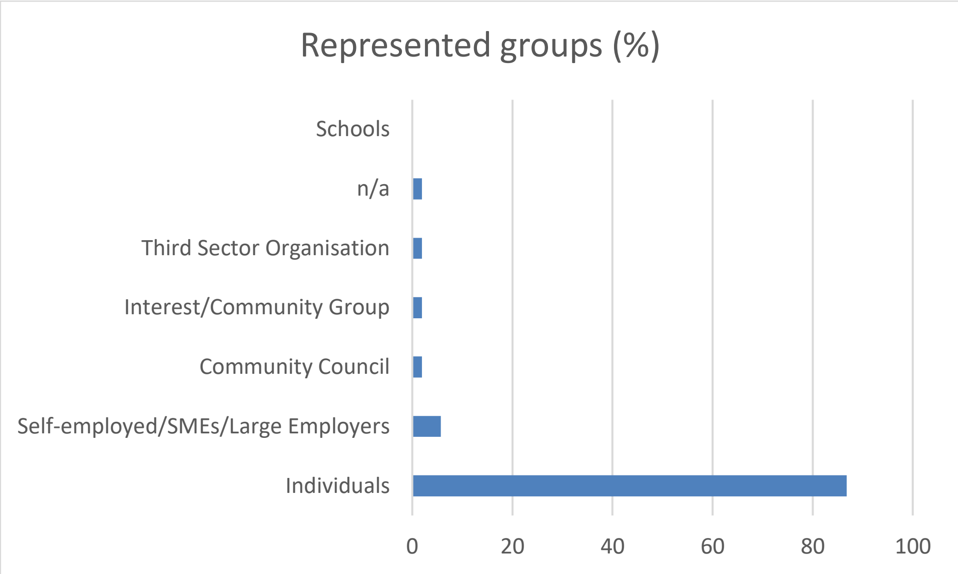
Q3 Which age group do you belong to?

Respondents between the ages of 21 – 65+ responded to this survey, with a skew towards to the older age groups. The most represented age bracket is between 46-55, with 26.4%.

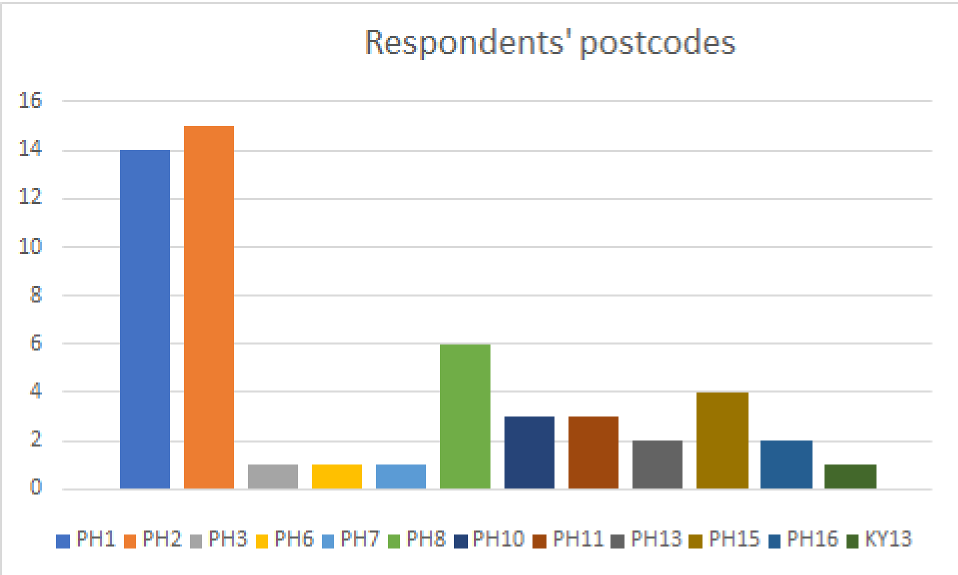


Q4 Who are you representing by responding to this consultation?

The majority of respondents (86.8%) are individuals/members of the public. While there was response from other groups – none of these were in statistically significant numbers to enable a further breakdown of the analysis. This is identified as a gap and it should aim to be addressed as part of future public engagement.



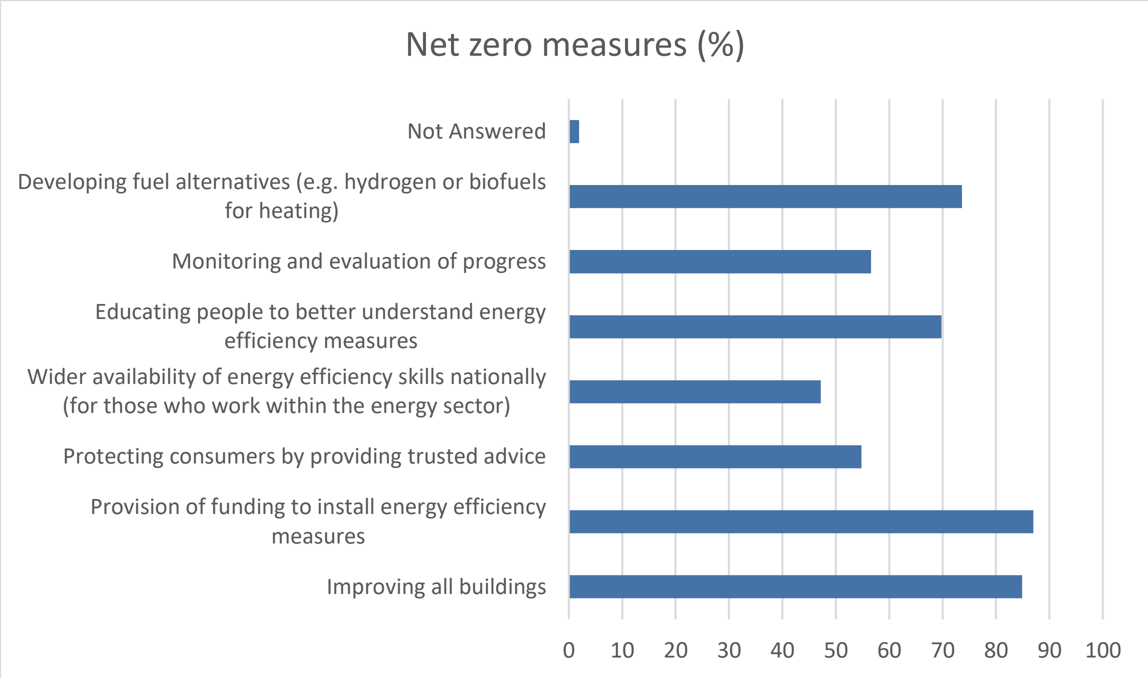
Q5 Please tell us where you live or operate from:



Net zero

Q6 In your opinion which of the following measures are most important in achieving net zero? (Please select those that apply)

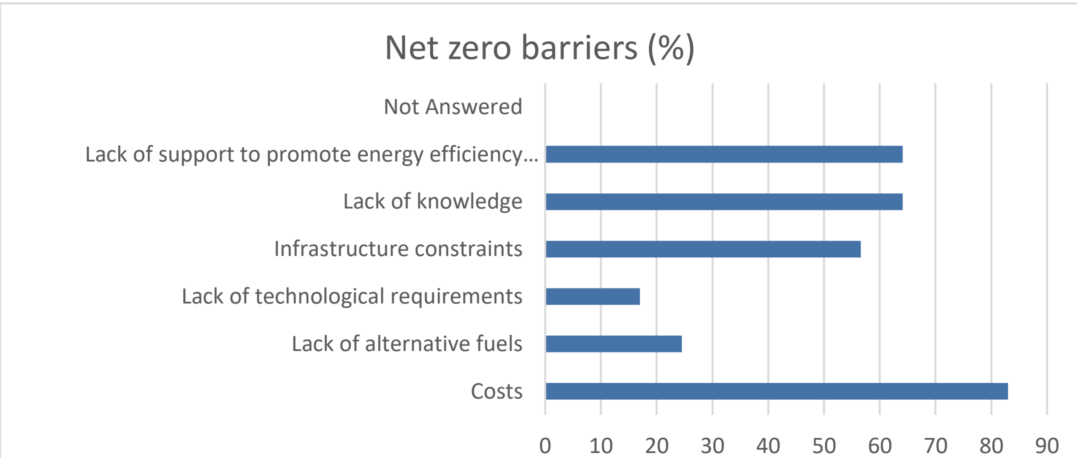
The majority of respondents indicated that each of the identified measures was of high importance in achieving net zero. Improving all buildings and the provision of funding to install energy efficiency measures the two measures that respondents find the most important. Developing fuel alternatives and educating people to better understand energy efficiency measures have been selected as the second two most important measures.



Breaking this down for individuals/members of the public, improving all buildings and provision of funding to install energy efficiency measures were the top two measures. In addition, ongoing engagement on climate change and working together were mentioned by respondents as being equally important in achieving net zero targets.

Q7 Which of the following do you consider to be the main barriers in achieving net zero? (Please select those that apply)

Cost has been found to be the main barrier in achieving net zero identified by the majority of respondents (83%). Lack of support to promote energy efficiency measures, lack of knowledge and infrastructure constraints were all identified by over half of respondents as key barriers.

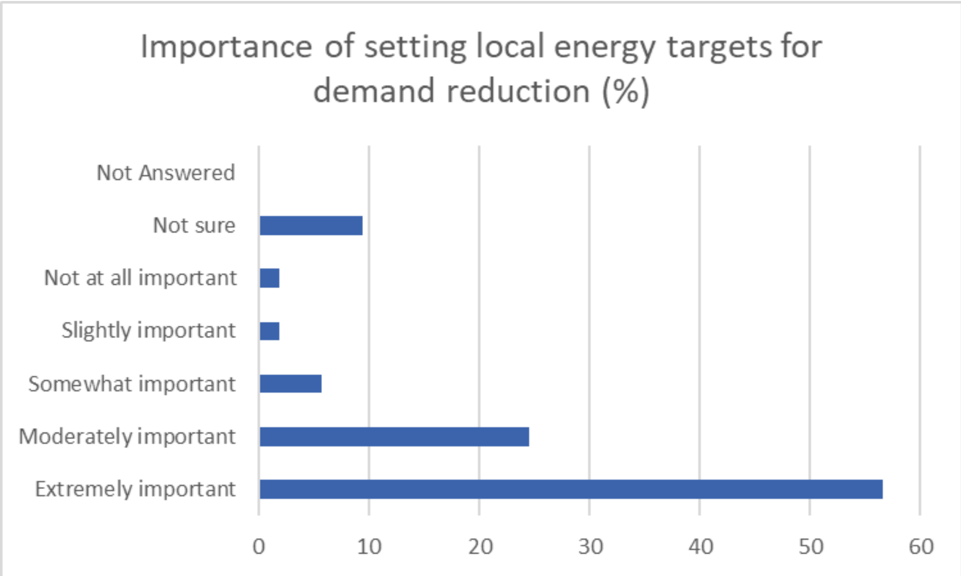


For individuals/members of the public costs, lack of knowledge, infrastructure constraints and lack of support were selected as the main barriers to net zero. Similarly, for self-employed/SMEs/Large Employers lack of knowledge, lack of support, costs and infrastructure constraints were selected as the main barriers.

Local energy targets

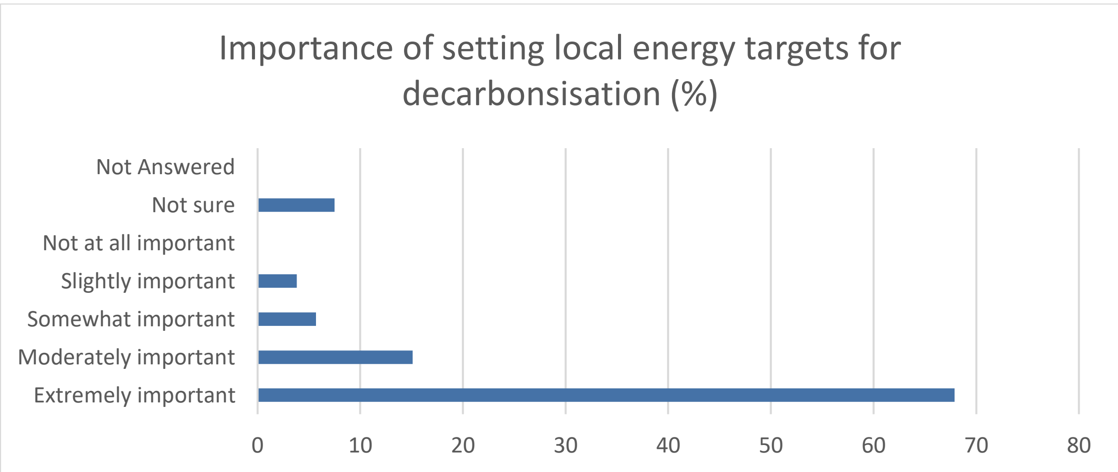
Q11 How important do you consider it to be to set area-wide future local energy targets for demand reduction?

The majority of respondents (56.6%) answered that setting local energy targets for demand reductions is extremely important while a percentage of 24.5% believe it is moderately important.



Individuals –52% extremely important, 28% moderately important. While not a representative sample of respondents, the Self-employed/SMEs/Large business respondents gave this an increased importance with all indicating that this was extremely important.

Q12 How important do you consider it to be to set area-wide local energy targets for decarbonisation?



The majority of respondents (67.9%) answered that it is extremely important to set area-wide local energy targets for decarbonisation while 8.7% of respondents answered that are not sure.

Energy efficiency

Q20 If there was a Council one-stop-shop regarding energy efficiency where you could get information and advice about how reduce your energy use, would you visit?

The majority of respondents (73.6%) would visit a Council one-stop-shop regarding energy efficiency where they could get information and advice about how to reduce their energy use.

Individuals – 73.91% would visit

Self-employed/SMEs/Large – 66.67%would visit

Q21 Would you prefer visiting a Council-led service on energy efficiency or one like the HEAT Project in Blairgowrie?

26.4% of respondents would prefer to visit a Council-led service on energy efficiency while 58.5% are not sure.
Mixed comments but main concern is that the service must be absolutely trustworthy. Respondents commented that they are more likely to trust a Council service considering the appropriate expertise is there. However, many comments about respondents not being certain about the difference between the two services. While comments with preference to a non-Council service mentioned the link with local issues rather a whole Council approach.

Individuals – 63% not sure, 23.9% Council-led, 13.04% non-Council

Self-employed/SMEs/Large – 66.67% not sure, 33.33% Council-led

CCs – council-led

Third sector – Council-led

Council support

Q22 How can the Council support the wider public to reduce their energy consumption?

The main themes that have been identified from the comments respondents made are: funding, financial incentives, working together, raising awareness, education and leading by example.

More specifically some of these suggestions included:

- Provide incentives via Council taxes for energy efficiency. Provide subsidies\grants for conversion to energy efficient heating in private homes
- Use jargon-free advertising/social media to build awareness and provide advice

- Unless the funding for the Council to support the 'wider public' reducing their energy consumption is 100% provided by National Government (and good luck with that), then the Council should do no more than point interested individuals to funded organisations that are in a position to help them.
- By leading in terms of the property and housing estates. Set the bar for others to follow and have positive examples for people to compare with.
- Educating people on the benefits of reduced energy consumption, including on cost savings.
- Provide clear unbiased information, and support local businesses who provide technology to reduce energy consumption.
- Awareness campaign on how much carbon is emitted to do certain things and what grants are available.
- Setting up local town and village schemes to discuss energy saving. People are more likely to sign up to things like solar panels or smart monitors if their neighbours are doing it.
- Local authorities can only really make a major difference by ensuring environmental sustainability is a primary consideration in the planning process for all new developments.

Q28 How important do you think it is for the Council to commission research in 2020-2021 into fuel poverty in both the private rented and owner occupied housing, to assess the scale of the problem and develop an action plan to tackle the issue?

Majority of respondents (54.7%) believe it’s extremely important for the Council to commission research in 2020-2021 into fuel poverty in both the private rented and owner occupied housing, to assess the scale of the problem and develop and action plan to tackle the issue. 18.9% find it moderately important and 7.5% find it somewhat important.

Third sector – extremely important

Individuals – 56.52% extremely important, 19.57% moderately important, 6.52% somewhat important

SMEs – 66.67% extremely important, 33.33% moderately important

CCs – not answered

Q33 How important do you think it is that the Council should develop a programme quickly to ensure all existing Council houses are brought up to a minimum of EPC B by 2032?

Majority of respondents (66%) believe it is extremely important for the Council to develop a programme quickly to ensure that all existing Council houses are brought up to a minimum of EPC B by 2032.

Q38 How can the Council support Housing Associations to meet the 2032 target for houses to be EPC B?

The man themes that were raised by respondent are: incentives programme, advice and support, improved procurement systems, funding, cost, working together, raising awareness, education and upskilling.

Q40 To what extent would you say your knowledge and understanding is of your duties and rights as a tenant in terms of acting towards Climate Change and a net-zero nation?

The majority haven't answered this question – it is expected that this is because they have a have a different tenure situation. 18.9% of respondents have some knowledge and understanding and could learn more about their duties and rights as a tenant in terms of acting towards climate change and a net zero nation.

Third sector respondents have a lot of knowledge and understanding and know exactly what their duties and rights are

Individuals – majority haven't answered, 17.39% have some knowledge and understanding and could learn more about my duties and rights and 10.87% have no knowledge or understanding and need to learn more about my duties and rights

Self-employed/SMEs/Large – majority haven't answered, 1 respondent has some knowledge and understanding and could learn more about their duties and rights

Q42 To what extent would you say your knowledge and understanding is of your duties and rights as a landlord in terms of acting towards Climate Change and a net-zero nation?

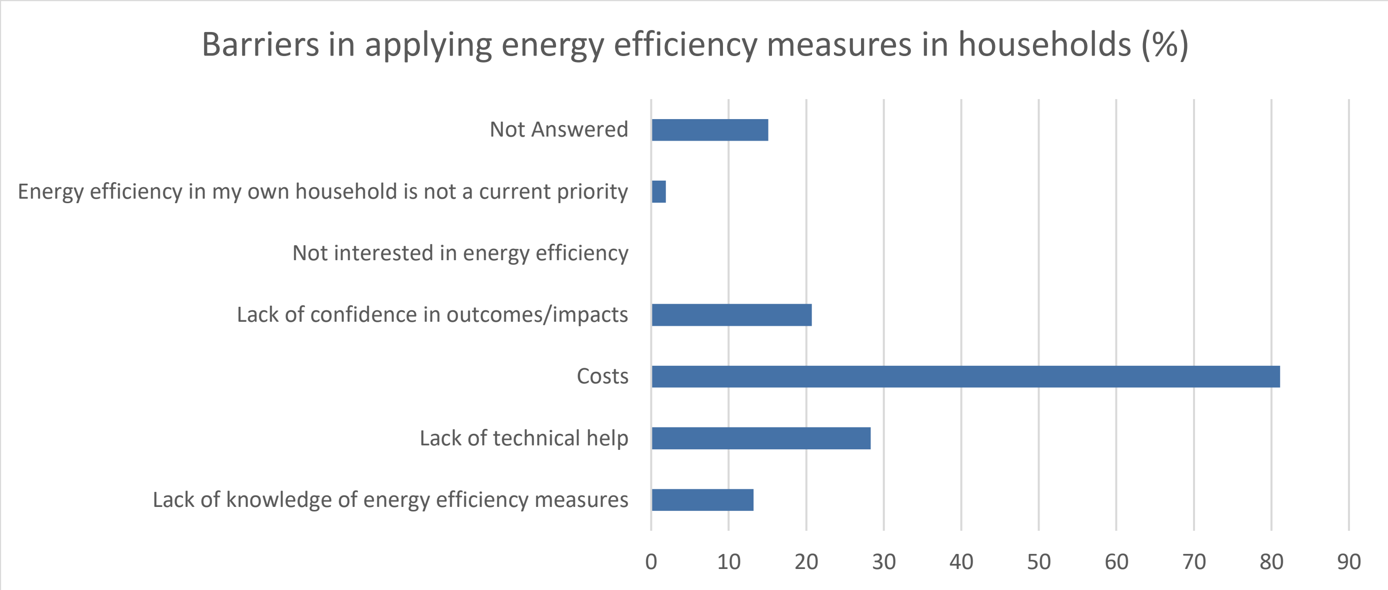
Similarly to question 40, the low response rate to this question is due to the small subset of respondents who are also landlords. Majority haven't answered, 9.4% have some knowledge and understanding and could learn more about their duties and rights as landlords in terms of acting towards climate change and a net zero nation.

Q47 Are you aware of the targets for owner occupied homes to be EPC C by 2040 and the practical impact of these targets?

Majority of respondents (39.6%) are not aware of the targets for EPC C by 2040 and the practical impact of these. 30.2% of respondents are somewhat aware and 20.7% are fully aware

Household energy efficiency

Q52 Which of the following act as a barrier in applying energy efficiency measures in your household?



Some of the respondents commented that funding and costs, planning regulations, mistrust of quoted figures, their age, as well as the applying energy efficiency measures being a lengthy process also act as barriers in applying such measures in their household.

Individuals – costs, lack of technical help, lack of confidence in outcomes/impacts

Self-employed/SMEs/Large – costs, lack of technical help

CCs – not answered

Third sector – costs

Non domestic buildings

Q54 How important do you think it is for the Council to develop actions, costs and funding options for all new Council buildings to be Net Zero Carbon from 2025?

Majority of respondents (66%) believe it is extremely important for the Council to develop actions, costs and funding options for all new Council buildings to be net zero carbon from 2025.

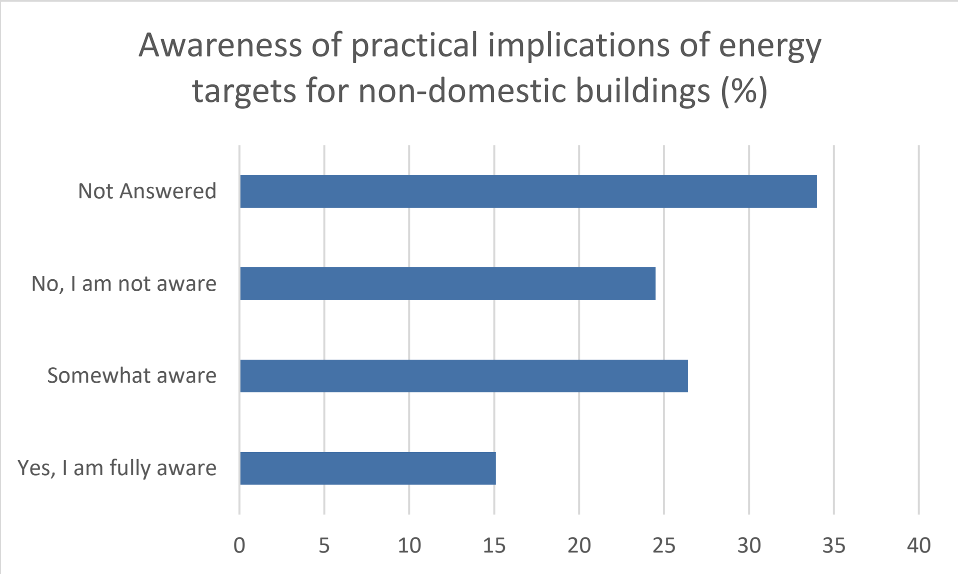
Third sector – extremely important

Individual – 63.04% extremely important, 8.70% moderately important, 2.17% slightly important

Self-employed/SMEs/Large – extremely important

CCs – extremely important

Q60 Are you aware of the practical implications these targets may have? (non domestic buildings targets)



26.4% are somewhat aware of the practical implications of energy targets for non-domestic buildings, 24.5% are not aware and 15.1% are fully aware. 34% of respondents have not answered this question as it was perhaps not within their interests. Some respondents commented that limited funding affordability in certain sectors, raising awareness of corporate responsibility, working together, advice and support are also important in achieving targets for non-domestic buildings.

When looking at the results for this question by categorising the respondents into which group they represent, 28.3% of individuals are somewhat aware, 21.7% are not aware, 10.8% are fully aware. With regards to self-employed/SMEs/Large employers, 66.67% are not aware and 33.3% are somewhat aware. Community Council and third sector representatives are fully aware. However, it is important to highlight that these percentages are not representative of these groups as they are based on a non-representative sample considering we only received responses from one Community Council, one community group and one third sector organisation.

Virtual focus groups Feedback

- The Blairgowrie Heat Project has been going for 4 years, and has good engagement, but progress is limited by knowledge, by resistance to change and access to financial support is an issue for many, and technical consents can be barrier. They average 15-20% energy reductions per intervention.
- Big issue is cowboys and non-genuine offers creates barriers. Conversely some things seem too good to be true but are true. Need to make sure people being contacted about genuine offers do consider taking them up.
- For commercial organisations, although there is advice from government and SSE, a one stop shop for advice may be beneficial.
- A barrier to improving renewable energy efficiency/reducing carbon emissions in Conservation Areas is the challenge associated with planning permission for the installation of solar panels and other such measures.

- The source of the materials needed for building retrofit and new build was challenged and the need to consider the carbon footprint associated with these, ideally increasing local manufacturing .
- There was interest in the public in learning more about the Council's/SSE's work on district heating systems and moving heating systems away from fossil fuel sources. SSE carry out low carbon technologies forecast so they can understand impact on network and have regular engagement to understand what is in pipeline.
- Buildings standards – There was interest in the role of planning in promoting energy efficiency and whether we could have Passivhaus standards or net zero building standards as part of the 2024 NPF.
- There was interest in building village level net zero plans.

Phase 3 – Land use

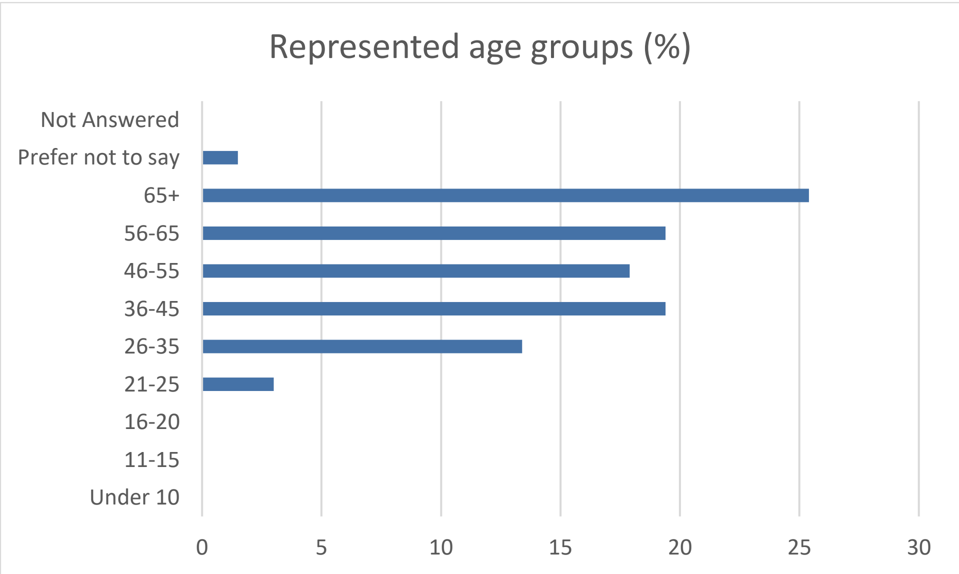
There were 40 total questions in Phase 3. Land use has been identified as one of the main areas we need to make changes because of its importance in tackling and adapting to climate change. Changing our approach to land use is crucial in ensuring that we are prepared for the warming climate and its consequences to both human life and natural environment. The questions included in Phase 3 cover several topics like biodiversity, greenspaces, open spaces, planning controls, agriculture and other uses of land. The responses to all the questions have been analysed and appropriately actioned.

Respondent demographics

There were 67 overall responses, which is 13.9% of the responses to the wider survey.

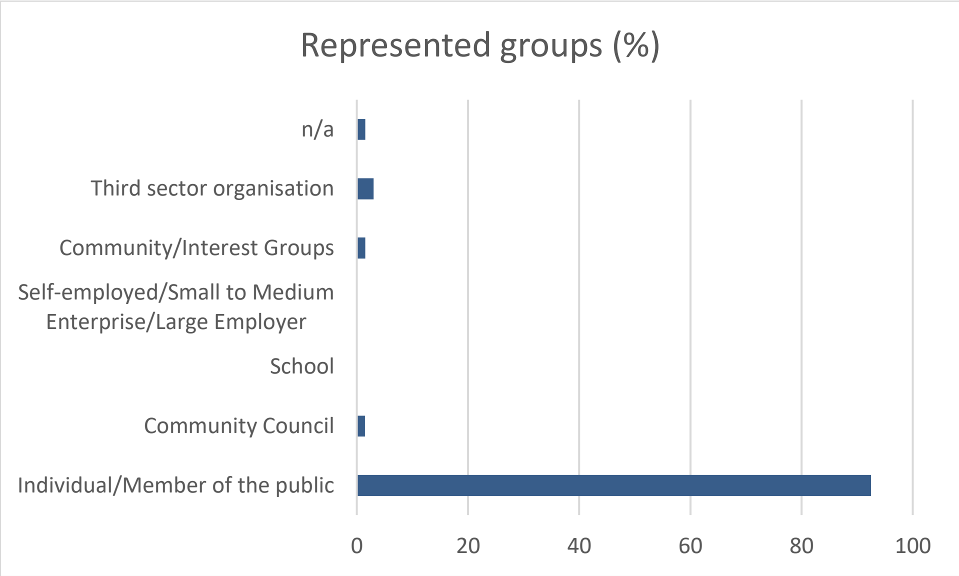
Q3 Which age group do you belong to?

Respondents between the ages of 21 – 65+ responded to this survey, with a skew towards to the older age groups. The most represented age group is 65+, with 26.4%. While there were respondents under 20 to other sections of the survey, none selected to respond to this.

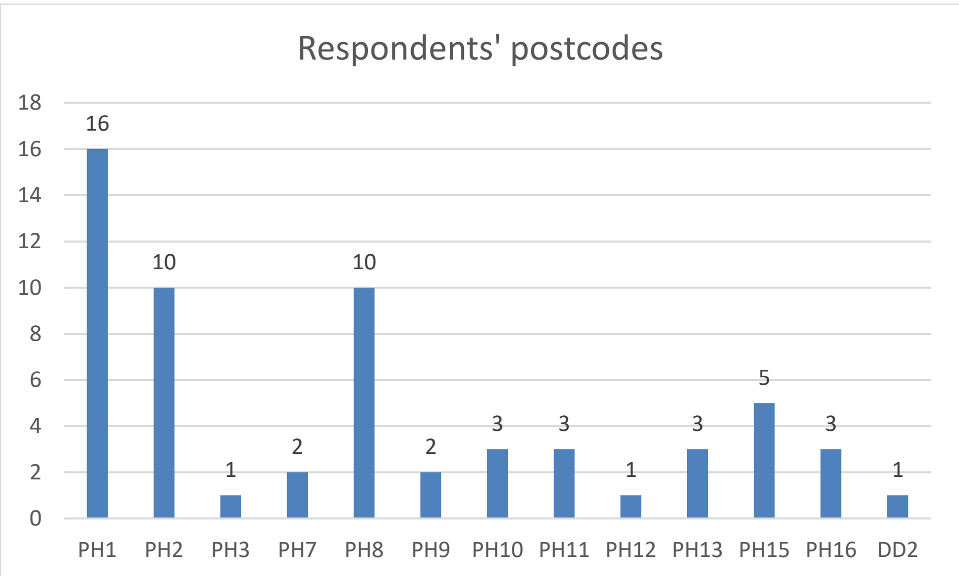


Q4 Who are you representing by responding to this consultation?

The majority of respondents (92.5%) are individuals/members of the public. While there was response from other groups – none of these were in statistically significant numbers to enable a further breakdown of the analysis. This is identified as a gap and it should aim to be addressed as part of future public engagement.



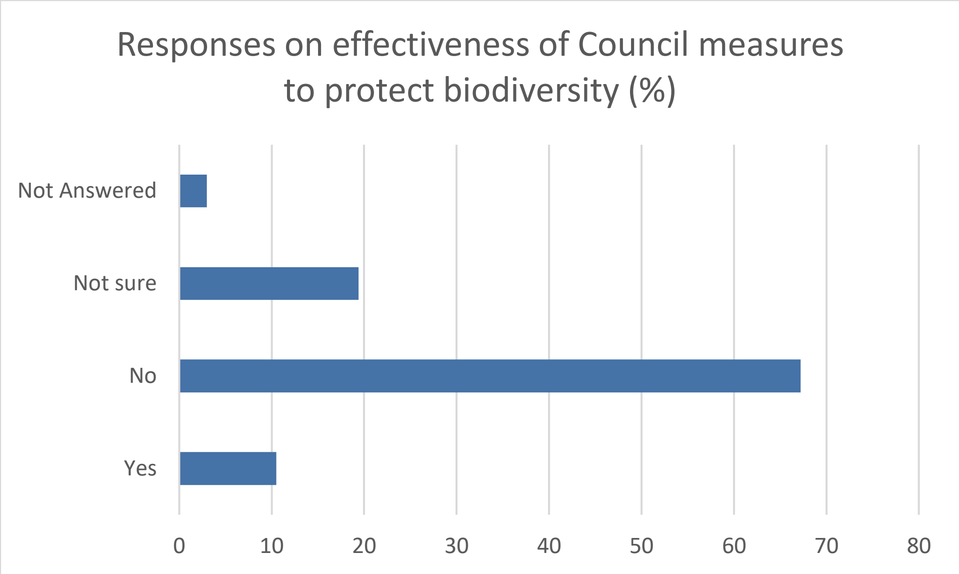
Q5 Please tell us where you live or operate from:



Biodiversity

Q6 Do you feel the Council has enough measures in place to protect biodiversity?

Majority of respondents (67.2%) do not think that the Council has enough measures in place to protect biodiversity.

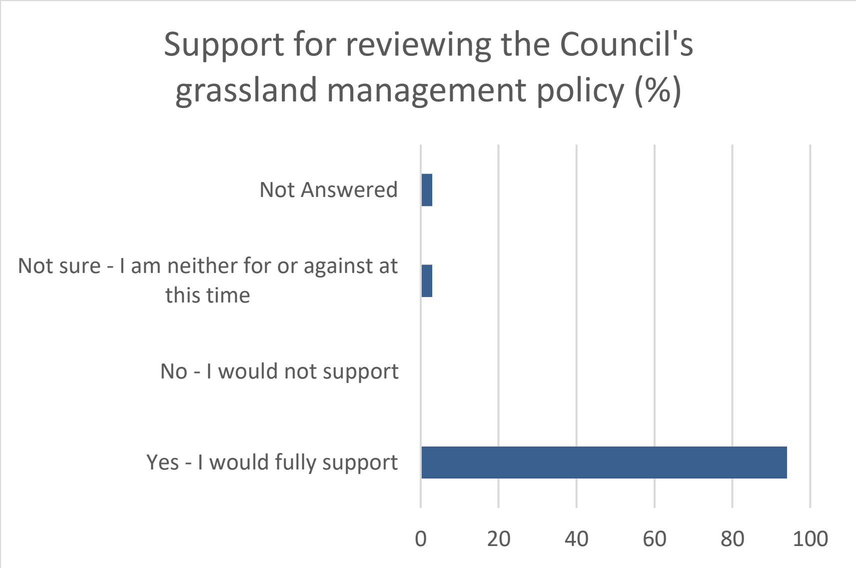


Respondents also commented that the Council could enhance its biodiversity protection measures by a number of actions like: stop cutting the grass, improve greenspaces, use planning powers to protect biodiversity and follow other Councils' approach e.g. Stirling Council and their strategy to safeguard pollinators. Ending the use of pesticides and raising awareness to the wider public were the two most common suggestions raised by respondents.

Greenspaces

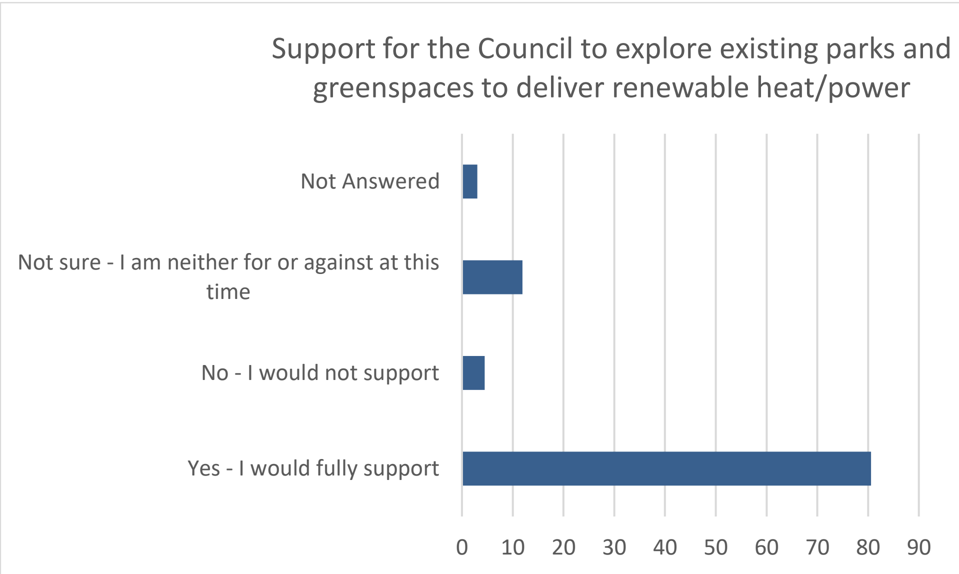
Q9 Would you support the Council reviewing its grassland management policy* to support wildflower meadows cut once a year to reduce emissions from grass mowing machinery cutting areas and enhance biodiversity in some places and where appropriate?

The majority of respondents (94%) would fully support the Council reviewing its grassland management policy to support wildflower meadows cut once a year to reduce emissions from grass mowing machinery cutting areas and enhance biodiversity in some places and where appropriate.



Q13 Would you support the Council in exploring existing parks and greenspaces to deliver renewable heat/power for community and public sector buildings where these are considered to have potential?

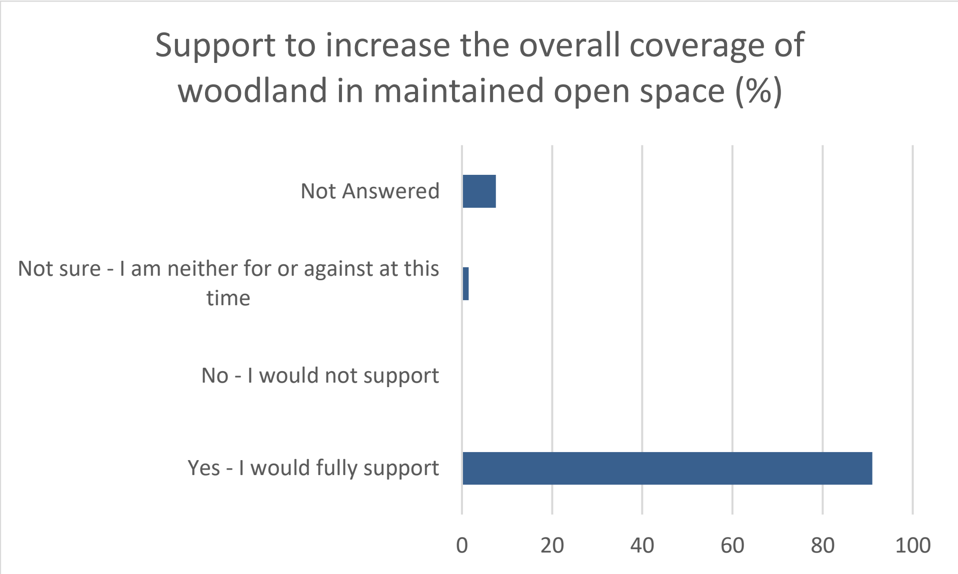
The majority of respondents (80.6%) would fully support the Council in exploring existing parks and greenspaces to deliver renewable heat/power for community and public sector buildings where these are considered to have potential while only 4.5% would not support this action.



Open spaces

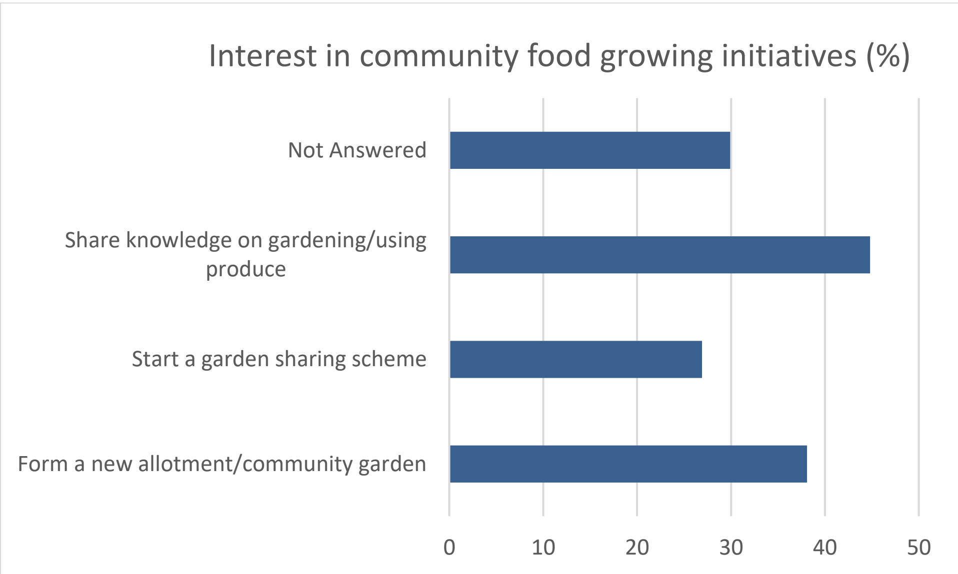
Q14 Would you support the increase of the overall coverage of woodland in maintained open space e.g. increasing tree planting* in our 92 parks with native trees that will capture increased tonnes of carbon dioxide each year and reduce emissions of grass mowing machinery?

The majority of respondents (91%) would fully support the increase of the overall coverage of woodland in maintained open space and no one expressed opposition.



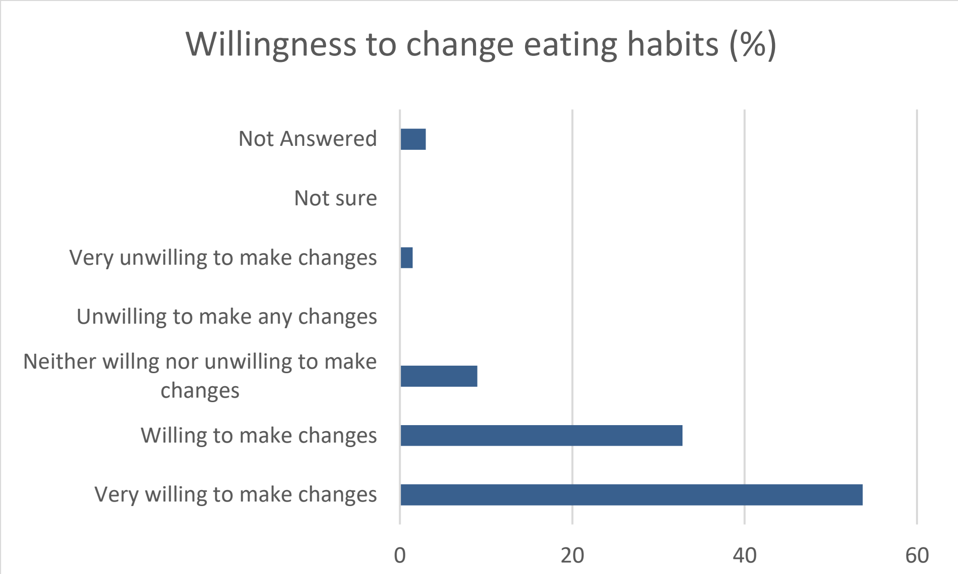
Q18 Would you be interested in getting involved in any of the following community food growing initiatives in your area? (Please select all that apply)

70% of respondents have expressed an interest in potential community food growing initiatives, with all three options receiving a sizeable response. Forming a new allotment/community garden was the most popular, with 44.8% selecting it as the first option.



Q21 How willing would you be to change your eating habits and shift to a more sustainable and healthy diet?

Respondents showed a clear willingness (85%) to make changes to their eating habits and shift to a more sustainable and healthy diet, with the majority of respondents (53.8%) would be very willing, while 9% would be neither willing nor unwilling to make changes. Only 1.5% of respondents would be very unwilling to make changes.

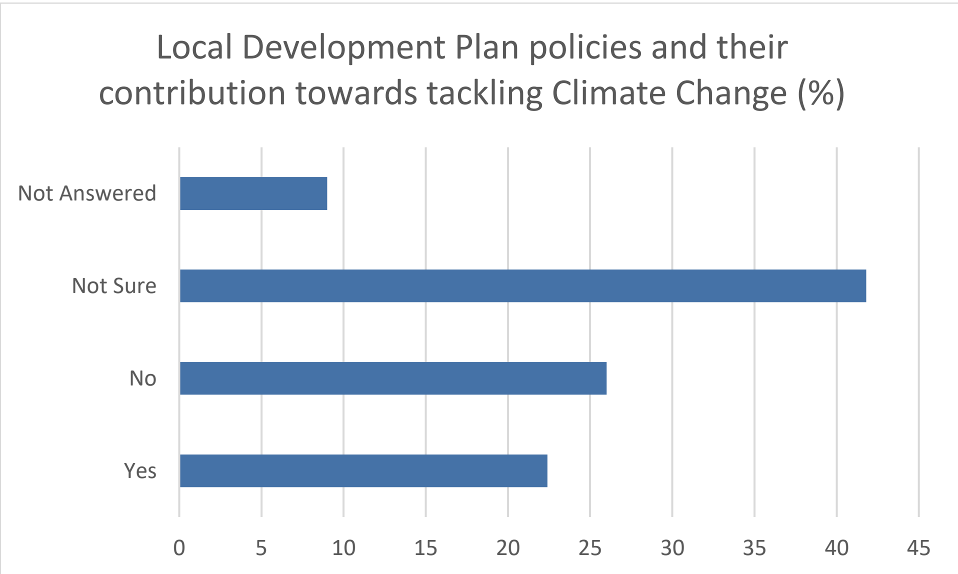


Respondents also commented that cost, availability of local produce, lack of reliable information, skills and knowledge are the main things that limit them from changing their eating habits and shifting to a more sustainable and healthy diet.

Planning Controls

Q22 Do you think planning policies in the Local Development Plan contribute towards tackling Climate Change?

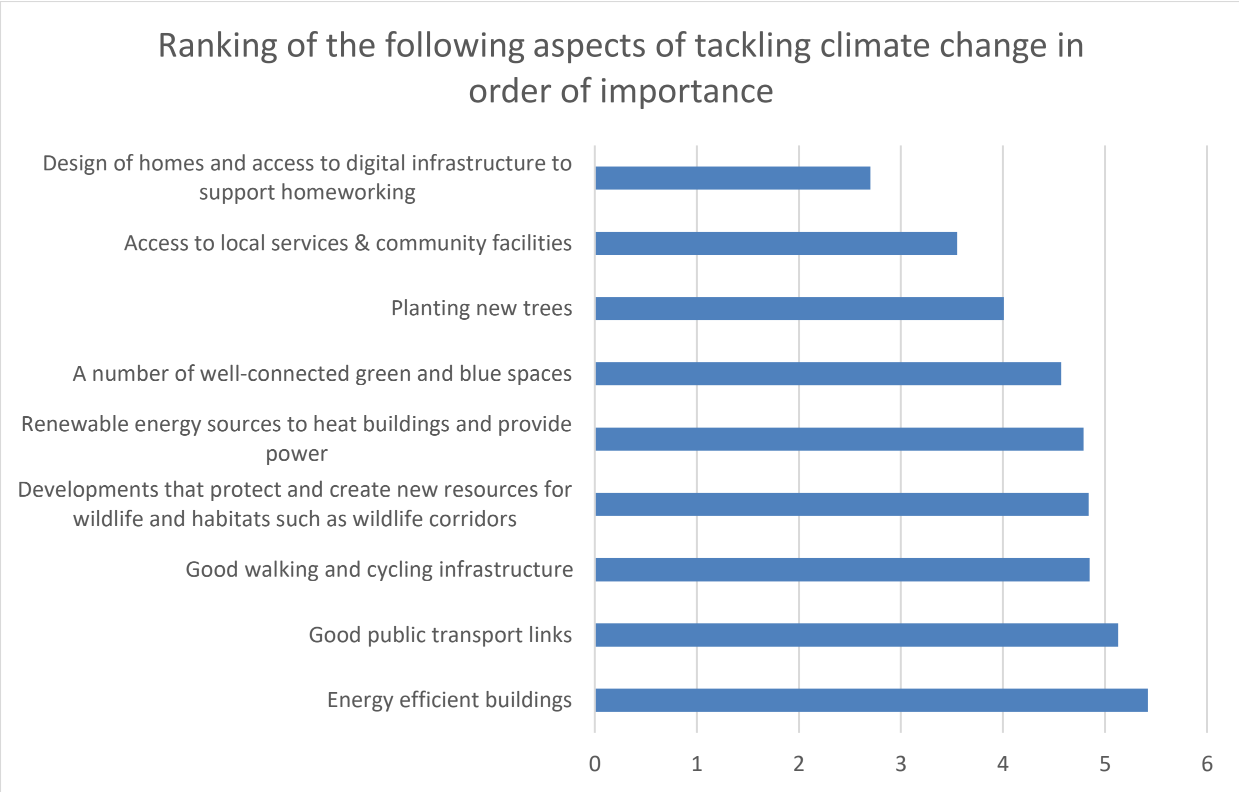
The majority of respondents (41.8%) are not sure whether planning policies in the Local Development Plan contribute towards tackling climate change while 22.4% are sure.



Respondents also commented that climate change needs to be considered as a major factor in all policies withing the Local Development Plan where possible. The removal of trees and woodland to build new developments has been highlighted as one of the main issues with

PKC's planning policies. Respondents suggest a stricter approach with new developments in order to protect trees and biodiversity.

Q26 Please rate the following aspects of tackling climate change in order of importance, with 1 being very important and 9 being not important at all:



The ranking of the given options did not differ significantly amongst most respondents. Energy efficiency buildings and good transport links were the two options with the highest ranking at 5.4 and 5.1 respectively. Good walking and cycling infrastructure and developments that protect and create new resources for wildlife and habitats such as wildlife corridors were the next options with the highest ranking at 4.9 and 4.8 respectively. The design of homes and access to digital infrastructure to support homeworking was the option with the lowest ranking at 2.7.

Given that buildings and transport are the two largest sources of emissions in Perth and Kinross, it is promising that public perception of importance of them was aligned with this.

Agriculture

Q27 Prior to this questionnaire, were you aware of the contribution of agriculture to greenhouse gas emissions?

The majority of respondents (76.1%) were fully aware of the contribution of agriculture to greenhouse gas emissions, while only 1.5% of respondents were not aware.

Other uses of land

Q30 Do you think it is important we change the way we use our land and how this contributes to climate change?

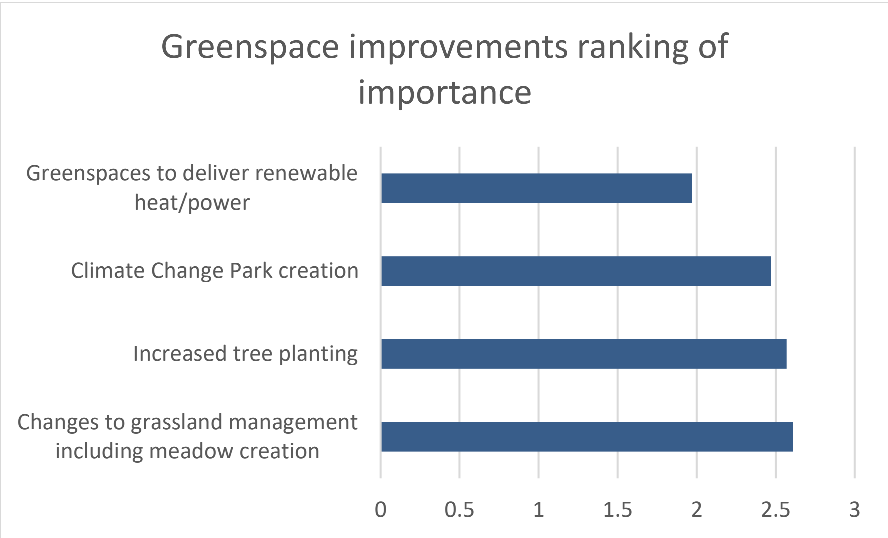
The majority of respondents (77.6%) think it is extremely important that we change the way we use our land and how this contributes to climate change. 13.3% think this is something moderately important and 3% think it is somewhat important.

Q35 How important do you think the role of land is in helping us adapt* to climate change?

The majority of respondents (85%) think the role of land is extremely important in helping us adapt to climate change, while 9% this it is moderately important and 1.5% think it is somewhat important.

Q40 Please rate these greenspace improvements in order of importance (1 being the least important and 4 the most important).

The ranking of the following greenspace improvements in order of importance did not significantly differ among the options.



Virtual focus groups feedback

- <u>Concern about the impact of CTLR on woodland and about the quality of the compensatory planning</u>

Concern about loss of native woodland and should look at root binding to transplant trees which could potentially be done by community. Mentioned that trees should be planted at the same time as the CTLR. In response it was suggested replanting for specimen trees was possible but not generally due to costs and that there is a need to ensure that the conditions which are in place for the CTLR are monitored.

- <u>Food production</u>

Interest in appropriating land for food production and looking at agroforestry. Bio regionalism is big opportunity for Tayside and how we work in harmony on nature. PKC are interested but neither forestry nor agriculture are subject to planning control.

- <u>How do we move away from inappropriate felling?</u>

Example in Blairgowrie where woodland was removed without permission and there needs to be better protection. Ancient woodland not legally protected and this weakens the Council's position. Also issue with trees being cleared prior to planning application and this is a national loop hole.

For felling permissions, for planting and stocking PKC can comment and has some influence there. Forestry Commission felling rules have also been tightened up recently particularly associated to watercourses so useful to report issues.

Acknowledged that planning controls are not well enforced due to lack of sufficient fines and lack of interest from courts and enforcement system is not strong enough. However, Council has increased resource for enforcement, so improvement expected. Trees also need protection from deer, and NatureScot need to take stronger stance.

- <u>Issues with inappropriate planting</u>

Friends of Ochils have issue with plantations of Sitka spruce. They consider there to be an issue with tree planning and peat, as planting on 0.5m of peat is currently deemed ok but evidence is turning against that approach. PKC Forestry strategy identifies which areas are appropriate for what type of woodland, but concern expressed that the existing one is not fit for purpose as commercial conifer plantations proposals fit with strategy but issues in terms of habitat and wider land use issues in the uplands. Prepared with Forestry Commission and last review was moving in right direction but recognition that there is room for improvement.

Also planting discussion mentioned how we should have moved on from non-native but still at risk of repeating that. PKC are asking for riparian and native species when giving comments but there is an issue with UK forestry standard being 6-9% native whereas PKC would like 20-30% native.

- Strong Interest in a whole river catchment management system was identified during the land use themed online session which led to organising another session that focused on river catchment management. Many interesting points were discussed like who should be involved and what the benefits of such a catchment system would be for River Tay.

Phase 4 – Transport

Phase 4 of the engagement focused on the Transport sector as this is one of the biggest contributors to carbon emissions, not only in Perth and Kinross, but in Scotland and the UK. As the A9 runs through Perth, from Falkirk through Inverness and further North, it can be argued that many of Perth and Kinross' transport emissions are a result from this key part of Scotland's transport network. However there are current air quality issues, caused by transportation pollutants, across Perth and Kinross which must be addressed and actioned.

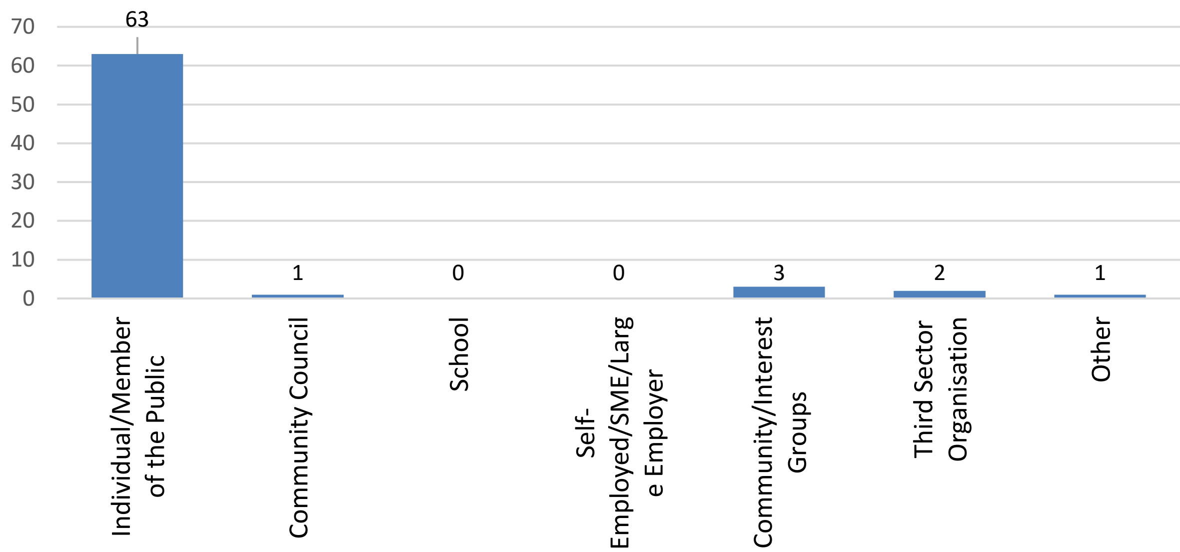
Phase 4 had a total of 30 questions, of which the responses to all questions have been analysed and actioned accordingly.

A total of 71 responses were received for this phase, however 1 respondent removed their response and so this analysis has been based on 70 respondents. This is 14% of the response to the wider engagement.

Respondent Demographics

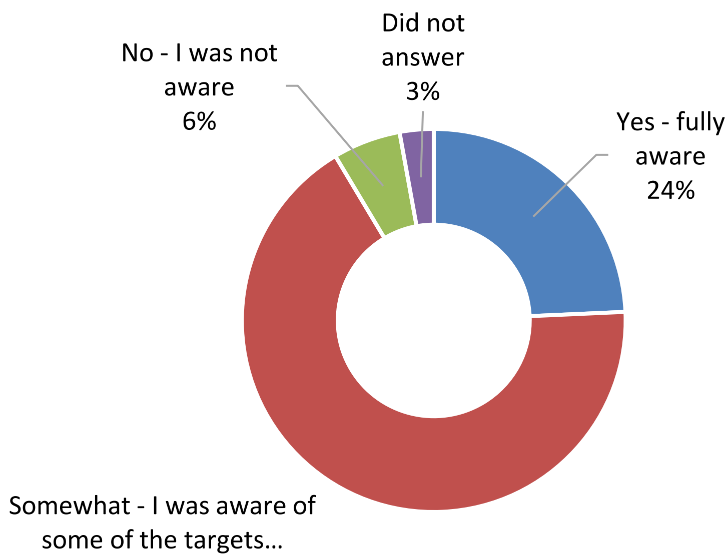
Q4. Who are you representing by responding to this consultation?

The majority of respondents (90%) represented as individual/member of the public. Other respondents included Community Council, Community/Interest Group, Third Sector Organisation, and Other (Self-Employed SME), however the responses received representing these groups were not significant to illustrate a further breakdown.



Scottish Government Targets

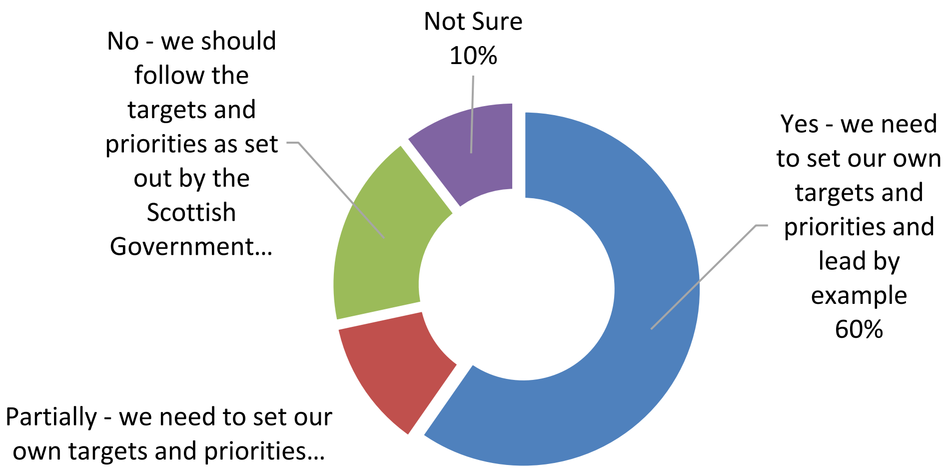
Q6 Prior to this questionnaire were you aware of the targets set out by the Scottish Government to tackle Climate Change relating to the transport sector?



The majority (67%) of respondents admitted they are only somewhat aware of targets set out by the Scottish Government. However, 24% of respondents agree they are fully aware of these targets. Just 6% were not aware of these targets.

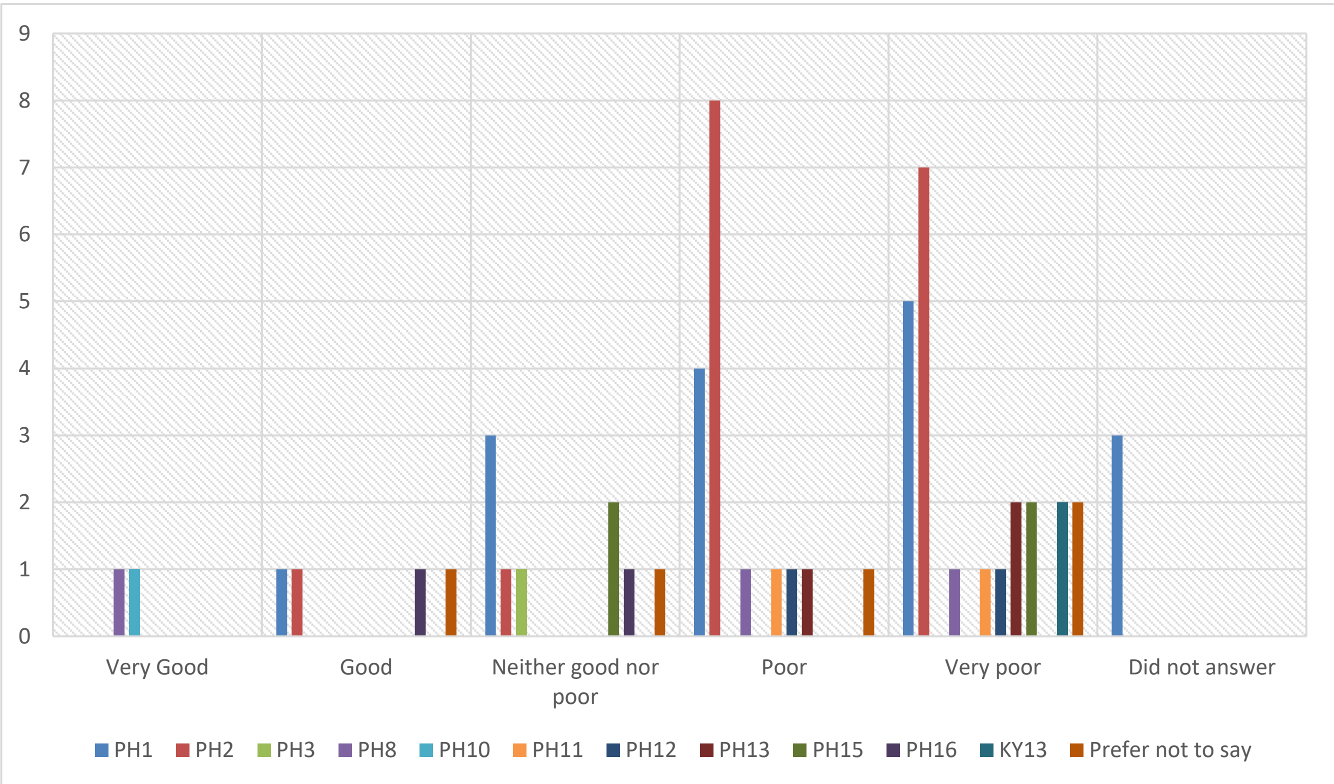
Q8 The Scottish Government has set targets for us all to act upon and reach together as a nation. Thinking about Perth and Kinross as a whole, do you think we should aim to deliver these targets and priorities earlier than is required by Scottish law?

Furthermore to question 6, as above, the majority (60%) of respondents feel PKC should aim to deliver targets and priorities earlier than is required by the Scottish law and to lead by example. While Q6 shows only a quarter of respondents were fully aware of what the existing targets, the response shows that there is a clear desire for Perth and Kinross to demonstrate leadership.



Active Travel

Q9. How good do you think that active travel links and options (e.g. pedestrianised areas, cycle lanes, bicycle lockers and active travel hubs) are in your area?



The results from this question have been split further to highlight the postcode areas in which respondents live or operate from. Most postcode areas feel the active travel links and options in their areas are either poor or very poor.

Q11. What would encourage you to use active travel methods more?

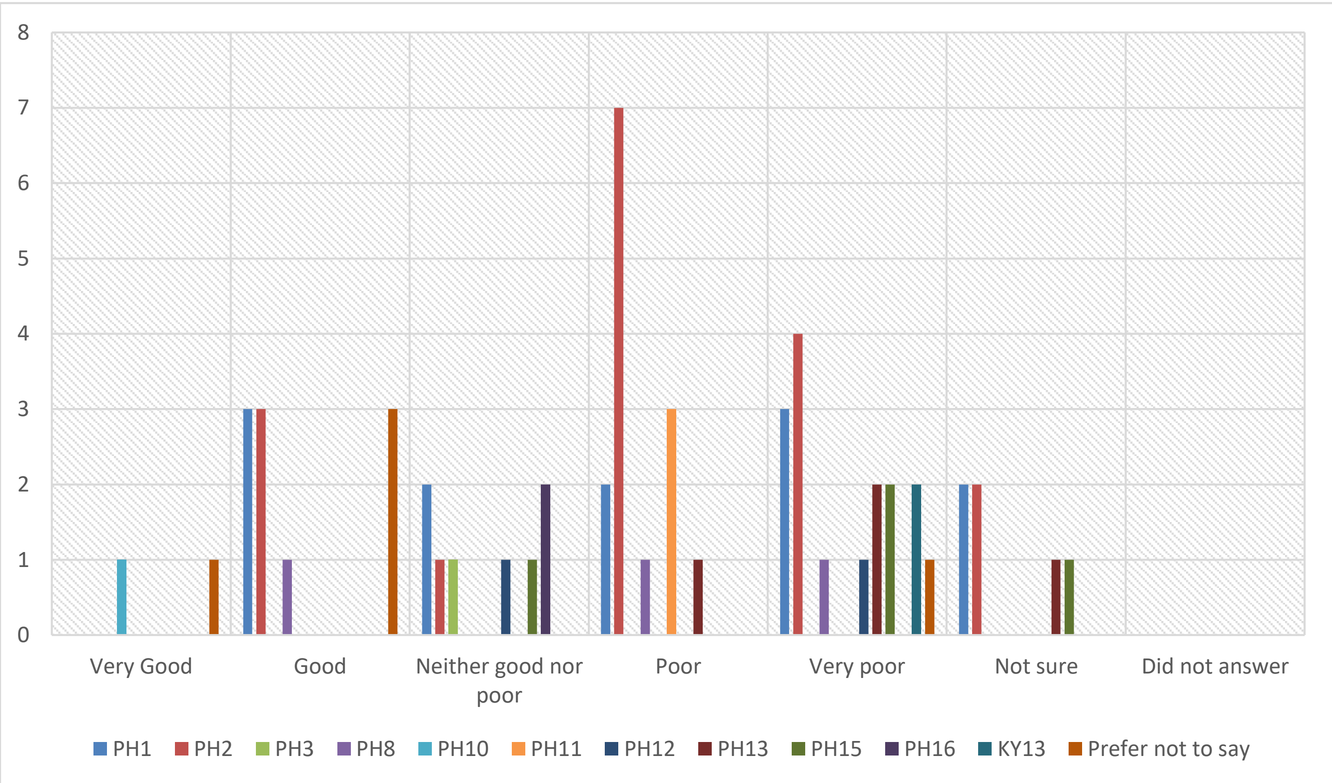
Respondents were encouraged to respond using open text for this question of which 91% of respondents provided a response. The most common themes identified were as follows;

- More efficient services and availability of facilities
- Cheaper modes of transport
- Improved safety – segregated cycle paths, footpaths, better lit paths, better maintained routes
- Heightened traffic restrictions – reduced traffic, lower speed limits
- Pedestrian priority
- Better connected cycle routes and walking paths

Sustainable Travel

Q12. How good do you think that sustainable travel links and options (e.g. Park & Ride facilities and real time public information) are in your area?

This question was similar to question 9 and also received similar with post code areas generally feeling that sustainable travel links and options are poor and very poor in their area.



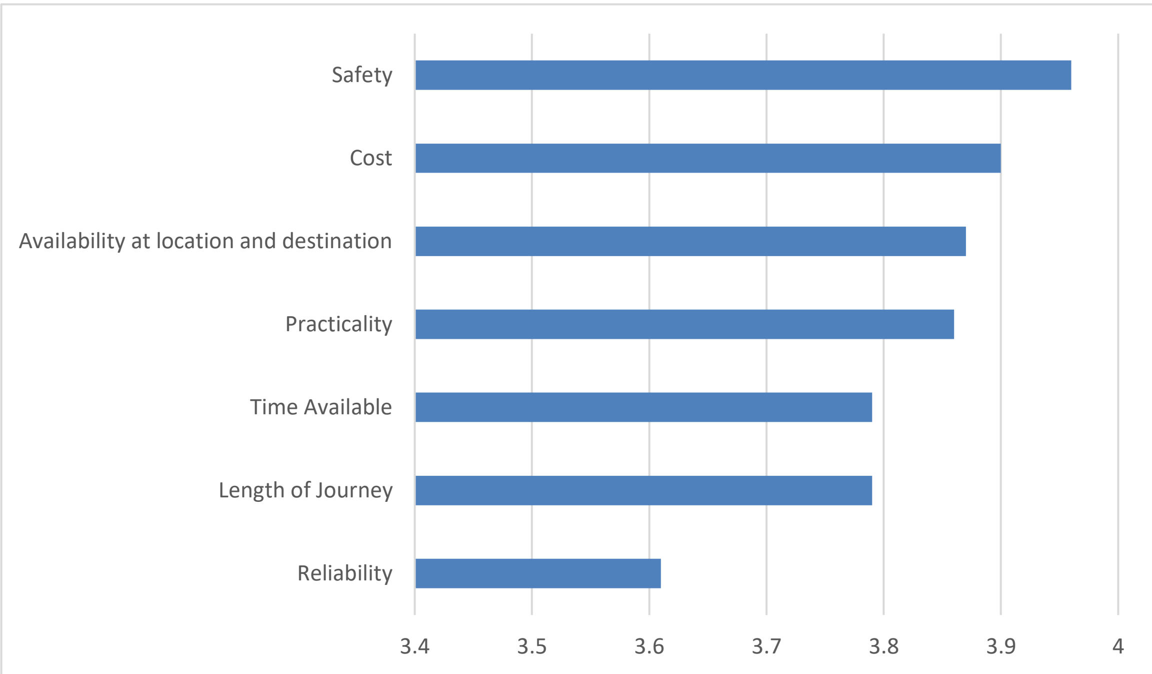
Q14. What would encourage you to use sustainable travel methods more?

Similarly to question 12 this question highlighted some key themes which would encourage respondents to use more sustainable travel methods in their area. These themes were identified as;

- More reliable modes of transport especially at weekends
- Better links between large towns and other Scottish cities
- Affordable modes of sustainable transport
- Space for bicycles and shopping on public transport
- Improved facilities (bus stations, Park & Rides)
- Real time information for users

Q15 Please rank the factors from the list below as to what you consider most important when getting from 'A' to 'B' when using either active or sustainable travel (1 being the least important and 7 being the most important):

Respondents provided similar responses to this question and it can be argued that all factors are considered as important as the others with marginal difference of importance. However, based on the analysis of the engagement 'safety' is considered the most important and 'reliability' as the least important. This can be seen in the table below;



Electric Vehicles

Q22 How likely is it that your next vehicle will be an EV?

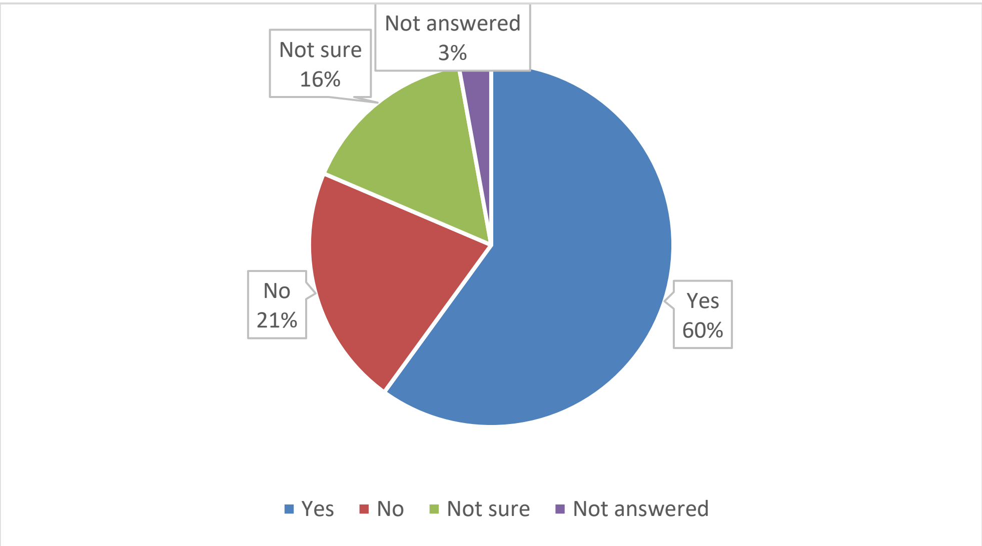
36% - Extremely likely
16% - Moderately likely
7% - Somewhat likely
16% - Slightly likely

18% - Not at all likely
4% - Not sure
3% - Not answered

Following this question, respondents were asked what would encourage them to consider an EV as their next vehicle with affordability of vehicles and adequate infrastructure being the most common themes.

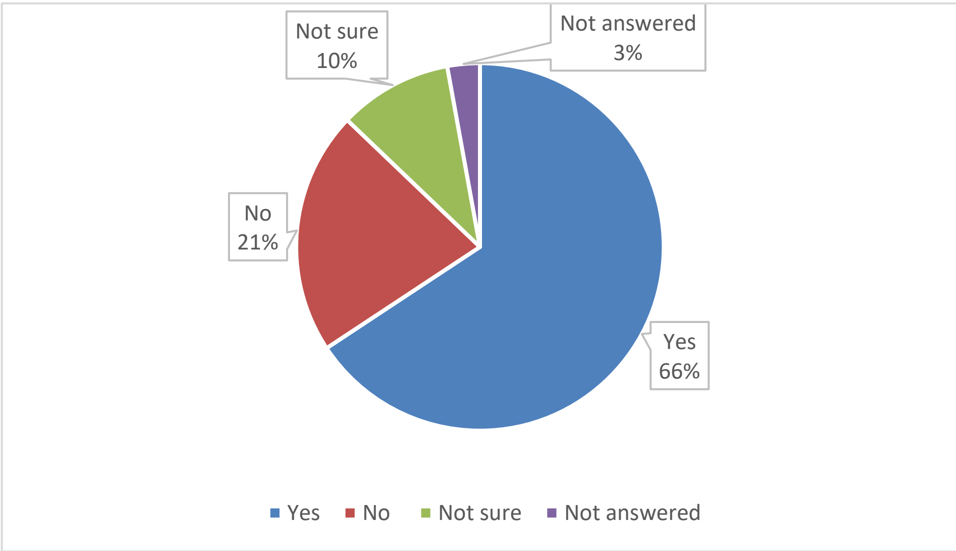
Q24 Would you be more likely to choose a taxi service that use EVs over one that doesn't?

The majority (60%) of respondents agreed they would be more likely to choose a taxis service that use EVs over one that doesn't.



Q25 Would you be more likely to use a delivery service that convert their fleet to EVs faster than one that doesn't?

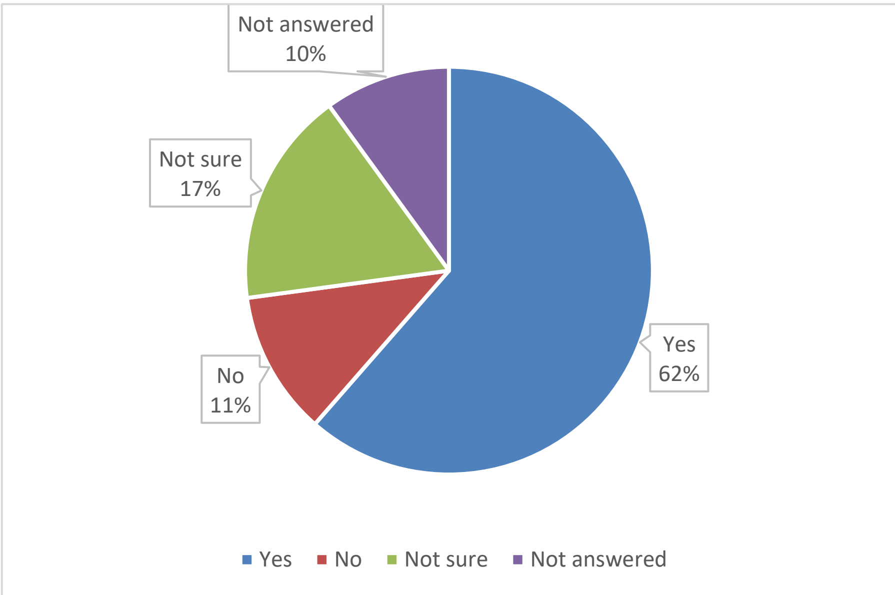
65% of respondents agreed they would be more likely to use a delivery service that convert their fleet to EVs faster than one that doesn't.



School Exclusion Zones

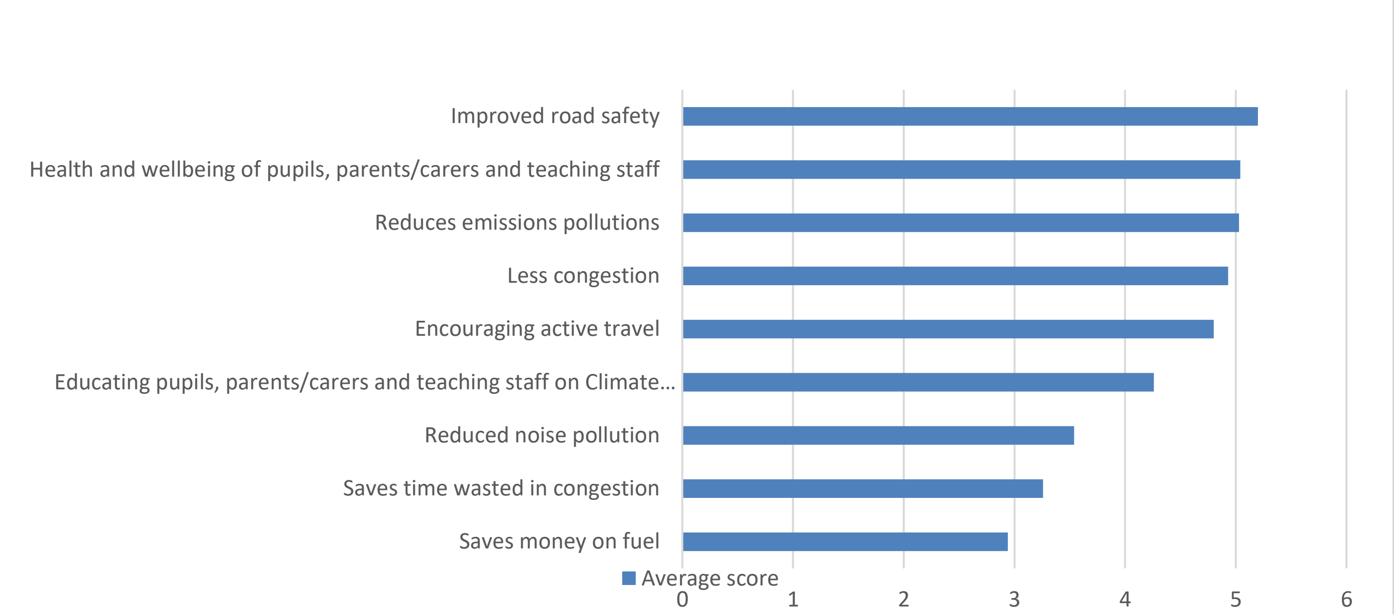
Q27 Do you think PKC should introduce and support School Exclusion Zones (SEZs) to discourage the use of cars within the school vicinity and encourage forms of active travel?

The majority (61%) of respondents feel that PKC should introduce SEZs to help discourage the use of cars around schools and to encourage more active travel methods.



Q28. Who or what do you think benefits the most from implementing SEZs? Please rank the following list in order of importance, with 1 being the most important and 9 being the least important.

Improved road safety was recognised as the most beneficial impact when implementing SEZs.



Working from home

Q29 As an individual, do you think opportunities for reduced commuting will be a positive measure in reducing greenhouse gas emissions? (please leave blank if you're responding as a business)

The majority (79%) of individual respondents feel that the opportunity of reduced commuting will have a positive impact in reducing GHGs.

Yes – 79%
No – 7%
Not sure – 4%
Not answered – 10%

Q30 As a business, do you think opportunities for reduced commuting will be a positive measure in reducing greenhouse gas emissions? (please leave blank if you're responding as an individual)

As this question was aimed for those representing a business only 77% of respondents did not answer. Those who did respond, most felt that the opportunity for reduced commuting would have a positive impact on GHGs.

Yes – 17%
No – 4%
Not sure – 1%
Not answered – 77%

Virtual focus groups Feedback

- <u>Modal shift</u>

General agreement that changes are needed, and better facilities required to get behavioural changes. Acknowledged that PKC has difficult decisions about use of space and funding and battle between different modes. However there is concern that cars are currently prioritised and there is a need to have better facility there to encourage modal shift. It would encourage cycle use if we create demand by making easier and safer. Electric cars not total solution and need targets for modal shift towards active travel.

PKC agree improvements are needed, and there is focus is on city centre improvements with Perth people place project, with CTLR freeing up space. PKC are modelling traffic issues, and predictions are for growth due to new housing and behaviours. There will be changes due to Covid and there is need to balance everything and grid structure within city centre is a constraint. There will be impacts on rest of traffic if we prioritise active travel and sitting traffic has environmental consequences too so difficult balance to find.

Concern expressed that we are not making enough progress on policy commitments. Dutch made decisions based on longer term and they restricted space to motorised traffic. Behavioural changes are possible and queried whether current models allow for that. PKC acknowledged that there is not sufficient dexterity in modelling at the moment and PKC recognise need to improve modelling. Reasoned judgement on what people will do but we need a national perspective on this. PKC following same approach as other local authorities. Models need to capture reduction in traffic when preferring other modes. Queries whether there are models that the Council can use, and a data expert suggested he would follow this up and see what is possible. However whilst important to look at improving modelling, it was also mentioned that PKC will not necessarily not progress scheme just because of traffic impact as recognise issues with that approach.

Mentioned that South Street looks tired and could be better if PKC reduced car usage. PKC mentioned South St does have potential due to width and will be looking at this.

- How do we reduce emissions from HGVs and encourage freight modal shift from road to rail

PKC has little influence in direct sense. In terms of indirect influence could PKC for haulage companies influence priorities for cleaner fuel for their fleet. Unfortunately no real influence unless using them and then our procurement process could give greater emphasis. Business rates and tax controlled nationally. Network Rail have been looking at diesel stabling yard for fleet north of central belt in Perth as they electrify the south.

In terms of having a hub at Inveralmond which would then take deliveries into city centre this could reduce emissions. Previously it didn't go ahead as no private sector interest, the hub is good idea but may need more significant population base. Worked for Bristol as ½ million just about made that viable. However that was in past and is something we will look at again along with other measures to dissuade HGVs from city centre. Previously looked at delivering to city centre shops but now with online shopping and home deliveries it would be different scenario. Surveys show that white van/car delivery is increasing. Impact from home delivery is issue in London, they had 6% increase from this.

- Parking policy and its impact on modal shift

Parking policy is important to encourage modal shift and there is need to consider what might happen if more spaces become available to commuters. Desire expressed for a review of the PKC strategy to consider reducing parking and making more expensive and to encourage parking on edge with good routes in. Also considered that parking areas could be used for better purposes.

PKC confirm there is a strategy and it will be updated and agree this needs more consideration of active travel. There was no monitoring last year but agree there is surplus of spaces. In terms of private spaces PKC don't have control of pricing. The Council could also have workplace parking levy and has been suggested and is controversial. In terms of park and ride, PKC are working to establish 4 to cover all main routes.

In terms of increased pedestrianisation the shops tend to get anxious. Need for evidence to help take this forward. How do people currently get to shops, and can we show how changes would improve situation. PKC agree the evidence is there and people that come in from active travel tend to spend more. However some businesses rely on quick visits, with short turnover. Controversial thing to address but acknowledged need to use evidence and that parking is important to get right. Also recognised that town centres will have a different function post Covid.

- Desire for integrated, accessible, responsive public transport with lower journey times

Agreement that integrated public transport between different operators is key but the how to this achieve is not within PKC direct control. Also preference for more direct route for Perth to Edinburgh and investment in rail was mentioned. Considered that free travel for under 19 will make difference but otherwise it is very expensive. Travel poverty is a key issue for rural areas. A9 dualling was also mentioned as a concern and there is a need for investment in rail and use of it for freight.

PKC have made representations on rail investment for journey times to Edinburgh, and investment at Ladybank, but not pushing particularly for the direct route and recognise some disagreement on best approach. National transport strategy is under review so opportunity for comment again.

- EV charging and encouraging electric cars

There is issue with lithium and embedded energy. Electric cars important part of equation but need for focus on active travel where possible. However recognised that whilst particulate matter is a factor it is much lower for electric vehicles so significant health beneficial impact.

Transport Scotland say all LA should introduce tariffs. PKC hope to introduce tariffs from January 2022 – paper to be submitted to committee in Autumn 2021. Looking for parity across Tactran area. Hoped that there would be national standard.

Suggested that St Catherine's car park could be used for charging points. Considered that Transport Scotland grant funding relates to public parking but PKC recognise need for dedicated hubs in Perth.

PKC want to discuss electric vehicles with taxi drivers, not direct influence, although some through procurement since they are school transport. Also could consider if license conditions are linked to type of car. Dundee has been successful but shorter journeys. With Tactran, PKC are involved in creating a strategy and part of that is about taxis, Dundee is leading the way and work is ahead of us on this issue.

- Bikes on trains and buses

Bikes on trains and buses is big issue and LNER will still not take any more bikes, and difficult to hang from hook which will be difficult for users. This is not within control but can raise with Transport Scotland, Network rail and to operators and might be better to co-ordinate through COSLA. PKC looking to Borders buses and we are looking to pursue it and thinking about A9 North as it is a tourist route. Looking for avenues to encourage operators.

- Good Practice of PKC

Fleet targets to electrify fleet (cars and small vans) has been brought forward to 2025. It is therefore crucial that a strategy is developed and implemented to meet these ambitious and challenging targets. Currently approx. 10% of PKC fleet is electric – much more to be done before 2025 target.

Transport Scotland/Energy Savings Trust awarded PKC funding in 2020/21 to enable the purchase of EVs for Fleet and to implement chargers in depots across the Council area to support charging EVs.

Phase 5 – Business & Industry and Waste & Resources Management

Phase 5 of the Climate Change engagement focused on the Business & Industry and Waste & Resources Management sectors. It was felt important that PKC gain a better understanding of the different sectors across Perth and Kinross and what practices are in place or what challenges these sectors face in terms of tackling climate change.

Phase 5 had a total of 42 questions of which the responses to all questions have been analysed and actioned accordingly. The questions were split into different sectors and each question was optional for respondents to provide information that is only relevant to them or their sector/industry. The different sectors were as follows;

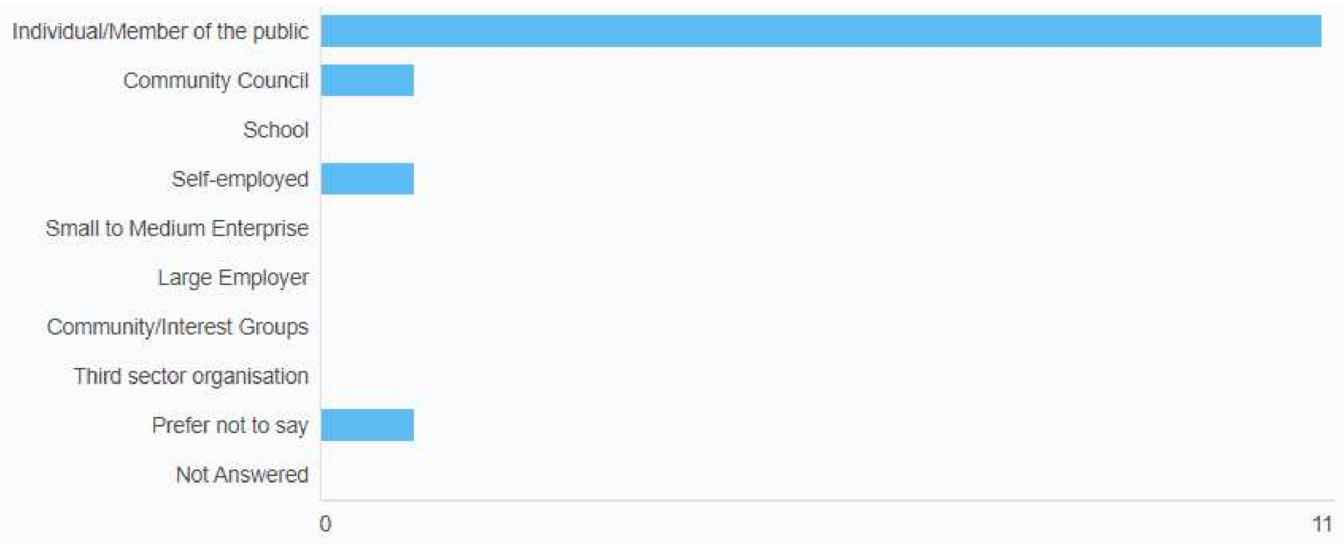
- General
- Fleet for Business
- Transport
- Agriculture & Forestry
- Tourism
- Waste & Resources Management

This phase received 14 responses in total, just 3% of the response to the wider engagement. The response numbers to this phase are too low for the results to provide a representative sample and carry statistical significance.

Respondent Demographics

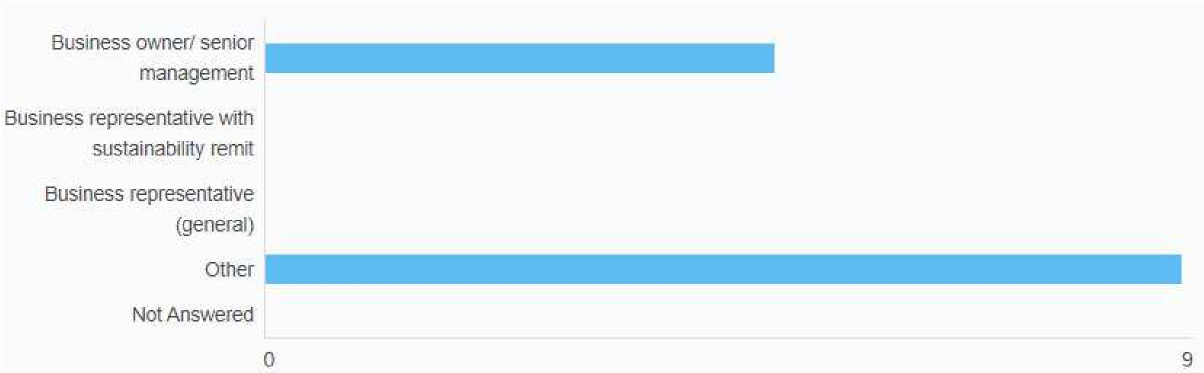
Q4 Who are you representing by responding to this consultation?

As can be seen from the table below, the majority (79%) of responses represented Individual/Member of the public whilst one response was received to represent Community Council and similarly for self-employed.



Q5 What best describes you?

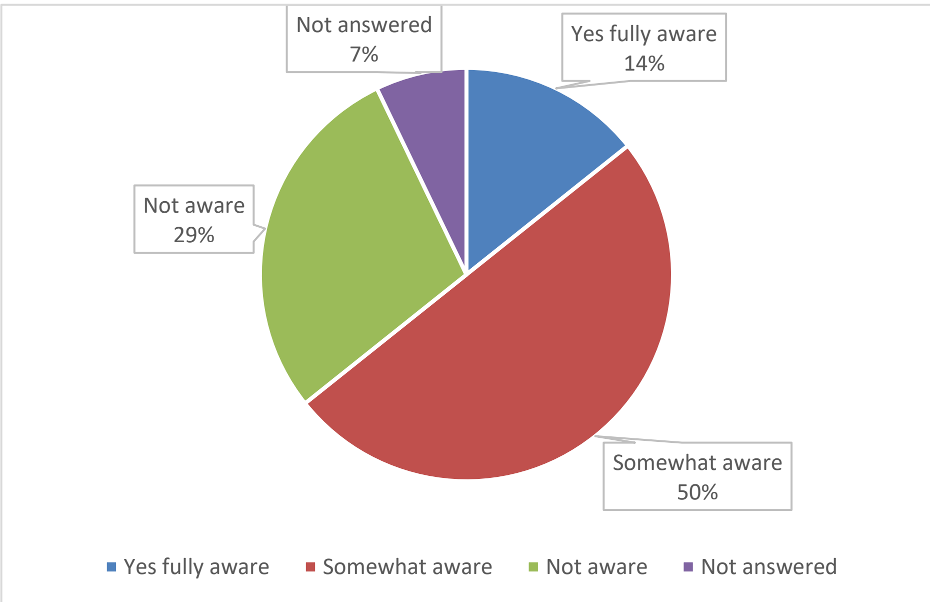
Further to question 4 it was important to better understand the position of each respondent. A total of 5 respondents (36%) responded as a business owner/senior management whilst all other respondents replied as "Other".



Business Resources

Q7 Are you aware of funding, technologies and skills training resources and support available to companies/organisations in business and industry to tackle climate change?

50% of respondents are somewhat aware of funding, technologies and skills available to their company/organisation, yet only 14% are fully aware. Additional comments suggested Perth Campus/University of Highlands & Islands as a resource. Another respondent identified that start-up companies are not always eligible to receive funding and financial support for green measures.



Green Recovery

Q10 In what way do you think your business could help a 'green recovery'?

50% of respondents answered this question. Respondents were encouraged to use open text to provide a detailed response.

Some of the key and common themes from this were as follows;

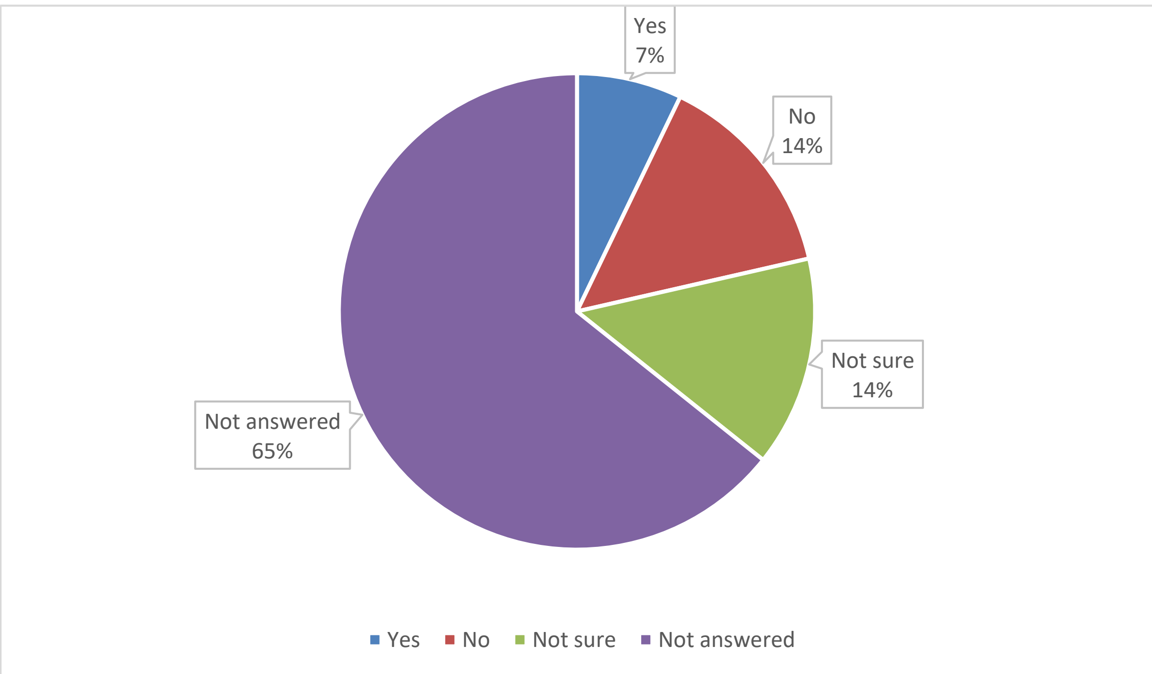
- Access to grants (not loans) to replace existing fleet with more sustainable vehicles
- More work with planners to change regulations for housebuilding and to encourage greener solutions in the housing industry
- More advice and support available to the average person to encourage and highlight what they could do to become greener and what benefits it would have for them
- Working hubs and flexible working spaces
- Reduce carbon footprint from transport, packaging, office and employee sustainable commute facilities (showers, bike racks, safer walk/cycle routes, etc.)
- Demonstrate leadership as to how a coherent recovery can take place

Fleet for Business

Q12 How could the Council support the transition of your fleet to low-carbon?

This question received 2 responses. The provision of grant funding to replace vehicles was the support identified.

Q15 Do you have a strategy in place to replace internal combustion engine vehicles and replace with low-carbon vehicles?



35% of respondents answered this question. The key barriers identified to implementing a strategy are cost and suitability of replacement, and the provision and availability of additional infrastructure to support EVs and BEVs

Q16 What do you consider to be the most important element when considering low-carbon vehicles as part of your fleet?

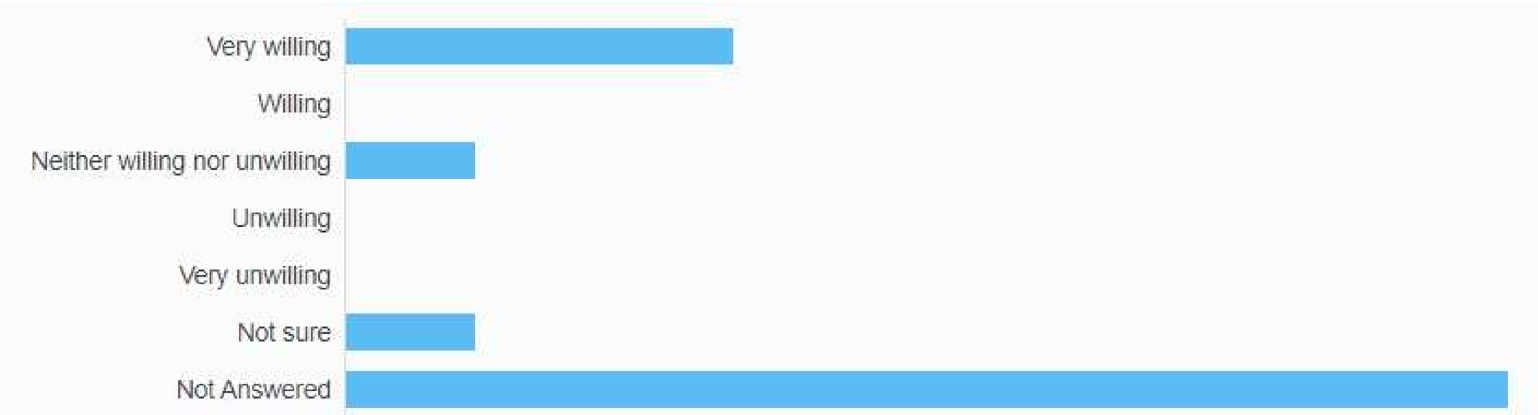
This question received 3 responses. Respondents were asked to choose one answer. The below were identified as the most important;

- Affordability of low carbon vehicles
- Availability of charging infrastructure
- Location of charging infrastructure

An additional comment suggested this question should have been a multiple choice as it is a combination of several factors, some of which outweigh each other and contribute to the formation of a business plan.

Q17 How willing would you be to participate in a collective initiative (i.e. work in a group with other businesses towards sustainable transport solutions) to reduce business travel?

Of the 5 responses received, most were very willing. There may be some uncertainty or perhaps not enough information, or good practice examples, of similar initiatives which may encourage others to consider this.



Transport – Employee Behaviours

Q22 How easy do you think it is to minimise the use of transport and travel for meetings by encouraging tele-conferencing and virtual events/meeting rooms?

This question received a total of 8 responses, 5 of which felt this would be very easy and the remaining 3 felt this would be easy. No further comments were added.

Transport - Logistics

Q24 Are you aware of business support and information on market and customer profiles that are available locally and nationally to help inform business decisions?

A total of 6 responses was received for this question. 4 respondents said they are not aware and 2 are not sure. This suggests there is either a lack of information or awareness of support and information available.

Agriculture and Forestry

Q28 What are the main incentives for your business/organisation to influence your decisions and shift to more sustainable practices?

The 3 respondents who answered this question each agreed that funding/subsidies and other Government support are the main incentives.

Q29 What support do you think is required, from both Government or non-Government agencies, to help the agricultural and forestry sectors to become more sustainable?

Respondents were encouraged to use open text to provide a more detailed answer for this question. 6 respondents provided feedback for this question and suggested the following;

- Funding/subsidies
- Legislation and byelaws to protect nature and enforcement officers
- Land value tax – encourage the split of larger farms to allow new entrants
- Penalties for bad practice
- Incentives for climate and biodiversity friendly practice and activities
- Rural support squads

Q30 Please provide any suggestions/projects on how the agriculture and forestry sectors can help to protect and develop our local natural capital (e.g. biodiversity, water, soil)?

Respondents were encouraged to use open text to provide a more detailed answer for this question. 6 respondents provided feedback for this question and suggested the following;

- Research – use techniques and tools developed by JHI and RSGS
- Environmental improvement grants
- Increase biodiversity
- Managed wildlife areas
- Reduce the use of inorganic fertilisers
- Changed and adaption to current farming methods and practices;
    i. Permaculture
    ii. Hydroponics, aquaponics
    iii. Renewable energy sources
    iv. Crop rotation and polycultures
    v. Agroforestry

Tourism

Q31 What does the term "Green Tourism" mean to you?

64% of respondents answered this question. The top 5 definitions of green tourism were identified as;

1. Promoting the natural environment (100%)
2. Protection schemes and areas for flora and fauna (89%)
3. Promoting the use of green and sustainable energy resources (89%)
4. Using local produce to support local shops and farmers (89%)
5. Responsible waste disposal (89%)

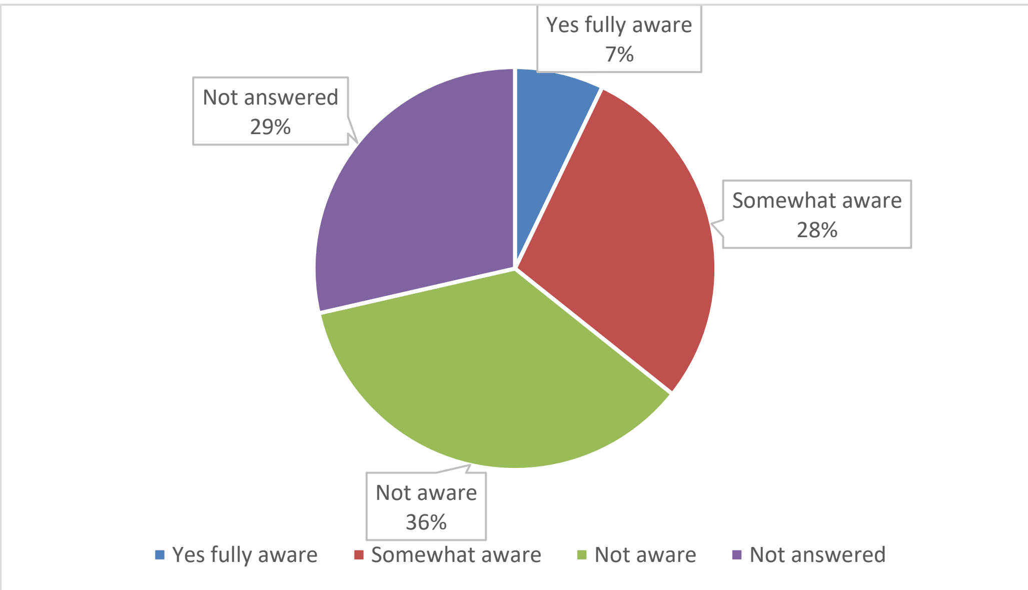
Q33 Please provide any suggestions/projects to support 'green or responsible tourism' in your area?

- Visitor attractions – encourage people to take an interest and seek local guides and information as required
- Discourage any further tourist orientated initiatives in areas which have already reached saturation point
- Identify 'green' areas to promote and make these accessible and appealing
- Improve public transport so visitors have better ability to reach greener areas without the use of a car
    - Incentives including sustainable transport discounts
- Clear, visible and safer walking/cycle paths
    - Use old dis-used railway lines to provide safer routes away from busy roads

Waste and Resources Management

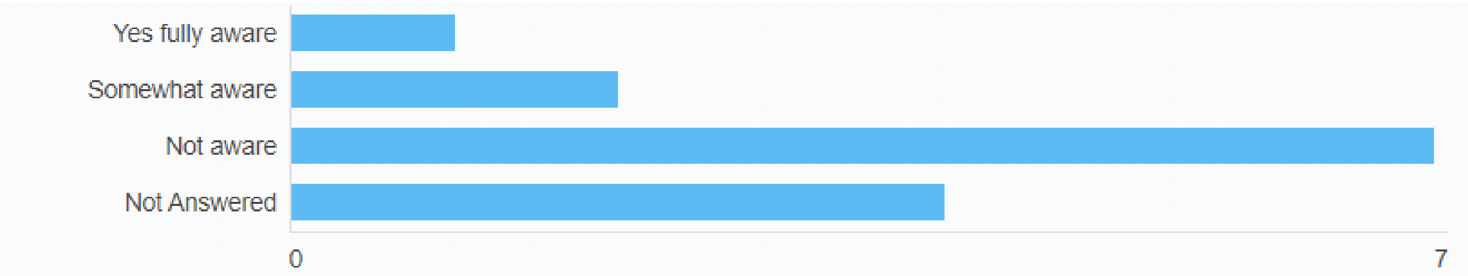
Q34 Are you aware of any education, skills training and funding support offered by Government or non-Governmental agencies to help businesses/organisations manage waste?

71% of respondents answered this question. From the data below it is clear that most are only somewhat aware, or not aware, of what is available to businesses/organisations to help manage waste



Q39 Circular Tayside helps businesses to identify and capitalise on circular economy opportunities. Before this engagement were you aware of Circular Tayside?

Of the total of 10 responses, 70% of these were not aware of Circular Tayside.



Q40 Please put the following parts of the Circular economy in order of importance as to their role in having an impact on climate change, with 1 being the least important and 4 being the most important.

79% of respondents answered this question and ranked the order of importance as below;

Most important	Recycling
	Reuse of resources/materials
	Prevention (for example, resource and product sharing, design for disassembly, servitisation and maintenance, leasing models
Least important	Refurbishment and remanufacturing

Virtual focus groups Feedback

<u>Covid impact and recovery</u>

- The impact of Covid on total carbon emissions in Perth and Kinross?
    1. Recycling rates have decreased
    2. More domestic waste collection and less commercial waste
    3. Contamination rate has significantly decreased – how do we continue to manage this?
    4. Closing of recycling centres has proven to be a priority issue to address moving forward
    5. Staff absence due to Covid has impacted operations

- Supermarkets – post-Covid education? Reducing the use of polybags? Managing food waste particularly in Perth City?
    1. Containerisation was rolled out during 2020
    2. Dry mixed recycling also rolled out during 2020 however there was a lot of contamination and it's important for all residents to get on board and be aware of their actions
        1. Is contamination due to a lack of understanding or the misuse of people who pass-by?
        2. Champion residents may be an option to lead the way and educate