Office of Stephen Kerr MSP

SCOTTISH LOCAL AUTHORITY CLIMATE CHANGE PLANS:

Will they do the job?

18 October 2021

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This report can be found on https://www.stephenkerr.org.uk/climatechange
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CATALYST FOR THIS INVESTIGATION

It is roundly agreed that 2020 - 2030 is the decade where intense action to drive down carbon emissions is required. It is also generally agreed that, while welcome and significant progress has been made in reduction of carbon emissions associated with electricity generation, future actions will be more complicated. For example, the Committee on Climate Change reports highlight the need for further improvements in the energy efficiency of buildings, changes to low carbon heating systems, modal shifts and decarbonisation of transport, and changes to land use and to wider patterns of waste management, recycling and resource use.

All of these changes will involve significant lifestyle and consumption choices and changes for individuals, households & businesses. Research papers agree that local authorities are at the epicentre of this change, partly in terms of demonstrating good practice, but much more importantly in putting together those frameworks which will guide, support and enable residents and businesses to implement the scale and speed of action needed. Creating these effective frameworks for each area of emission will require specific expertise within the local authority, rolling them out and managing them will require significant capacity and partnerships.

Concerns with the paucity of data and detail within one local authority strategy promoted the authors to explore the extent to which other local authority strategies across Scotland met the challenges of decarbonising their authority area. It also raised questions about the extent to which the Scottish Government supports local authority capacity and scrutinises their plans, to ensure that, taken together, local plans will deliver national legal carbon reduction targets.

This research was therefore undertaken to understand the range and quality of local authority climate change strategies across Scotland. Whilst we found some isolated elements of good practice in the plans reviewed, the holistic picture is that largely these strategies are a collection of high level ambitions with no scientific methodology, or route maps to achieve them.

A related aim was to understand what support and scrutiny the Scottish Government gave these plans so that they could be the best they could be. The Scottish Government argues that through its Sustainable Scotland Network programme, this knowledge and capacity is provided, and is sufficient.

Research conclusion

As they currently stand, and in relation to this being the decade to make massive cuts to our emissions, local authorities are very far from strategies that will deliver what is needed. The Scottish Government is maintaining a hand-off approach and avoiding scrutiny of and accountability for these plans despite these being fundamental to the delivery of their net zero emissions targets. Without radical intervention by the Scottish Government in support of the local authorities – expertise, capacity, scrutiny – Scotland will miss all her emissions targets by a very significant amount.

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SCOTTISH LOCAL AUTHORITY CLIMATE CHANGE PLAN FINDINGS

Office of Stephen Kerr MSP

PURPOSE OF THIS INVESTIGATION

Through analysis of a sample selection of plans, to

- understand the quality of Scotland's local authority climate change plans
- understand to what degree these will ensure that Scotland will meet her Net Zero aspirations
- understand the oversight of the Scottish Government vis these plans given they are a cornerstone of delivering Scottish Government targets.
- understand how the Scottish Government is using scrutiny of these plans to ensure local authorities have all the skills, knowledge and capacity they need to deliver the necessary change to meet Scottish Government targets
- produce an easy to digest overview of the results, and to raise the alarm if results demonstrate that Local Authorities are falling short of where we need to be

METHODOLOGY

In order to understand the scope and level of detail within Scottish Local Authority plans, which combined should underpin Scotland's ability to achieve its 2045 Net Zero targets, every Scottish Local Authority was asked to send the following information to Stephen Kerr MSP whose team were to investigate this matter with the support of an external advisor.

1) their latest climate emergency plan or climate change plan
2) any other plans it felt needed to be read in conjunction with the above, that would give more detail on specific within, for example, housing energy efficiency, transport, energy networks, sustainable food, carbon sinks / off-setting etc
3) a list of all those organisations who responded to their draft climate change / climate emergency plan consultations
4) all correspondence from the Scottish Government in relation to their plans.

All 32 local authorities were contacted.

Of these 20 responded. Of these, 5 still had plans in preparation or supplied links that did not work. Overall, therefore the team received 15 plans that could be reviewed. Of these 11 were reviewed in detail and scored for the matrix.

Researchers ensured these plans were from authorities of varied political leadership and covered cities, urban and rural areas as follows.

Council	**Political Leadership**	**Council**	**Political Leadership**
Aberdeen City	Con + Indep	Dumfries and Galloway	SNP / Lab
Glasgow City	SNP minority	North Ayrshire	Labour minority
Dundee City	SNP + Indep	Scottish Border	Con + Indep
Stirling	SNP/ Lab	Fife	SNP/Lab
East Ayrshire	SNP Minority	Angus	Con + Indep +Lib
South Lanarkshire	SNP	Argyll and Bute	Con + Indep +Lib

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SCORING MATRIX

Researchers put together a series of questions by topic that, if answered, would provide the information that would provide the basis of a sound strategy. In total, 64 questions were posed over the topics of Active Travel, Transport, Land Use (AFOLU), Housing energy efficient & low carbon heating, resource use and council own estate. Scores for each question could range from '0' (no mention of this) to '5' (matter competently addressed). A score of 3 would indicate that the local authority has some gaps but with support could get on track. A score of 5 would indicate that the local authority is either on track to achieve targets or fully understands challenges and is working to overcome them. These questions are in appendix one.

A traffic light system has been superimposed on the scores.

LIMITATIONS

This exercise is indicative and relies on the expertise of the researchers to formulate the best questions to use for the scoring matrix.

It has relied on responses being sent from local authorities and where information is missing, that this is easily accessible on the Internet.

Within the time constraints of the researchers, it has not been possible to score every question for every authority and where it is considered this information may exist, but has not been found, these questions are scored 'grey' and not counted in the averages. Due to time constraints, 'Resource Use' has only been partially scored for 6 of the 11 authorities (but indicates a better performance).

HEADLINE RESULTS

1. **The Scottish Government does not look at local authority climate change plans;** the only aspect of these plans that requires its scrutiny is the Strategic Environment Assessments of the strategies – and these are handed to Historic Environment Scotland and Nature Scot to comment on. As such, **the Scottish Government has no understanding at all of the extent to which LA plans, combined, will help it meet its net zero targets**, and the research did not find any evidence that the Scottish Government is taking any steps to understand this. While the Scottish Government does support SSN, their role is to manage to manage LA Carbon Management Plans reporting – which is only with regard to LA own estate and as such represents some 2% to 7% of a local authority area emissions.
2. There is an almost complete paucity of baseline data over all areas of emission at local authority level in their plans. What data there is comes from national (UK) government and is not granulised. Local authorities have largely made no steps to collect data to produce baselines in order to accurately assess where its focus needs to be.
3. There are almost no SMART targets which result in quantified carbon outcomes. For example, under 'engagement' plans will say ' we will visit local schools' as an action to reduce carbon as opposed to 'we will engage 100 young people to do X and check to see if they do it'.
4. There is very little understanding of how behaviour change works. Almost all plans rely on 'inspiring & enabling' the population to bring about the rapid and wholesale change needed.

5. In addition to the lack of baseline data, route maps and targets, there is almost no discussion of
    - policy barriers at any level
    - costs and financial models being looked at to raise finance
    - capacity constraints – internally and within the marketplace
    - expertise constraints – internally and within the marketplace
    - engagement with actors within and out with the local authority who must be part of the local delivery plan to get the area to Net Zero
    - physical / geographical constraints
    - understanding of off-setting and double counting

Out of 600+ scores awarded:

- 23 scores of '5' were awarded
- 27 scores of '4' were awarded
- 57 scores of '3' were awarded

Higher scores tended to be attributed to activities that are within the direct control of the council – for example their own buildings and housing stock. Activities to support wider change in the population overwhelmingly received lower scores. Therefore over 80% of areas that the researchers deemed essential requirements to delivering an effective plan were either missing entirely or were touched upon in a way that showed neither understanding nor urgency.

The traffic light system in Appendix Two shows scores by each assessed emission area.

CONCLUSION

As they currently stand, and in relation to this being the decade to make massive cuts to our emissions, local authorities are very far from strategies that will deliver what is needed. Had these strategies been in place 10 years ago, they would have been deemed a good start. As they stand, they are deeply insufficient.

The Scottish Government is maintaining a hand-off approach and avoiding scrutiny of and accountability for these plans despite these being fundamental to the delivery of their net zero emissions targets. Without radical intervention by the Scottish Government in support of the local authorities – expertise, capacity, scrutiny – Scotland will miss all her emissions targets by a very significant amount.

It is the authors' view that the public is unaware of this and continues to vote for a government which it believes is doing the right thing on climate change, even though the government itself must know that it is not.

NEXT STEPS

Outcomes we are looking for are:

1. All LA plans have substantive and detailed plans, which reflect local priorities and delivery, but which at the same time are consistent with national aims;
2. Individual LA capacity and national support structures to be enhanced as necessary to achieve this, with sufficient resource to ensure good practice is replicated and weaknesses identified and addressed
3. Local authority plans (& targets) and the national targets are linked so that all may see how and where reductions made by local authority progress lead to national targets being met or missed

In order to achieve this, there needs to be:

1. Concern raised at every level of Government about this issue
2. Further research undertaken that assesses all LA plans that are available and those being worked up – to determine what support is needed to produce plans that will quantifiably make a difference
3. Based on the above, urgent expertise and capacity injected into each local authority to support the development of, baselines, SMART targets, strategic actions, route maps, communications, evaluation and remediation
4. To support the above, a discussion about partnerships that need to be involved at local level – for example, local authorities drawing in the expertise of local academics, business etc

END

APPENDIX ONE: RESEARCH QUESTIONS

ACTIVE TRAVEL
Q1. There is a discussion of baseline data & existing trends & challenges
Q2. There is both breadth and depth of baseline data, & specific gaps in that data are acknowledged
Q3. The wider partnership for achieving change is described and the local authority's place in this articulated
Q4. There are regular quantified targets and discussion of how these are measured
Q5. There are route maps to reach targets, with discussion of barriers & risks, & the potential impact of these
Q6. There is a discussion of what national and local policy levers will be required
Q7. There is a description of what future-focused research is needed and strategy development
Q8. There is a discussion of communications, and an understanding of how to deliver long term, systemic behaviour change
Q9. There is an evaluation & remediation process
AFOLU
Q10. There is a description of the current land uses in the area and the %age of land given to each. The carbon & biodiversity impact of each is described
Q11. There is a detailed breakdown of partners who collectively are responsible for AFOLU in the local authority area. The % of land each one is responsible for, and what this looks like in biodiversity gains / losses and carbon, is estimated. Discussion of how these numbers can become more reliable, to provide a baseline, is articulated.
Q12. There are links to all carbon mitigation and biodiversity improvement plans that will directly impact in the local authority area, with an estimation of their impact, a description of net gains, and how these will be counted and by whom.
Q13. Concerns about double-counting new carbon sinks will be addressed
Q14. The remit of the local authority will be described - both directly via its own estate and indirectly
Q15. Priorities and targets for aspects under the control of the council will be articulated
Q16. Route maps for these priorities and targets will be laid out
Q17. The governance arrangements for this particular strand is outlined
Q18. A detailed internal and external communications and awareness building plan is described
Q19. There is a summary of urgent barriers outwith local authority jurisdiction
COUNCIL ESTATE
Q20. There is discussion of option for HGV vehicles & at best a route map
Q21. The council's approach to bring its own buildings to net zero & challenges that presents is described
Q22. There is a fully formed discussion about potential energy supply for the area, and possibly projects in progress
Q23. There is a detailed discussion of the role of hydrogen for the area & reference to national discussions
Q24. Regional mapping of energy requirement has been undertaken (buildings, transport, industry)
Q25. There are discussions about the area grid infrastructure and how future energy demandand production will be managed
Q26. The overall communication and engagement strategy for engaging within the council and outwith the council is described, and demonstrates it is based on sound understanding of behaviour change & challenges of reaching net zero

HOUSING ENERGY EFFICIENCY AND LOW CARBON HEATING
Q27. Progress in the council's own housing stock for energy efficiency & low carbon heating is well underway
Q28. There is analysis of how many owner-occupied homes have sufficient EE to get to EPC C, and detail on what remains to be done (types of home, where they are)
Q29. There is a summary of progress in private rented and social landlord stock
Q30. There is a discussion of how mixed tenure homes will be approached; how many these are & barriers that might need new policy levers
Q31. The future of low carbon heating for owner-occupier homes is described and spatially mapped
Q32. Locations for possible low carbon heat networks are described and the pathway to achieving these outlined
Q33. The role of planning is described , including what changes need to be made and when these changes will be made, or barriers to making these changes, described
Q34. There is a description of upcoming government programmes that are core to this delivery; there is a description of how financial mechanisms will be enabled.
Q35. Changes to spatial planning and buildings standards for new build is described and a date for when these standards will come into being. Risks from these changes identified. Future newbuild as % of total housing stock quantified.
Q36. Plans & timelines to build capacity, expertise & partnerships within the wider 'delivery' community (building trade, architects, surveyors etc) outlined
Q37. Internal council capacity / resource needs outlined, gaps highlighted & how these gaps will be addressed outlined.
Q38. Internal training needs analysis findings described
Q39. Discussion of how EE quality mark will be supported outlined
Q40. There are quantified route maps showing how targets will be met
Q41. The governance arrangements for this particular strand is outlined, including an on-going evaluation of progress and how challenges will be overcome
Q42. A detailed internal and external communications and awareness building plan is described
Q43. There is a summary of urgent barriers outwith local authority jurisdiction
TRANSPORT
Q44. There is a discussion of historic data trends
Q45. Areas where the local authority can make an impact are described; limitations to local authorities powers / impact are described
Q46. National and local partners are described & their roles outlined; this should include an understanding of who, for example, is overseeing a reduction in logistics emissions
Q47. There is a discussion of regulation and policy levers needed at national level to drive reduction in overall transport
Q48. Within the overall context of reducing travel, various approaches are described - including past interventions that have worked well & those that have not worked well. How these might work locally is described, including possible pilots. The role of digital services attempts to be quantified.
Q49. The costs (in £, in carbon, in goodwill, in health) of various interventions is described; the challenges to decision-makers, politicans, the economy, specific industries and consumers of these interventions is articulated
Q50. There is an analysis of different types of travel within and across the LA area: private, white van, commuting, etc

TRANSPORT *continued*
Q51. There is a discussion of what data exists and what data is needed to be able to more effectively reduce transport emissions
Q52. There is a quantified plan for further EV infrastructure roll-out and a description of changes that are being catalysed to enable this. eg planning rule changes
Q53. There is an outline of existing low carbon infrastructure and analysis of where there are natural limits (eg rail infrastructure) or cost / benefit analysis
Q54. Action taken to reduce emissions from the council fleet are described & quantified
Q55. Action to reduce council internal travel is articulated
Q56. The governance arrangements for this particular strand is outlined
Q57. A detailed internal and external communications and awareness building plan is described
Q58. There is a summary of urgent barriers outwith local authority jurisdiction
RESOURCE USE
Q59. The plan discusses the role of materials in the local carbon footprint (circular economy)
Q60. There are statistics on waste treatment and recycling
Q61. There is a discussion of waste to energy
Q62. Barriers to waste minimisation are articulated
Q63. There is a discussion of Scottish / UK policy interaction
Q64. There is a robust communications & engagement plan that will support positive change

APPENDIX TWO: RESULTS BY MITIGATION AREA

Transport

Local Authority	Average score	Q44. There is a discussion of historic data trends	Q45. Areas where the local authority can make an impact are described; limitations to local authorities powers / impact are described	Q.46 National and local partners are described & their roles outlined; this should include an understanding of who, for example, is overseeing a reduction in logistics emissions	Q47. There is a discussion of regulation and policy levers needed at national level to drive reduction in overall transport	Q48. Within the overall context of reducing travel, various approaches are described - including past interventions that have worked well & those that have not worked well. How these might work locally is described, including possible pilots. The role of digital services attempts to be quantified.	Q49. The costs (in £, in carbon, in goodwill, in health) of various interventions is described; the challenges to decision-makers, politicans, the economy, specific industries and consumers of these interventions is articulated	Q50. There is an analysis of different types of travel within and across the LA area: private, white van, commuting, etc	Q51. There is a discussion of what data exists and what data is needed to be able to more effectively reduce transport emissions
LA1	0.9	0	3	0	0	2	0	2	0
LA2	0.7	0	0	0	0	0	0	0	0
LA5	0.7	1	2	0	1	0	0	1	0
LA4	1.6	5	3	1	2	1	1	5	0
LA6	1.3	2	0	2	0	1	0	0	0
LA7	2.3	5	5	3	4	3	0	0	1
LA8	0.0								
LA9	0.7	1	0	1	0	2	0	0	0
LA10	1.2	2	2	0	3	2	0	0	0
LA11	3.3	5	5	2	2	3	2	5	5
LA12	2.1	2	3	2	0	3	1	2	3

Local Authority	Q52. There is a quantified plan for further EV infrastructure roll-out and a description of changes that are being catalysed to enable this. eg planning rule changes	Q53. There is an outline of existing low carbon infrastructure and analysis of where there are natural limits (eg rail infrastructure) or cost / benefit analysis	Q54. Action taken to reduce emissions from the council fleet are described & quantified	Q55. Action to reduce council internal travel is articulated	Q56. The governance arrangements for this particular strand is outlined	Q57. A detailed internal and external communications and awareness building plan is described	Q58. There is a summary of urgent barriers outwith local authority jurisdiction
LA1	2	0	3	2	0	0	0
LA2	3		2	3	0		
LA5	1	1	2	1	0	1	0
LA4	0	1	3	1	0	1	0
LA6	3	2	5	4	0	1	0
LA7	2	1	2	4	0	1	3
LA8							
LA9	2	0	2	2	0	0	0
LA10	2	2	3	2	0	0	0
LA11	4	4	3	3	0	3	
LA12	2	3	5	0	0	2	3

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Housing Energy Efficiency and Low Carbon Heating

Local Authority	Average score	Q27. Progress in the council's own housing stock for energy efficiency & low carbon heating is well underway	Q28. There is analysis of how many owner-occupied homes have sufficient EE to get to EPC C, and detail on what remains to be done (types of home, where they are)	Q29. There is a summary of progress in private rented and social landlord stock	Q30. There is a discussion of how mixed tenure homes will be approached; how many these are & barriers that might need new policy levers	Q31. The future of low carbon heating for owner-occupier homes is described and spatially mapped	Q32. Locations for possible low carbon heat networks are described and the pathway to achieving these outlined	Q33. The role of planning is described , including what changes need to be made and when these changes will be made, or barriers to making these changes, described	Q34. There is a description of upcoming government programmes that are core to this delivery; there is a description of how financial mechanisms will be enabled.	Q35. Changes to spatial planning and buildings standards for new build is described and a date for when these standards will come into being. Risks from these changes identified. Future newbuild as % of total housing stock quantified.
LA1	0.7	3	2	0	0	2		0	1	0
LA2	0.5	2	0	0	3	0	4	0	0	0
LA5	0.5	1	2	0	0	2	0	0	2	0
LA4	1.2	5	1	0	1	1	4	1	2	2
LA6	1.6	3	2	1	2	3	4	3	1	3
LA7	1.1	3	2	0	0	0	3	1	2	1
LA8	1.8	2	2	1	3	2	2		3	2
LA9	1.0	3	1	0	0	2	1	0	1	2
	1.9	5	2	5	1	2	3	3	1	3
	0.6	5	1	0	0	0	1	0	1	1

	Average score	Q36. Plans & timelines to build capacity, expertise & partnerships within the wider 'delivery' community (building trade, architects, surveyors etc) outlined	Q37. Internal council capacity / resource needs outlined, gaps highlighted & how these gaps will be addressed outlined.	Q38. Internal training needs analysis findings described	Q39. Discussion of how EE quality mark will be supported outlined	Q40. There are quantified route maps showing how targets will be met	Q41. The governance arrangements for this particular strand is outlined, including an on-going evaluation of progress and how challenges will be overcome	Q42. A detailed internal and external communications and awareness building plan is described	Q43. There is a summary of urgent barriers outwith local authority jurisdiction
LA1	0.7	0	1	0	0	2	0	0	0
LA2	0.5	0	0	0	0	0	0	0	0
LA5	0.5	0	0	0	0	2	0	0	0
LA4	1.2	1	0	0	0	0	1	2	0
LA6	1.6	2	0	1	0	0	0	2	0
LA7	1.1	1	1	0	0	0	1	0	4
LA8	1.8	2	3	2	0	0	1	2	2
LA9	1.0	0	0	1	0	2	2	2	0
LA11	1.9	1	2	4	0	0	0	0	0
LA12	0.6	0	0	0	0	0		0	0

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Agriculture, forestry and other land uses

Local Authority	Average score	Q10. There is a description of the current land uses in the area and the %age of land given to each. The carbon & biodiversity impact of each is described	Q11. There is a detailed breakdown of partners who collectively are responsible for AFOLU in the local authority area. The % of land each one is responsible for, and what this looks like in biodiversity gains / losses and carbon, is estimated. Discussion of how these numbers can become more reliable, to provide a baseline, is articulated.	Q12. There are links to all carbon mitigation and biodiversity improvement plans that will directly impact in the local authority area, with an estimation of their impact, a description of net gains, and how these will be counted and by whom.	Q13. Concerns about double-counting new carbon sinks will be addressed	Q14. The remit of the local authority will be described - both directly via its own estate and indirectly through enabling and encouraging other actors.	Q15. Priorities and targets for aspects under the control of the council will be articulated	Q16. Route maps for these priorities and targets will be laid out	Q17. The governance arrangements for this particular strand is outlined	Q18. A detailed internal and external communications and awareness building plan is described	Q19. There is a summary of urgent barriers outwith local authority jurisdiction
LA1	1.3	1	1	0	0	3	3	3	1	1	0
LA2	0.5	1	1	1	0	1	0	0	0	1	0
LA5	1.3	2	0	2	0	0	2	2	2	1	2
LA4	0.4	1	1	0	0	1	0	0	0	1	0
LA6	1.7	2	3	2	0	4	3	0	0	3	0
LA7	1.1		2	1	2	2	0	0	0	3	0
LA8	1.9	3	3	2	0	3	3	2	0	3	0
LA9	1.5	0	2	2	0	2	2	2	3	2	0
LA10	1.5	2	2	2	3	2	2	2	0	0	0
LA11	1.0	2	0	2	0	2	2	2	0	0	0
LA12	0.3	0	0	1	0	1	1	0	0	0	0

Active Travel

Local Authority	Average score	Q1. There is a discussion of baseline data & existing trends & challenges	Q2. There is both breadth and depth of baseline data, & specific gaps in that data are acknowledged	Q3. The wider partnership for achieving change is described and the local authority's place in this articulated	Q4. There are regular quantified targets and discussion of how these are measured	Q5. There are route maps to reach targets, with discussion of barriers & risks, & the potential impact of these	Q6. There is a discussion of what national and local policy levers will be required	Q7. There is a description of what future-focused research is needed and strategy development	Q8. There is a discussion of communications, and an understanding of how to deliver long term, systemic behaviour change	Q9. There is an evaluation & remediation process
LA1	0.9	2	1	1	1	1	0	0	2	0
LA3	0.0	0	0	0	0	0	0	0	0	0
LA4	1.2	2	0	1	1	0	0	0	2	5
LA6	1.2	2	0	2	0	0	0	3	4	0
LA7	1.7	1	0	3	0	0	3	4	3	1
LA8	1.8	2	1	3	0	2	2	3	3	0
LA9	0.1	0	0	1	0	0	0	0	0	0
LA10	0.1	0	0	1	0	0	0	0	0	0
LA11	1.8	4	4	4	4	0	0	0	0	0
LA12	2.2	3	4	4	1	2	0	2	3	1

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Council Estate

Local Authority	Average score	Q20. There is discussion of option for HGV vehicles & at best a route map	Q21. The council's approach to bring its own buildings to net zero & challenges that presents is described	Q22. There is a fully formed discussion about potential energy supply for the area, and possibly projects in progress	Q23. There is a detailed discussion of the role of hydrogen for the area & reference to national discussions	Q24. Regional mapping of energy requirement has been undertaken (buildings, transport, industry)	Q25. There are discussions about the area grid infrastructure and how future energy demandand production will be managed	Q26. The overall communication and engagement strategy for engaging within the council and outwith the council is described, and demonstrates it is based on sound understanding of behaviour change & challenges of reaching net zero
LA1	1.8	2		3	2	2	0	2
LA2	3.2	2		4	0	5	5	
LA5	1.1	0	2	2	0	1	1	2
LA4	2.0	1	2	2	2	5	1	1
LA6	LA8	3	5	4	4	4	3	3
LA7	1.1	3	1	1	1	0	0	2
LA8	0.0							
LA9	1.1	0	3	2	0	2	1	0
LA10	1.0		3	1	0	0	0	2
LA12	0.9	4	0	1	0	0	0	1

Resource Use

Local Authority	Average score	Q59. The plan discusses the role of materials in the local carbon footprint	Q60. There are statistics on waste treatment and recycling	Q61. There is a discussion of waste to energy	Q62. Barriers to waste minimisation are articulated	Q63. There is a discussion of Scottish / UK policy interaction	Q64. There is a robust communications & engagement plan that will support positive change
LA2	1.8	2	2	1		0	4
LA4	3.2	3	2	5	4	1	4
LA6	4.3	4	3	5	5	5	4
LA7	0.8		5				
LA10	1.3	3	5				
LA12	0.7	0	3	1	0	0	0

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