

**The Highland Council**  
**Resources Committee – 26<sup>th</sup> November**

Agenda Item	26
Report No	RES/81 /14

**Carbon CLEVER Transport Projects**

**Report by Head of Policy and Reform**

**Summary**

Making public transport more convenient and low carbon are important aspects of achieving a Carbon CLEVER Highlands. This paper sets out a recommendation for a £10,000 contribution towards solar powered real time displays for bus stops in Badenoch and Strathspey. It also recommends a proposed £15,000 contribution to the successful Green Bus Fund application by Stagecoach to match fund an electric bus charging point at Inverness bus station.

**1. Background**

- 1.1 At a meeting of the Highland Council in June 2013, Members agreed to an initiative to achieve a carbon neutral Inverness in a low carbon Highlands by 2025, Carbon CLEVER.
- 1.2 The Council has a commitment in its Programme that it will maintain its commitment to Scotland's Climate Change Declaration and work with everyone to achieve a Carbon CLEVER Highlands by 2025 (a carbon neutral Inverness in a low carbon Highlands).
- 1.3 It was agreed at a meeting of the Highland Council in March 2014 that Carbon CLEVER addressed five key themes: Economy; Energy; Transport; Land Use and Resources; and Engagement Strategy. Under these themes, 29 outcomes are to be delivered to ensure the target of a carbon neutral Inverness in a low carbon Highlands is achieved. Under the transport theme, these outcomes are:
  - Improved network and infrastructure for sustainable and active transport;
  - A high transport modal share for active forms of transport – reflecting healthier lifestyles;
  - Infrastructure for alternative and sustainable transport such as electric charging points and alternative fuels;
  - Low emission vehicles;
  - A reduction in journeys and congestion; and
  - Community transport such as car clubs to reduce the need for car ownership.
- 1.4 More information on the Transport theme is available in the Carbon CLEVER Programme plan. The projects proposed for funding in this report would contribute directly to achieving a number of the Transport outcomes.

## **2. Solar Powered Real Time Bus Stop Displays**

- 2.1 HITRANS have secured EU funding through the Atlantic Area REPUTE project to install solar powered real time information bus stop displays in Badenoch and Strathspey. The project will enable the installation of up to 7 displays at locations in the national park area. If this pilot is successful, HITRANS will investigate further deployment opportunities for this signage.
- 2.2 The total cost of this project is approximately £84,000. It is recommended that £10,000 is allocated from the Carbon CLEVER capital budget allowance for 2014/15.

## **3. Green Bus Fund**

- 3.1 Stagecoach have secured investment from the Scottish Government Green Bus Fund for the additional costs involved in deploying five plug in electric buses on their service 7 (City Centre to Lochardil, Ardross Terrace and Culduthel Farm) and service 9 (South Kessock to Raigmore Estate via City Centre) with fast charge points at Stagecoach's Seafield Road bus depot. This will amount to over £1 million of private and public investment in public transport in the Inverness.
- 3.2 It is proposed that Highland Council through the Carbon CLEVER capital budget allocation co-fund an electric vehicle fast charge post with Highlands and Islands Transport Partnership (HITRANS) at Inverness bus station from which the vehicles will operate. The project would cost £30,000 with this to be split equally between Highland Council and HITRANS.

## **4. Implications**

- 4.1 Resource Implications: Carbon CLEVER has a capital budget allocation of £1 million per annum from 2014/15. At a meeting of the Highland Council on October 30<sup>th</sup> 2014, Members agreed to allocate £425k of the Carbon CLEVER capital budget allocation to LED street lighting projects - £225k on phase 1 of the project, and £200k on phase 2 (see background paper 2, Appendix 2 and 3). By accommodating the two transport projects detailed in this report, this would reduce the LED phase 2 allocation by £25k. This can be managed by deferring this amount into 2015/16.
- 4.2 The Carbon CLEVER Capital Budget allowance is financed by borrowing, therefore any offer of grant does have a revenue cost associated with it of approximately 10% of the value of the grant. In the case of these proposals the recurring revenue cost would be £2,500. This is fully provided for in the revenue budget for loans charges.
- 4.3 Climate Change/ Carbon CLEVER Implications:  
The proposed projects will make travelling by public transport easier and reduce the associated carbon footprint. This will reduce the region's carbon emissions and contribute directly to achieving a Carbon CLEVER Highlands.
- 4.4 Rural Implications: The deployment of solar powered real time bus stop displays will make travelling by bus in Badenoch and Strathspey easier and more enjoyable.

- 4.5 Gaelic Implications: The real time bus stop display units will display information in both English and Gaelic.
- 4.6 Risk, Legal and Equalities Implications: No implications have been identified at this time.

**Recommendation**

Members are asked to approve the following allocations from the Carbon CLEVER capital budget allowance:

1. £15,000 to match fund an electric bus charging point at Inverness bus station;
2. £10,000 contribution towards solar powered real time displays for bus stops in Badenoch and Strathspey.

Designation: Head of Policy and Reform

Date: 11/11/2014

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Background Papers: 1) [Carbon CLEVER Transport theme \(Item 17\)](#). 2) [Carbon CLEVER Programme Plan and Update \(Item 16\)](#).