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PART 1: PROFILE OF REPORTING BODY**1(a) Name of reporting body**

Shetland Transport Partnership

1(b) Type of body

Transport Partnerships

1(c) Highest number of full-time equivalent staff in the body during the report year

0

1(d) Metrics used by the body

Specify the metrics that the body uses to assess its performance in relation to climate change and sustainability.

Metric	Unit	Value	Comments
			ZetTrans sits entirely within Shetland Islands council and therefore shares all of its metrics. ZetTrans performance in relation to Climate Change is incorporated with that of Shetland Islands Council and therefore included in their Climate change Report

1(e) Overall budget of the body

Specify approximate £/annum for the report year.

Budget	Budget Comments
£3,561,353	This budget is made up of a Scottish Government grant and funds from Shetland Islands Council. It covers the cost of providing public bus, inter-island ferry and inter-island air services, and general operating costs (staff/overheads).

1(f) Report year

Specify the report year.

Report Year	Report Year Comments
Financial (April to March)	

1(g) Context

Provide a summary of the body's nature and functions that are relevant to climate change reporting.

Regional Transport Partnerships (RTPs) were established on 1 December 2005 to strengthen the planning and delivery of regional transport so that it better serves the needs of people and businesses. The first task of each RTP was to prepare a regional transport strategy. This is supported by a delivery plan, where RTPs set out when and how projects and proposals would be delivered. RTPs bring together local authorities and other key regional stakeholders to take a strategic approach to transport in each region of Scotland. RTPs are independent bodies corporate defined in the Transport (Scotland) Act 2005. The legislation bases them on the local government model but they are not local authorities and they are not NDPBs. There are 7 RTPs across Scotland. ZetTrans is unusual in that it covers a single local authority area - Shetland. ZetTrans is governed by a Board that includes elected Members of Shetland Islands Council and a representative of NHS Shetland. ZetTrans employs no staff itself. Staff and accommodation are provided by Shetland Islands Council. The staff responsible for ZetTrans' legal and financial affairs are also provided and accommodated by Shetland Islands Council. ZetTrans has functional responsibility for the provision of public transport in Shetland. To meet this responsibility, ZetTrans determines the transport timetables and contracts operators to deliver the services it specifies. ZetTrans publicizes services, sets fares and retains fares revenue. In addition to public transport, ZetTrans has a role in development of community transport, sustainable transport and active travel. ZetTrans core costs are funded through a grant from the Scottish Government. The costs of transport services, net of fares income, are funded by a grant from Shetland Islands Council. As a Partnership itself, ZetTrans has a keen focus on partnership working across the whole community. With no independent resources of its own, 'working through influence' and 'working in partnership' are key to ZetTrans' success. With regard to Climate change, ZetTrans, via its interventions, always seeks to promote and encourage more sustainable and more active travel and transport choices. The direct Climate change impact of ZetTrans' corporate activity is, as evidenced above, contained in Shetland Islands Council's Climate change report. It is through its wider impact and influence that ZetTrans' activity, directly and indirectly, impacts on Climate Change.

PART 2: GOVERNANCE, MANAGEMENT AND STRATEGY**2(a) How is climate change governed in the body?**

Provide a summary of the roles performed by the body's governance bodies and members in relation to climate change. If any of the body's activities in relation to climate change sit outside its own governance arrangements (in relation to, for example, land use, adaptation, transport, business travel, waste, information and communication technology, procurement or behaviour change), identify these activities and the governance arrangements.

ZetTrans sits entirely within Shetland Islands Council, with no independent resources of its own. ZetTrans adheres to all Shetland Islands Council climate change, procurement, human resources, governance and other relevant policies and protocols. Transport Planning (and hence ZetTrans) sits within the Development Directorate. ZetTrans overarching vision, stated in the 2018 Shetland Transport Strategy Refresh, is: 'To develop travel and transport solutions for Shetland which underpin our Economy, support our Communities and conserve our Environment.'

2(b) How is climate change action managed and embedded by the body?

Provide a summary of how decision-making in relation to climate change action by the body is managed and how responsibility is allocated to the body's senior staff, departmental heads etc. If any such decision-making sits outside the body's own governance arrangements (in relation to, for example, land use, adaptation, transport, business travel, waste, information and communication technology, procurement or behaviour change), identify how this is managed and how responsibility is allocated outside the body (JPEG, PNG, PDF, DOC)

ZetTrans sits entirely within Shetland Islands Council, with no independent resources of its own. ZetTrans adheres to all Shetland Islands Council climate change, procurement, human resources, governance and other relevant policies and protocols. Transport Planning (and hence ZetTrans) sits within the Development Directorate. The Executive Manager Transport Planning acts as the Lead Officer for ZetTrans with responsibility/accountability for decision making. ZetTrans has no corporate plan. Its guiding document is the Shetland Transport Strategy, refreshed in 2018. One of its 3 Strategic Objectives is: 'To conserve Shetland's environment by enabling the reduction of detrimental transport impacts on Shetland's unique natural resources.'

2(c) Does the body have specific climate change mitigation and adaptation objectives in its corporate plan or similar document?

Provide a brief summary of objectives if they exist.

Objective	Doc Name	Doc Link
ZetTrans sits entirely within Shetland Islands Council, with no independent resources of its own. ZetTrans adheres to all Shetland Islands Council climate change, procurement, human resources, governance and other relevant policies and protocols. ZetTrans has no corporate plan. Its guiding document is the Shetland Transport Strategy 2008, refreshed in 2018. One of its 3 Strategic Objectives is: 'To conserve Shetland's environment by enabling the reduction of detrimental transport impacts on Shetland's unique natural resources.'	ZetTrans addresses its Strategic Objectives via its guiding document: The Shetland Transport Strategy 2008. This underwent a refresh process in 2017/18, involving stakeholder consultation. The final draft of the Refreshed Shetland Transport Strategy was approved by the ZetTrans Board in June 2018. A corresponding Delivery Plan has been developed and was approved by ZetTrans in April 2019.	

2(d) Does the body have a climate change plan or strategy?

If yes, provide the name of any such document and details of where a copy of the document may be obtained or accessed.

ZetTrans sits entirely within Shetland Islands Council, with no independent resources of its own. ZetTrans adheres to all Shetland Islands Council climate change, procurement, human resources, governance and other relevant policies and protocols.

2(e) Does the body have any plans or strategies covering the following areas that include climate change?

Provide the name of any such document and the timeframe covered.

Topic area	Name of document	Link	Time period covered	Comments
Adaptation				Stipulated by Shetland Islands Council
Business travel				Stipulated by Shetland Islands Council
Staff Travel				Stipulated by Shetland Islands Council
Energy efficiency				Stipulated by Shetland Islands Council
Fleet transport				Stipulated by Shetland Islands Council
Information and communication technology				Stipulated by Shetland Islands Council
Renewable energy				Stipulated by Shetland Islands Council
Sustainable/renewable heat				Stipulated by Shetland Islands Council
Waste management				Stipulated by Shetland Islands Council
Water and sewerage				Stipulated by Shetland Islands Council
Land Use				Stipulated by Shetland Islands Council
Other (state topic area covered in comments)				Stipulated by Shetland Islands Council

2(f) What are the body's top 5 priorities for climate change governance, management and strategy for the year ahead?

Provide a brief summary of the body's areas and activities of focus for the year ahead.

One of the 6 Main Issues identified by the Partnership as it refreshes its Shetland Transport Strategy is the need to address Behavioural Change: 'To enable and promote healthier, more sustainable and greener travel choices' This is an ongoing Main Issue and not confined solely to the coming year.

2(g) Has the body used the Climate Change Assessment Tool(a) or equivalent tool to self-assess its capability / performance?

If yes, please provide details of the key findings and resultant action taken.

No. Although ZetTrans' governance is separate from Shetland Islands Council, it is operationally and financially so connected to Shetland Islands Council that a separate assessment of its operations would entirely consist of duplicated effort.

2(h) Supporting information and best practice

Provide any other relevant supporting information and any examples of best practice by the body in relation to governance, management and strategy.

A refresh of ZetTrans' guiding document: The Shetland Transport Strategy, was approved by ZetTrans Board in June 2018. The refresh process included wide-reaching consultation. The refreshed strategy is deliberately aligned with the overarching strategic plan for Shetland - Shetland Partnership Plan – which is a collaboration between 14 partner organisations and is also due to launch in 2018. Both the STS and the SPP have relied heavily on the findings of the in-depth community wide 'Shetland Place Standard' consultation (2016). A Draft Delivery Plan based on the strategy refresh was approved by ZetTrans Board in April 2019.

PART 3: EMISSIONS, TARGETS AND PROJECTS**3a Emissions from start of the year which the body uses as a baseline (for its carbon footprint) to the end of the report year**

Complete the following table using the greenhouse gas emissions total for the body calculated on the same basis as for its annual carbon footprint /management reporting or, where applicable, its sustainability reporting. Include greenhouse gas emissions from the body's estate and operations (a) (measured and reported in accordance with Scopes 1 & 2 and, to the extent applicable, selected Scope 3 of the Greenhouse Gas Protocol (b)). If data is not available for any year from the start of the year which is used as a baseline to the end of the report year, provide an explanation in the comments column.
(a) No information is required on the effect of the body on emissions which are not from its estate and operations.

Reference Year	Year	Scope1	Scope2	Scope3	Total	Units	Comments
Baseline carbon footprint	2017/18					0 tCO2e	Sitting entirely within Shetland Islands Council, it is not possible to disaggregate this information and it is therefore contained within their report.
Year 1 carbon footprint	2018/19					0 tCO2e	Sitting entirely within Shetland Islands Council, it is not possible to disaggregate this information and it is therefore contained within their report.
Year 2 carbon footprint	2019/20					0 tCO2e	Sitting entirely within Shetland Islands Council, it is not possible to disaggregate this information and it is therefore contained within their report.
Year 3 carbon footprint	2020/21					0 tCO2e	Sitting entirely within Shetland Islands Council, it is not possible to disaggregate this information and it is therefore contained within their report.

3b Breakdown of emission sources

Complete the following table with the breakdown of emission sources from the body's most recent carbon footprint (greenhouse gas inventory); this should correspond to the last entry in the table in 3(a) above. Use the 'Comments' column to explain what is included within each category of emission source entered in the first column. If, for any such category of emission source, it is not possible to provide a simple emission factor(a) leave the field for the emission factor blank and provide the total emissions for that category of emission source in the 'Emissions' column.

Total	Comments – reason for difference between Q3a & 3b.	Emission source	Scope	Consumption data	Units	Emission factor	Units	Emissions (tCO2e)	Comments
0.0									

3c Generation, consumption and export of renewable energy

Provide a summary of the body's annual renewable generation (if any), and whether it is used or exported by the body.

Technology	Renewable Electricity		Renewable Heat		Comments
	Total consumed by the organisation (kWh)	Total exported (kWh)	Total consumed by the organisation (kWh)	Total exported (kWh)	
Other					

3d Targets

List all of the body's targets of relevance to its climate change duties. Where applicable, overall carbon targets and any separate land use, energy efficiency, waste, water, information and communication technology, transport, travel and heat targets should be included.

Name of Target	Type of Target	Target	Units	Boundary/scope of Target	Progress against target	Year used as baseline	Baseline figure	Units of baseline	Target completion year	Comments

3e Estimated total annual carbon savings from all projects implemented by the body in the report year			
Total	Emissions Source	Total estimated annual carbon savings (tCO2e)	Comments
0.00	Electricity		
	Natural gas		
	Other heating fuels		
	Waste		
	Water and sewerage		
	Business Travel		
	Fleet transport		
	Other (specify in comments)		

3f Detail the top 10 carbon reduction projects to be carried out by the body in the report year											
Provide details of the 10 projects which are estimated to achieve the highest carbon savings during report year.											
Project name	Funding source	First full year of CO2e savings	Are these savings figures estimated or actual?	Capital cost (£)	Operational cost (£/annum)	Project lifetime (years)	Primary fuel/emission source saved	Estimated carbon savings per year (tCO2e/annum)	Estimated costs savings (£/annum)	Behaviour Change	Comments

3g Estimated decrease or increase in the body's emissions attributed to factors (not reported elsewhere in this form) in the report year				
If the emissions increased or decreased due to any such factor in the report year, provide an estimate of the amount and direction.				
Total	Emissions source	Total estimated annual emissions (tCO2e)	Increase or decrease in emissions	Comments
0.00	Estate changes			
	Service provision			
	Staff numbers			
	Other (specify in comments)			

3h Anticipated annual carbon savings from all projects implemented by the body in the year ahead			
Total	Source	Saving	Comments
0.00	Electricity		
	Natural gas		
	Other heating fuels		
	Waste		
	Water and sewerage		
	Business Travel		
	Fleet transport		
	Other (specify in comments)		

3i Estimated decrease or increase in the body's emissions attributed to factors (not reported elsewhere in this form) in the year ahead				
If the emissions are likely to increase or decrease due to any such factor in the year ahead, provide an estimate of the amount and direction.				
Total	Emissions source	Total estimated annual emissions (tCO2e)	Increase or decrease in emissions	Comments
0.00	Estate changes			
	Service provision			
	Staff numbers			
	Other (specify in comments)			

3j Total carbon reduction project savings since the start of the year which the body uses as a baseline for its carbon footprint	
If the body has data available, estimate the total emissions savings made from projects since the start of that year ("the baseline year").	
Total	Comments

3k Supporting information and best practice
Provide any other relevant supporting information and any examples of best practice by the body in relation to its emissions, targets and projects.

PART 4: ADAPTATION**4(a) Has the body assessed current and future climate-related risks?**

If yes, provide a reference or link to any such risk assessment(s).

Sitting entirely within Shetland Islands council, we fall within, and adhere to, the Council's climate change risk management policies and protocols.

4(b) What arrangements does the body have in place to manage climate-related risks?

Provide details of any climate change adaptation strategies, action plans and risk management procedures, and any climate change adaptation policies which apply across the body.

Sitting entirely within Shetland Islands council, we fall within, and adhere to, the Council's climate change risk management policies and protocols.

4(c) What action has the body taken to adapt to climate change?

Include details of work to increase awareness of the need to adapt to climate change and build the capacity of staff and stakeholders to assess risk and implement action.

Sitting entirely within Shetland Islands council, we fall within, and adhere to, the Council's climate change risk management policies and protocols.

4(d) Where applicable, what progress has the body made in delivering the policies and proposals referenced N1, N2, N3, B1, B2, B3, S1, S2 and S3 in the Scottish Climate Change Adaptation Programme(a) ("the Programme")?

If the body is listed in the Programme as a body responsible for the delivery of one or more policies and proposals under the objectives N1, N2, N3, B1,B2, B3, S1, S2 and S3, provide details of the progress made by the body in delivering each policy or proposal in the report year. If it is not responsible for delivering any policy or proposal under a particular objective enter "N/A" in the 'Delivery progress made' column for that objective.

(a) This refers to the programme for adaptation to climate change laid before the Scottish Parliament under section 53(2) of the Climate Change (Scotland) Act 2009 (asp 12) which currently has effect. The most recent one is entitled "Climate Ready Scotland: Scottish Climate Change Adaptation Programme" dated May 2014.

Objective	Objective reference	Theme	Policy / Proposal reference	Delivery progress made	Comments
Understand the effects of climate change and their impacts on the natural environment.	N1	Natural Environment		N/A	RTPs do not appear in the list of bodies who 'will deliver'.
Support a healthy and diverse natural environment with capacity to adapt.	N2	Natural Environment		N/A	RTPs do not appear in the list of bodies who 'will deliver'.
Sustain and enhance the benefits, goods and services that the natural environment provides.	N3	Natural Environment		N/A	RTPs do not appear in the list of bodies who 'will deliver'.
Understand the effects of climate change and their impacts on buildings and infrastructure networks.	B1	Buildings and infrastructure networks		N/A	RTPs do not appear in the list of bodies who 'will deliver'.
Provide the knowledge, skills and tools to manage climate change impacts on buildings and infrastructure.	B2	Buildings and infrastructure networks		N/A	RTPs do not appear in the list of bodies who 'will deliver'.
Increase the resilience of buildings and infrastructure networks to sustain and enhance the benefits and services provided.	B3	Buildings and infrastructure networks		N/A	RTPs do not appear in the list of bodies who 'will deliver'.
Understand the effects of climate change and their impacts on people, homes and communities.	S1	Society		N/A	RTPs do not appear in the list of bodies who 'will deliver'.

Increase the awareness of the impacts of climate change to enable people to adapt to future extreme weather events.	S2	Society		N/A	RTPs do not appear in the list of bodies who 'will deliver'.
Support our health services and emergency responders to enable them to respond effectively to the increased pressures associated with a changing climate.	S3	Society		N/A	RTPs do not appear in the list of bodies who 'will deliver'.

4(e) What arrangements does the body have in place to review current and future climate risks?

Provide details of arrangements to review current and future climate risks, for example, what timescales are in place to review the climate change risk assessments referred to in Question 4(a) and adaptation strategies, action plans, procedures and policies in Question 4(b).

Sitting entirely within Shetland Islands council, we fall within, and adhere to, the Council's climate change risk management policies and protocols.

4(f) What arrangements does the body have in place to monitor and evaluate the impact of the adaptation actions?

Please provide details of monitoring and evaluation criteria and adaptation indicators used to assess the effectiveness of actions detailed under Question 4(c) and Question 4(d).

Sitting entirely within Shetland Islands council, we fall within, and adhere to, the Council's climate change risk management policies and protocols.

4(g) What are the body's top 5 priorities for the year ahead in relation to climate change adaptation?

Provide a summary of the areas and activities of focus for the year ahead.

One of the 6 Main Issues identified by the Partnership as it refreshes its Shetland Transport Strategy is the need to address Behavioural Change: 'To enable and promote healthier, more sustainable and greener travel choices' This is an ongoing Main Issue and not confined solely to the coming year.

4(h) Supporting information and best practice

Provide any other relevant supporting information and any examples of best practice by the body in relation to adaptation.

The Membership of the ZetTrans Board includes elected Members from Shetland Islands Council and representatives of NHS Shetland and Highlands and Islands Enterprise. In addition it calls on advisors from Visit Scotland and Lerwick Port Authority. These individuals have awareness of the relevant climate change policies and protocols of their own organisation, and can bring these to bear on their activity for ZetTrans.

PART 5: PROCUREMENT

5(a) How have procurement policies contributed to compliance with climate change duties?

Provide information relating to how the procurement policies of the body have contributed to its compliance with climate changes duties.

ZetTrans sits entirely within Shetland Islands Council and, with no independent resources of its own, adheres to all of its climate change, procurement, human resources, governance and other relevant policies and protocols.

5(b) How has procurement activity contributed to compliance with climate change duties?

Provide information relating to how procurement activity by the body has contributed to its compliance with climate changes duties.

ZetTrans sits entirely within Shetland Islands Council and, with no independent resources of its own, adheres to all of its climate change, procurement, human resources, governance and other relevant policies and protocols.

5(c) Supporting information and best practice

Provide any other relevant supporting information and any examples of best practice by the body in relation to procurement.

The Membership of the ZetTrans Board includes elected Members from Shetland Islands Council and representatives of NHS Shetland and Highlands and Islands Enterprise. In addition it calls on advisors from Visit Scotland and Lerwick Port Authority. These individuals have awareness of the relevant climate change policies and protocols of their own organisation, and can bring these to bear on their activity for ZetTrans.

PART 6: VALIDATION AND DECLARATION**6(a) Internal validation process**

Briefly describe the body's internal validation process, if any, of the data or information contained within this report.

The contents of this document are reported to, and discussed by, ZetTrans Board.

6(b) Peer validation process

Briefly describe the body's peer validation process, if any, of the data or information contained within this report.

This report is broadly similar to the 2017-18 and 2018-19 reports. Representatives of each of the 7 RTPs met via teleconference to discuss and compare responses to the 2017-18 report on 14th November 2018.

6(c) External validation process

Briefly describe the body's external validation process, if any, of the data or information contained within this report.

ZetTrans sits entirely within Shetland Islands Council and relevant personnel have liaised to ensure no duplication or omission of data between the two organisations.

6(d) No validation process

If any information provided in this report has not been validated, identify the information in question and explain why it has not been validated.

6e - Declaration

I confirm that the information in this report is accurate and provides a fair representation of the body's performance in relation to climate change.

Name	Role in the body	Date
Robina Barton	Transport Policy and Projects Officer (employed by Shetland Islands Council)	22/11/2021

RECOMMENDED – WIDER INFLUENCE**Q1 Historic Emissions (Local Authorities only)**

Please indicate emission amounts and unit of measurement (e.g. tCO₂e) and years. Please provide information on the following components using data from the links provided below. Please use (1) as the default unless targets and actions relate to (2).

(1) UK local and regional CO₂ emissions: **subset dataset** (emissions within the scope of influence of local authorities):

(2) UK local and regional CO₂ emissions: **full dataset**:

Select the default target dataset**Table 1a - Subset**

Sector	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Units	Comments

Table 1b - Full

Sector	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	Units	Comments

Q2a – Targets**Please detail your wider influence targets**

Sector	Description	Type of Target (units)	Baseline value	Start year	Target saving	Target / End Year	Saving in latest year measured	Latest Year Measured	Comments
Transport	There are no specific targets attached to this but ZetTrans is acutely aware of the role of transport in affecting climate change. In all its activity, ZetTrans' default position is to seek to reduce GHG emission from transport by increasing greener travel choices and encouraging greener transport provision. The Delivery Plan for the refreshed Shetland Transport Strategy includes interventions relating to active travel and encouraging modal shift. It was approved by ZetTrans in April 2019.								

Q2b) Does the Organisation have an overall mission statement, strategies, plans or policies outlining ambition to influence emissions beyond your corporate boundaries? If so, please detail this in the box below.

Given its current structure, it is through wider impact and influence that ZetTrans can have an impact on climate change. As the body functionally responsible for the provision of public transport in Shetland, ZetTrans' Vision, Strategic Objectives and Main Issues guide its interventions: in its own right; in partnership; through influence. These are as follows:

VISION

To develop travel and transport solutions for Shetland that underpin our Economy, support our Communities and conserve our Environment

STRATEGIC OBJECTIVES

1) To underpin Shetland's economy by enabling residents to access employment, training and leisure, businesses to access labour markets, customers and suppliers, and non-residents to visit

2) To support Shetland's communities by enabling individuals, families and localities to thrive socially, physically and economically

3) To conserve and enhance Shetland's unique natural environment by developing and promoting healthy, sustainable and low-carbon travel choices

MAIN ISSUES

1) Lifeline Transport: Working in partnership and through influence to maintain, improve and expand the affordability, availability, flexibility and reliability of Shetland's lifeline transport links for both freight and passengers.

2) Transport Robustness: Working alone, in partnership and through influence to enable, develop and promote community, commercial and flexible transport solutions when and where appropriate. To ensure the transport sector provides safe, inclusive and attractive travel options.

3) Community Support: Working in partnership to support all of Shetland's communities by securing equitable access to employment, training, leisure, health, goods and services.

4) Integration Support: Working alone and in partnership to support improved integration in transport ticketing, information and services.

5) Behavioural Change: Working in partnership to help create a healthier society and reduce Shetland's carbon footprint by promoting healthier, more sustainable and greener travel choices.

6) Change Management: Working alone and in partnership to plan for changes in legislation, transport demand, supply, impact and funding by monitoring, recording and acting.

Q3) Policies and Actions to Reduce Emissions														
Sector	Start year for policy / action implementation	Year that the policy / action will be fully implemented	Annual CO2 saving once fully implemented (tCO2)	Latest Year measured	Saving in latest year measured (tCO2)	Status	Metric / indicators for monitoring progress	Delivery Role	During project / policy design and implementation, has ISM or an equivalent behaviour change tool been used?	Please give further details of this behaviour change activity	Value of Investment (£)	Ongoing Costs (£/ year)	Primary Funding Source for Implementation of Policy / Action	Comments

Please provide any detail on data sources or limitations relating to the information provided in Table 3

Q4) Partnership Working, Communication and Capacity Building.
Please detail your Climate Change Partnership, Communication or Capacity Building Initiatives below.

Key Action Type	Description	Action	Organisation's project role	Lead Organisation (if not reporting organisation)	Private Partners	Public Partners	3rd Sector Partners	Outputs	Comments
Partnership Working	<p>ZetTrans is, by definition, a partnership. It works with communities, key stakeholders and other partners, to achieve its Vision, and meet its Strategic objectives by addressing the Main Issues as identified through consultation.</p> <p>Led by ZetTrans, a multi-agency group, known as the Active Travel Group, has been meeting since October 2018 to coordinate efforts to develop further active travel infrastructure for Shetland. The group consists of representatives from Shetland Islands Council (Roads, Planning, Schools, Sport and Leisure, Transport Planning and Community Planning & Development), NHS Shetland (Public Health and Estates), Shetland Recreational Trust, Visit Scotland, Scottish Natural Heritage, Police Scotland and Shetland Association of Community Councils. Unlike the majority of Scottish RTPs, ZetTrans does not currently have a dedicated Active Travel Officer.</p> <p>The Active Travel Group agreed in December 2018 that consultants should be appointed to develop an Active Travel Strategy and Action Plan for Shetland, linked to relevant local and national policies and strategies. The strategy should build on the work to date (including the Low Carbon and Active Travel Hub Network - Feasibility Study), and provide a focus and direction for the development of active travel infrastructure, facilities and promotion going forward. It must take account of and reflect the specific connectivity challenges Shetland faces as a largely rural island community. The strategy will provide a basis for the appointment of an Active Travel Officer to coordinate future activity. Funding to appoint consultants to develop the strategy was secured from Sustrans in August 2019. SYSTRA were appointed to deliver the strategy and a project inception meeting took place in October 2019, involving all members of the Active Travel Group. Public engagement to inform the strategy commenced in March 2020. Face to face engagement was curtailed due to the Covid pandemic but a successful online engagement exercise was held. The Active Travel Strategy was approved by ZetTrans Board in March 2021.</p>	Behaviour Change	Lead					Active Travel Strategy and Action Plan.	The Active Travel Strategy and associated Action Plan will incorporate proposals from the Low Carbon and Active Travel Hub Network - Feasibility Study undertaken in 2017, and build on existing developments.

OTHER NOTABLE REPORTABLE ACTIVITY

Q5) Please detail key actions relating to Food and Drink, Biodiversity, Water, Procurement and Resource Use in the table below.

Key Action Type	Key Action Description	Organisation's Project Role	Impacts	Comments

Q6) Please use the text box below to detail further climate change related activity that is not noted elsewhere within this reporting template

Funding was secured in January 2020 to allow ZetTrans to lead a Review of Public Transport Fare Policy. Work was delayed as a result of the Covid-19 pandemic but did commence in late 2020 utilising STAG methodology and involving two online public engagement exercises. A high level appraisal of base fare options was undertaken. In terms of fare product options, it was identified that fares may be of less significance than other constraints in influencing the use of public transport in Shetlan. Overall findings highlighted the competing priorities of tackling inequalities (e.g. via ferry vehicle fares) and supporting moves towards more sustainable travel. The work identified future workstreams required to complete a full appraisal of base fare and fare product options.