Consultation responses between September and December 2025

1.   INTRODUCTION

1.1   The purpose of this report is to update Members on SEStran's response to consultations between September and December of this year.

1.2   In terms of the List of Officer Powers, para 3.14, there was insufficient time to bring the consultations to the Board before their closing dates.

1.3   The responses form appendices 1,2,3, and 4 of the report. A brief summary is provided below.

2.   RESPONSES

2.1   Draft Climate Change Plan Scrutiny 2025 (online submission 20th September 2025)

Following on from the Climate Change (Emissions Reduction Targets) Act 2024, the draft Climate Change Plan (CCP) is a strategy document which outlines how the Scottish Government intends to meet emissions reduction targets across all portfolio areas and sectors of the economy. The consultation asks for views on the CCP from stakeholders.

SEStran's consultation response welcomes the guidance but calls for clearer instructions on meeting climate change duties, particularly integrating equalities and socio-economic disadvantage. It urges more explicit advice on linking impact assessments and stresses robust auditing and monitoring. Practical tools such as Figure 3 and templates for Carbon Management and Climate Change Plans are appreciated, though clarification is needed on which organisations must complete detailed reporting. SEStran strongly supports the adaptation approach, reviewing the Scottish National Adaptation Plan and annual reporting, and agrees guidance should remain flexible to reflect unique circumstances. It endorses baseline reporting for selected scope 3 emissions, requesting advice on double reporting and additional categories. Improvements suggested including clearer multi-stakeholder responsibilities and enhanced reporting accuracy.

2.2   Scottish Government Draft Environment Strategy Consultation (online submission 29th September)

The strategy sets a 2045 vision to restore nature, end climate change contribution, and tackle pollution through a just transition, promoting social justice, wellbeing, and green economic growth, while embedding sustainability and resilience within Scotland's global environmental responsibilities.

SEStran supports the vision of the draft Environmental Strategy and stresses the need to ensure that the outcomes—ending Scotland's contribution to climate change and achieving global sustainability—do not conflict, recognising that economic growth may still result in unavoidable emissions. SEStran highlights the importance of addressing synergies and trade-offs, especially in reducing emissions while restoring biodiversity and minimising pollution. SEStran strongly agrees that societal and behavioural changes are essential to tackle environmental crises and advocates for government support that also addresses inequalities. SEStran supports a just transition to a net zero, nature-positive, circular economy.

2.3 <u>Edinburgh Trams Extension Consultation (online submission 14th November 2025)</u>

The Edinburgh Trams Extension consultation proposes a north-south line from Granton to BioQuarter and Royal Infirmary, aiming to cut car use and boost sustainable travel. Over 11,000 responses highlight strong support, route debates, and integration with wider transport networks.

SEStran welcomes the Edinburgh tram consultation, supporting tram expansion as a key part of a sustainable, low-carbon regional transport system. The response highlights alignment with the SEStran 2035 Regional Transport Strategy, emphasising the need for integrated, multi-modal networks—beyond just trams—including buses, rail, active travel, and smart ticketing. SEStran urges coordinated investment across all modes and prioritises accessibility, recommending tram stops in areas at risk of transport poverty and full accessibility for all. The response supports high-quality active travel facilities alongside tram routes and advocates for future tram links to neighbouring regions. SEStran calls for ongoing partnership to ensure tram expansion delivers measurable regional benefits in carbon reduction, accessibility, and economic growth.

2.4 <u>Scotland's Fourth Land Use Strategy (online submission 30th September 2025)</u>

Scotland's Fourth Land Use Strategy consultation seeks views on integrating land use for climate, biodiversity, and community benefits through regional frameworks, data-driven indicators, and collaborative planning, supporting a just transition to net zero and resilient landscapes across rural and urban areas. SEStran responded to the consultation to support that land use planning should reflect transport and housing needs.

SEStran supports aligning land use mapping with other Scottish Government policy data, especially integrating transport and housing. There is a need for overlapping maps showing green/brownfield sites and linking land use to population and transport poverty. The current strategy underrepresents transport, tourism, and urban areas, focusing too much on agriculture. Integrated data strategies across government, including mobility and employment access, are recommended. SEStran questions the effectiveness of 'integrated landscapes' and calls for clearer, measurable indicators, especially regarding transport. Relevant datasets include NPF4, NTS2, and regional mobility data. Transport poverty and access should be

considered for disadvantaged groups. Case studies and ecosystem services information would help illustrate practical delivery and wider value.

2.6 Midlothian's Draft Local Transport Strategy (submitted 29th September 2025) (summary only due to formatting)

Midlothian's Draft Local Transport Strategy sets a vision for sustainable, accessible travel, integrating land use and transport planning. It prioritises active travel, public transport, bus strategy, decarbonisation, and behaviour change, aiming to reduce car dependency and improve connectivity regionally and locally.

SEStran welcomes the Midlothian Draft LTS, strongly supporting its vision for sustainable, accessible transport. We support all five outcomes, especially integrating transport and land use, and recommend highlighting "living well locally" to support reduced travel needs. We encourage localised decarbonisation targets for Outcome 5. SEStran agrees with all policies, suggesting stronger links to existing housing networks and ongoing behaviour change initiatives. We support the focus on bus strategy, active travel, and improved public transport. The ten priorities for change are well aligned with the SEStran Regional Transport Strategy, promoting safer, more sustainable travel. We look forward to collaboration on delivery, particularly around car clubs, MaaS, and ensuring improvements are visible and accessible to all residents

3. RECOMMENDATIONS

3.1 It is recommended that Members note the content of the report and its appendices.

Keith Fisken
Senior Partnership Manager
5th December 2025

Appendix 1: Consultation Response – Draft Climate Change Plan Scrutiny 2025
Appendix 2: Consultation Response – Scottish Government Draft Environment Strategy Consultation
Appendix 3: Consultation Response – Edinburgh Trams Extension Consultation
Appendix 4: Consultation Response – Scotland's Fourth Land Use Strategy

Policy Implications	There could be implications for future iterations of the RTS, dependent on further actions by those consulting.
Financial Implications	None.
Equalities Implications	None.
Climate Change Implications	None.

<u>Draft Climate Change Plan Scrutiny 2025</u>

About You

The South East of Scotland Transport Partnership (SEStran) is a Statutory Partnership of the Councils of City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian.

Organisation Details

Transport

1. What are the most important policies needed to achieve the proposed carbon budgets level for 2026-40 in the transport sector?

- **Reducing car km and car mode share.**
- **Enabling active travel by providing integrated and high-quality routes for walking, wheeling and cycling that join up settlements and destinations.**
- **Providing access to public transport safe to use for all. This can be achieved by transforming and extending the bus service, and enhancing and extending rail services.**
- **Facilitating efficient freight movement and passenger travel**
- **Reallocating Road Space on the Regional and Local Network**
- **Supporting seamless multi-modal journeys.**
- **Support a just transition to decarbonisation with electric technologies being supported alongside the measures above.**

For information on SEStran's transport policies can be found in our Regional Transport Strategy.

2. When should these policies be introduced, and over what timeframe should they be implemented in the transport sector?

We would encourage policies to be introduced with input from Local Authorities on how these policies can be supported at a local level.

3. What are the expected costs of implementing these policies in the transport sector?

Estimating the expected costs of implementing transport decarbonisation policies is inherently challenging and will depend on detailed appraisal work and the development of robust business cases. Costs will vary based on the scale and timing of interventions, the pace of technological advancement, and the availability of private sector finance. For example, the expansion of electric vehicle infrastructure, rail electrification, and smart mobility systems may require significant upfront investment, but costs could decrease over time as technologies mature, and economies of scale are realised. Moreover, the extent to which private

investment can be leveraged — particularly through public-private partnerships, land value capture and developer contributions — will play a critical role in shaping the overall financial landscape. A flexible, adaptive approach to cost planning is essential, allowing for adjustments as innovations emerge and market conditions evolve.

4. What are the expected benefits of these policies in the transport sector? Please include any wider benefits (e.g. environmental, equality, financial and health) you would expect.

Supporting these policies would have a range of benefits:

Providing healthier travel options would:

- **Improved Physical & Mental Health and Activity**
- **Increased Wellbeing Transformed**
- **Liveable Neighbourhoods**

Supporting better public transport would:

- **Greater Equality of Opportunity**
- **Travel Barriers Removed**
- **Reduced Social Isolation**

Creating safe and sustainable movement of people and freight across the region would:

- **Reduced Road Casualties**
- **A Just Transition in Inclusive Economic Growth**
- **Improved Regional Competitiveness**
- **Climate Change Adaptation**

5. What do you think the key challenges would be in delivering these policies in the transport sector?

- **Funding cycles would likely create a major barrier to creating long-term transformative programmes to deliver better infrastructure.**
- **Ensuring affordable costs to the user of new networks.**
- **Ensuring projects were representative of the community needs.**
- **Behavioural resistance to reducing car dependency.**
- **Funding gaps and the need for sustained investment.**
- **Infrastructure limitations, particularly in rural areas.**
- **Policy coherence and leadership requiring clearer strategies and accountability.**

- **Equity concerns, ensuring rural and disadvantaged communities are not left behind.**

6. How could these policies support a Just Transition for workers and communities in the transport sector?

Crucially, this transition presents a major opportunity for job creation and skills development across Scotland. Investment in low-carbon transport will stimulate employment in vehicle electrification, infrastructure deployment, and public transport operations, while also fostering new roles in emerging fields such as digital twinning, smart mobility systems, and transport data analytics. Upskilling the workforce in these areas will be essential to ensure a Just Transition, enabling workers and communities to benefit from the shift to a net-zero economy.

Find out more about Just Transition

Please use this textbox to provide your answer

Non sector-specific questions

1. How should the changes required to meet emission reduction targets be funded?

Please use this textbox to provide your answer

2. What governance arrangements are needed in the Scottish Government to ensure effective delivery of the CCP?

Consistent engagement with LAs and RTPs to ensure deliverables are appropriate and realistic at a regional and local level.

Effective delivery of the Scottish Climate Change Plan requires a robust and transparent governance framework that clearly defines the roles, responsibilities, and escalation procedures of all involved bodies, including national, regional, and local authorities.

Workforce planning must be prioritised, with a focus on building capacity and developing skills in emerging areas such as digital twinning, smart mobility, and climate data analytics. Risk management systems should be evidence-based, enabling early identification and escalation of climate-related risks.

Cross-government collaboration is vital, ensuring alignment across departments and with regional authorities to avoid duplication and maintain policy coherence.

Local and regional authorities must be empowered through multi-year funding and support to attract investment and deliver net-zero projects tailored to their communities.

Equally important is the active engagement of the business sector. The Scottish Government should further develop structured partnerships with industry to co-develop low-carbon solutions, support innovation, and align regulatory frameworks with business capabilities. This includes creating incentives for green investment, supporting SMEs in the transition, and fostering skills development in collaboration with industry bodies

Finally, public engagement must remain central, with transparent communication and inclusive participation mechanisms such as the Climate Change People's Panel to ensure that climate action reflects the needs and voices of all communities (urban & rural)

3. How can the Scottish Government ensure transparent monitoring and reporting on progress?

Creating an open framework for monitoring to ensure the plan's impact can be accounted for from the beginning. Ensuring monitoring methods are in line with other delivery plans to ensure analysis isn't siloed.

4. What should the Scottish Government do to help the public contribute to climate action?

Please share any ideas you have. These could relate to education, affordability of green technology, or other areas you think matter.

Continued and consistent engagement with the public to ensure community voices are heard and responded to.

5. What other factors could affect whether Scotland meets its climate change targets?

Please share any ideas you have. These could relate to workforce planning and skills, devolved and reserved powers, social and cultural factors, international aspects, or other areas you think matter.

Scotland's ability to meet its climate change targets depends on a range of interconnected factors, including the availability of a skilled green workforce, the balance of devolved and reserved powers (especially in energy, planning and transport policy), and public engagement with sustainable behaviours. Social equity, rural-urban differences, and cultural attitudes also shape outcomes, while international influences like global energy markets and supply chains affect progress. Success further hinges on coherent policy implementation, adequate investment, and transparent governance to ensure accountability and public trust.

Scotland's Draft Environment Strategy – SEStran Response

Vision and outcomes

Question 1: Do you agree with the vision of the Environment Strategy?

Yes

Question 2: Are there any outcomes that you feel should be removed, added or changed in the Environment Strategy?

It should be ensured that the 'We have ended Scotland's contribution to climate change' and 'Scotland's global environmental impact is sustainable' outcomes don't contradict or contrast each other. Even with carbon capture efforts, the continued growth of Scotland's economy will create emissions that can't be entirely mitigated.

Outcome pathways

Question 3: There now follow questions about the individual outcome pathways. Do you think that the outcome pathways considered together include the important policies, actions and future priorities to achieve the Vision? If not, what changes would you suggest?

Outcomes on biodiversity, climate change and pollution

Question 4: The pathways for the outcomes on biodiversity, climate change and pollution signpost to existing policies – how can we best address potential synergies and trade-offs across these outcomes? For example, how can we reduce greenhouse gas emissions in a way that also helps to restore biodiversity and minimise pollution?

Scotland's global environmental impact is sustainable

Question 5: What are the top priorities the Scottish Government should focus on to improve the environmental impact of Scotland's activities on other countries? – For example, this could include the impacts of producing the goods and services we import into Scotland, our exports of waste and our approach to international engagement.

Question 6: Do you have any further views on how the pathway outlined in the draft Strategy can help achieve the outcome "Scotland's global environmental impact is sustainable"?

Scotland's society is transformed for the better by living sustainably, in harmony with nature

Question 7: To what extent do you agree/disagree that societal changes, including in our lifestyles and behaviours, are needed to help tackle the nature, climate and pollution crises?

Strongly agree

If you agree, please explain in the text box below how you think the Scottish Government could most effectively support and enable these changes in ways that also help to improve people's lives and tackle inequalities.

Or, if you disagree, please explain in the text box below why you don't think that societal changes, including in our lifestyles and behaviours, are needed to help tackle the nature, climate and pollution crises.

Question 8: Do you have any further views on how the pathway outlined in the draft Strategy can help achieve the outcome "Scotland's society is transformed for the better by living sustainably, in harmony with nature"?

Scotland's net zero, nature positive and circular economy thrives within the planet's sustainable limits

Question 9: To what extent do you agree/disagree that a just transition to a net zero, nature positive, circular economy is needed to support Scotland's role in tackling the nature, climate and pollution crises?

Strongly agree

If you agree, please explain in the text box below how you think the Scottish Government could most effectively support this transition in ways that create wider economic opportunities for Scotland, including for jobs and businesses.

Or, if you disagree, please explain in the text box below why you don't think a just transition to a net zero, nature positive, circular economy is needed to support Scotland's role in tackling the nature, climate and pollution crises.

Question 10: Do you have any further views on how the pathway outlined in the draft Strategy can help achieve the outcome "Scotland's net zero, nature positive and circular economy thrives within the planet's sustainable limits"?

We build Scotland's resilience to climate change and other global environmental risks

Question 11: Do you agree/disagree with the approach set out in the pathway for the outcome "We build Scotland's resilience to climate change and other global environmental risks"?

Storngly Agree

These transformations are achieved through a just transition and support climate and environmental justice

Question 12: Do you agree/disagree with the approach set out in the pathway for the outcome "These transformations are achieved through a just transition and support climate and environmental justice"?

Questions on the Impact Assessments

Question 13: Do you have any views on whether there are likely to be any positive or negative environmental impacts from the draft Environment Strategy that have not been identified in the Strategic Environmental Assessment (SEA)?

Question 14: Is there anything in the draft Environment Strategy which should be added or changed to strengthen positive impacts or lessen any negative impacts on people with protected characteristics?

Question 15: Are there any positive or negative impacts on protected groups (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation) that have not been identified in the draft Equalities Impact Assessment?

Question 16: Are there any other protected groups, which have not been identified in the draft Equalities Impact Assessment, that will potentially be positively or negatively impacted by the Environment Strategy?

Question 17: Are there any positive or negative impacts on island communities that are different from the impacts on mainland areas from the draft Environment Strategy, that have not been identified in the draft Islands Communities Impact Assessment?

Question 18: Are there any positive or negative impacts on groups experiencing socio-economic disadvantage (such as income, low wealth or area deprivation) from the draft Environment Strategy that have not been identified in the draft Fairer Scotland Duty?

Question 19: Are there any positive or negative impacts from the draft Environment Strategy that have not been identified in the draft Child Rights and Wellbeing Impact Assessment?

Question 20: Are there any positive or negative impacts from the draft Environment Strategy that have not been identified in the draft Consumer Duty Impact Assessment?

Question 21: Are there any positive or negative impacts from the draft Environment Strategy on businesses that have not been identified in the partial BRIA?

Question 22: Do you have any further views on the partial BRIA?

Question 23: Are there any other positive or negative impacts on areas such as health in the draft Environment Strategy that should be considered?

About Us

The South East of Scotland Transport Partnership (SEStran) is the statutory Regional Transport Partnership for the South East of Scotland. SEStran encompasses eight local

authorities: City of Edinburgh, Clackmannanshire, East Lothian, Falkirk, Fife, Midlothian, Scottish Borders and West Lothian.

Within the partnership area there is a huge diversity of transportation issues, from urban congestion to rural public transport and from ferry ports to airports. SEStran aims to address these issues and work towards a more sustainable and efficient transport network.

SEStran is guided by it's Regional Transport Strategy which provides a strategic framework for transport management and investment for the partnership area.

November 2025

SEStran Response to City of Edinburgh Tram Consultation

The South-East of Scotland Regional Transport Partnership (SEStran) welcomes the opportunity to comment on the Edinburgh tram network consultation. SEStran supports investment in high-capacity public transport, recognising the tram extension as a potential cornerstone of a low-carbon, accessible, and sustainable transport system for Edinburgh and the wider region.

Alignment with SEStran 2035 Regional Transport Strategy[1]

Advancing Sustainable and Inclusive Mobility
The SEStran 2035 RTS prioritises a modal shift towards sustainable travel, with a focus on delivering public transport and active modes that reduce car dependency and carbon emissions (RTS Section 4 Vision & Strategy Objectives; Section 14 Decarbonising Transport). Tram expansion should contribute directly to meeting national targets for a reduction in car use and the creation of inclusive, healthy, and prosperous communities.

Integration with Regional Networks
The RTS emphasises the importance of seamless, multi-modal journeys (Section 13 Delivering Seamless Multi-Modal Journeys).

SEStran recognises the tram proposal as an important part of Edinburgh's developing regional transport network. However, a fully effective and resilient South-East Scotland transport system will depend on holistic investment in and integration across all modes—not just tram, but also bus, heavy rail, active travel, and freight corridors. Efficient cross-regional movement of people and goods, both within Edinburgh and extending into neighbouring areas, is crucial for supporting sustainable economic growth, improved accessibility, and progress towards net zero targets.

SEStran recommends that future transport planning and funding reflect the need for coordinated improvements across public transport, road, active travel, and smart ticketing. Achieving a genuinely integrated system will require ongoing and significant investment throughout the region, beyond tram infrastructure alone, as outlined in the SEStran 2035 Regional Transport Strategy.

SEStran is working with all regional local authority partners and in close collaboration with regional bus and rail operators on work to enabe wider regional connectivity beyond Edinburgh. supporting travel throughout the SEStran region. Enhanced interchange opportunities and integration of transport modes include tram will be part of this work. The City of Edinburgh's work on tram expansion is a key part of this collaborative regional work.

Enhancing Accessibility and Social Equity

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[1] https://sestran.gov.uk/sestran-2035-regional-transport-strategy/

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The RTS calls for an inclusive transport system (Section 8 Enhancing Accessibility of Public Transport; Section 6 Shaping Development and Place). SEStran recommends prioritising tram stop locations in areas at risk of transport poverty and ensuring full accessibility for older adults and people with disabilities. Community engagement must include vulnerable groups, ensuring design and delivery reflect diverse needs across urban and rural populations.

Supporting Active Travel and Environmental Quality
Where tram routes follow corridors such as the proposed Roseburn Path, SEStran supports the principle of incorporating high-quality, segregated facilities for walking, wheeling, and cycling alongside tram infrastructure wherever feasible. SEStran encourages further consideration of integrated design solutions to maintain and enhance active travel provision and access throughout implementation of the tram scheme (Section 7 Delivering Safe Active Travel).

Delivering Wider Regional Benefits
SEStran supports mass transit solutions that lay foundations for future links to neighbouring authorities, including potential extensions to Midlothian and East Lothian as promoted in the RTS Strategic Spatial Strategy (Section 5). Tram expansion should act as a catalyst for regional economic development and sustainable growth, again we are currently working with regional partners to collaboratively explore these opportunities.

Finally, SEStran recommends the City of Edinburgh Council ensures tram network expansion is fully aligned with regional transport ambitions, delivering measurable benefits in carbon reduction, accessibility, and integrated mobility across South East Scotland. SEStran will continue to work in partnership with the City of Edinburgh to support option evaluation, stakeholder engagement, and strategic delivery to maximise long-term value for communities throughout the region.

Scotland's Fourth Land Use Strategy Consultation

Scottish Government
Riaghaltas na h-Alba

Respondent Information Form

Please Note this form **must** be completed and returned with your response.

To find out how we handle your personal data, please see our privacy policy:
https://www.gov.scot/privacy/

Are you responding as an individual or an organisation?

☐ Individual

√ Organisation

Full name or organisation's name

South East Scotland Transport Partnership (SEStran)

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The Scottish Government would like your permission to publish your consultation response. Please indicate your publishing preference:

√ Publish response with name

☐ Publish response only (without name)

☐ Do not publish response

Information for organisations:

The option 'Publish response only (without name)' is available for individual respondents only. If this option is selected, the organisation name will still be published.

If you choose the option 'Do not publish response', your organisation name may still be listed as having responded to the consultation in, for example, the analysis report.

We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

√ Yes

☐ No

Questionnaire

Question 1
Do you find Map Figure 1 to be a helpful representation of current land cover?

√ Yes

☐ No

Question 2
How can we most effectively represent housing and renewable energy alongside current land cover maps?

> It would be best to do this in a way that aligns with other Scottish Government policy data on these topics.

Question 3
What sort of information about current land use would you find useful? (and how would you use it?)

.

> This map should be linked to population distribution and existing heatmaps showing e.g. availability of public transport, and other indicators of transport poverty.
> The SEStran Regional Transport Strategy (sestran.gov.uk/sestran-2035-regional-transport-strategy/) highlights the need to link transport and housing improvements. The regional corridors on p42 highlight the opportunities for transport which could be layered with key housing sites.

Question 4
Do you agree that these are the key areas that need to be delivered by Scotland's land ?

☐ Yes

√ No

Question 5
Are there any important land uses that you feel are missing or underrepresented in this list?

It is not entirely clear what 'residential and industrial construction' means in this context. In general, it is not clear how figures quoted read across to, e.g., figures in NPF4, or current economic strategy.

Transport is key to any Land Use Strategy. The National Planning Framework 4 and National Transport Strategy 2 both highlgiht the need for planning to integrate sustainable transport into new developments - particularly in the early planning stages.

Question 6
How do you think data and mapping can evolve to better support our understanding of future land use and national ambitions—including the impacts, benefits, opportunities and trade-offs of change?

Government wide there should be a properly integrated data strategy incorporating national and where appropriate regional information, including transport data on e.g. transport poverty, access to employment. Transport Scotland is actioning this but there should be a clear linkage between datasets in land use planning, transport planning and land use strategy as well as other data such as economics.

Question 7
What tools, data, or approaches would help improve this understanding over time?

See answer to previous question. We would recommend speaking with the Edinburgh and South East Scotland Workforce Mobility Project to understand how mobility data can aid planning.

Question 8

Do you think the description provided captures what is meant by 'integrated landscapes'?

☐ Yes

√ No

Question 9

Do you agree that integrated landscapes are the most effective approach to addressing Scotland's land use ambitions ?

☐ Yes

√ No

Please give reasons for your answer.

> It is not clear that integrated landscapes are the most effective approach. It is not clear how the Strategy applies to urban, peri-urban or suburban areas. Perhaps a better description of this Strategy would be 'Rural Land Use Strategy.'

Question 10

Have we identified the right factors influencing land use integration?

☐ Yes

√ No

Question 11

Which of these factors do you feel are the most influential?

> The factors appear to be solely or mainly related to agricultural use. It would be useful to have other actions mentioned e.g. tourism.

Question 12

Are there any important factors we have missed?

Transport. Without factoring in the means by which people and freight travel to and from 'integrated landscapes,' it is not clear to what extent the Strategy will work in practice.

Question 13

Would the inclusion of case studies help to illustrate the practical delivery of integrated land use?

√   Yes

☐   No

Question 14

Would the inclusion of information on ecosystem services and opportunities for increased benefits help to illustrate the wider value of integrated landscapes?

√   Yes

☐   No

Question 15

Do you agree that the role of LUS4 should be to influence policy makers and regulators in order to create an enabling environment that incentivises and/or supports land managers, communities and partnerships to further integrate land use/management?

☐   Yes

√   No

Question 16

Are there other ways in which LUS4 could support alignment and integration?

LUS4 should feed into and complement the rest of the Scottish Government policy landscape.

Question 17

Do you agree with the proposed approach to developing a new vision and integrated set of objectives for the Land Use Strategy?

☐ Yes

☐ No

Question 18

Which approach would you prefer for LUS4?

☐ Removal of the land use principles

☐ Establishment of a refreshed set of principles (if this is your preference, please tell us what you think they should cover and how you envision their application)

No view except to stress transport issues should be front and centre of the principles.

Question 19

To what extent do you agree that the draft indicators provide a strong basis for measuring progress toward improved outcomes under the Nature and Climate theme?

☐ Strongly Agree

☐ Agree

☐ Disagree

☐ Strongly Disagree

√ Unsure

If you selected "Disagree" or "Unsure", please tell us why

There needs to be a set of SMART indicators which are measurable over the 5 year life of the Strategy. What progress against the last set of indicators was made in terms of LUS3? What can be learned from that experience?

Question 20
Are you aware of other data sources that could be used to monitor progress towards these outcomes?

√   Yes

☐   No

If yes, please highlight them

Datasets from NPF4 and NTS2 are both relevant. At a regional level, workforce mobility data and the data underpinning the RTS would also be of use.

Question 21
To what extent do you agree that the draft indicators provide a strong basis for measuring progress toward improved outcomes under the Jobs, Skills and Economy theme ?
Strongly Agree

☐   Agree

☐   Disagree

☐   Strongly Disagree

√   Unsure

If you selected "Disagree" or "Unsure", please tell us why.

There is no recognition of transport issues.

Question 22
Are you aware of other data sources that could be used to monitor progress towards these outcomes ?

√   Yes

☐   No

If yes, please highlight them

See answer to Q20.

Question 23
To what extent do you agree that the draft indicators provide a strong basis for measuring progress toward improved outcomes under the Community, Places, People and Equity theme ?

☐   Agree

√   Disagree

☐   Strongly Disagree

☐   Unsure

If you selected "Disagree" or "Unsure", please tell us why.

There seems to be no recognition of transport issues or linkages with other relevant policy areas.

Question 24
Are you aware of other data sources that could be used to monitor progress towards these outcomes ?

√ Yes

☐ No

If yes, please highlight them

See Q20.

Question 25
Are you aware of any ways in which the proposed vision and objectives need to consider the different experiences, both positive and negative, current or future, of the following groups?

- island communities
- young people, (children, pupils, and young adults up to the age of 26)
- those with protected characteristics (age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation); and/or
- groups or areas at socio-economic disadvantage (such as income, low wealth or area deprivation)?

Transport poverty and access to employment should be factored in.

Question 26

Are you aware of any potential costs and burdens that you think may arise as a result of the vision and objectives within this consultation? If so please give details?

No view.

Below are links to some documents which may be of help:

NPF4 - National Planning Framework 4 - gov.scot
NTS2 - National Transport Strategy 2 | Transport Scotland
STPR2 - Strategic Transport Projects Review 2 | Transport Scotland
SEStran's RTS - sestran.gov.uk/sestran-2035-regional-transport-strategy/
Edinburgh and South East Scotland Workforce Mobility Project - Workforce Mobility — The Edinburgh and South East Scotland City Region Deal