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SCOTTISH BORDERS COUNCIL SUSTAINABLE DEVELOPMENT COMMITTEE

MINUTE of Meeting of the SUSTAINABLE DEVELOPMENT COMMITTEE held remotely by Microsoft Teams on Friday, 4 June 2021 at 10.45 am

Present:- Councillors S. Aitchison (Chairman), H. Anderson, G. Edgar, J. Greenwell, H. Laing, D. Paterson and S. Scott

Also present:- Councillors J. Linehan and M. Rowley.

Apologies:- Councillors K. Chapman and S. Haslam

In Attendance:- Chief Planning & Housing Officer (I. Aikman), Corporate Policy Advisor (M. Cook), Environmental Strategy Officer (L. Cox), Project Management Team Leader (E. Doyle), Youth Engagement Officer (P. Rigby), Youth Ambassadors for Sustainability (L. Barber and E. Gibson), Democratic Services Officer (F. Walling).

WELCOME

Chairman, Councillor Aitchison, welcomed Members, officers, guest presenters and members of the public to the on-line meeting of the Sustainable Development Committee. The Chairman did not change the order of business but gave notice that he would take two additional items at Item 10 of the agenda.

1. MINUTE

It was noted that the Minute of 4 December 2020 had been mistakenly included with the agenda papers. Apologies were offered for this oversight. The Minute of 5 March 2021 was circulated to Members during the meeting and this was approved.

DECISION

APPROVED for signature by the Chairman.

2. CLIMATE CHANGE ROUTE MAP

2.1 Before asking Chief Planning & Housing Officer, Ian Aikman, to introduce the slide presentation on the Climate Change Route Map, the Chairman thanked Mr Aikman, Mr Cook, Ms Cox and all the officers included in the huge amount of work involved to get to this point of setting out the scope and rationale of a way forward for the Scottish Borders towards a position of net zero in 2045. With reference to paragraph 5 of the Minute of 5 March 2021 Mr Aikman gave a summary of the Draft Climate Change Route Map, which would be presented to Council on 17 June 2021. Mr Aikman explained that the Route Map was a Scottish Borders Council led document but the absolute focus was on partnership and collaboration to work towards the two goals of a net zero Council and a net zero region. The Route Map was a framework to support long term planning with phased definition and delivery. It aligned with the Scottish Government net zero emissions target of 2045 and interim targets for reductions of 75% by 2030 and 90% by 2040. Focus would be on a green recovery 'which prioritises economic, social and environmental wellbeing and responds to the twin challenges of the climate emergency and biodiversity loss'. Corporate Policy Advisor, Michael Cook, went on to explain the direction of the Route Map, from a calculated emissions baseline, through 5 main themes of Resilience; Transport Use; Nature Based solutions; Energy; and Waste Management. Each theme would be translated into milestones and within the milestones there would be actions identified by officer workshops and detailed to drive delivery. The presentation gave an example of how milestones, actions and sub-actions would be developed within

one particular theme. Mr Cook went on to refer to engagement, governance and delivery of the Route Map. As part of active engagement with the public and stakeholders it was planned to have a Climate Citizens Assembly/Panel. Also proposed was a high level Advisory Group to provide external oversight and a Biennial Conference to involve interest groups, communities, local and national partners and elected Members in a review of climate change matters and our response.

- 2.2 Members thanked officers for the presentation and for the work undertaken to get to this point. They stressed the importance of translating the Route Map into actions as soon as possible recognising that some actions were already in progress. Mr Aikman advised that the actions in progress and those under development would be reflected in future reports. Once the Route Map was approved officers would address implementation with work being carried out to ensure actions and sub actions were mainstreamed throughout the Council. Organisationally the Council should show leadership in terms of what was needed for the region. In response to a question about the presence of natural carbon sinks in the Borders, Mr Cook explained that there was some evidence of sites. However there was still debate over the significance of carbon absorption and technology was still in development in terms of sequestration of carbon from the atmosphere. With regard to the Citizens Assembly which was proposed as part of the Route Map, Mr Cook advised that this was not likely to be on a one-off basis but would continue to exist in order to inform and advise the regional approach. It would be necessary for the membership of the assembly to be truly representative to enable co-governance of the approach, particularly around a 'just transition'.

DECISION

NOTED the presentation attached as an appendix to this minute.

3. ESESCR WORKFORCE MOBILITY PROGRAMME UPDATE

The Chairman introduced Project Management Team Leader, Ewan Doyle, who was in attendance to give a presentation on the Workforce Mobility Project – Integrated Regional Employability & Skills, being developed as part of the Edinburgh & South East Scotland City Region Deal. Mr Doyle explained that the aim of the project was to identify mobility barriers to sustained education, training and employment in the region and to implement long term sustainable interventions. There was evidence that the transport barrier in Edinburgh and South East Scotland was not solely related to affordability and there were numerous factors that had created a fragmented transport system. The presentation gave results of data gathering - which led to the calculation of a Workforce Mobility Index scoring methodology - and analysis which included surveys across employability partners and business groups and data gathering across transport partners. Analysis of major employer staff data for 700 staff based at Scottish Borders Council Headquarters showed the level of provision of bus services and routes that would be needed to result in all staff having access to bus transport. The benefits would include more services to support employment, education and training; services designed around the need of the passengers; and cheaper bus fares. In terms of benefits to the environment and based on the 700 employees, there would be fewer cars on the road (a reduction of approximately 9 thousand miles per day); more sustainable transport options; and carbon savings of approximately 467,200 kg CO₂ per annum. There would also be less requirement for Council subsidised bus services. The presentation went on to outline the next steps for the project which included further data gathering and analysis; policy review; and other transport issues. Members welcomed the report and recognised the potential of the programme as it developed, noting the level of access to transport deprivation in the Borders area. In response to a question, Mr Doyle emphasised that, through the policy and ambition towards a net zero position it was important not to increase inequalities. The National Transport Strategy was being developed in a way to create better connectivity and transport links. There was a need to be innovative and consider all options such as demand responsive transport. In terms of timescale, Members were advised that there were no easy or quick solutions to the challenges presented and that this would be a long term project.

DECISION

NOTED the presentation attached as an appendix to this minute.

4. REGIONAL SPATIAL STRATEGY/NATIONAL PLANNING FRAMEWORK 4 UPDATE

4.1 By way of a slide presentation, Mr Aikman provided Members with an update on the National Planning Framework (NPF) 4 and Regional Spatial Strategies as related to Climate Change. Mr Aikman explained that the Planning (Scotland) Act 2019 had brought about a fundamental change to the planning system. The NPF now incorporated Scottish Planning Policy and became part of the Development Plan. Strategic Development Plans had been removed and Regional Spatial Strategies introduced. There would also be 10 year Local Development Plans with the addition of Local Place Plans. Within NPF4 there had been a reframing of Planning Policy on climate change which signalled a significant shift in the way we thought about planning and a move from a focus on 'low carbon' towards a more ambitious 'net zero' agenda. There were four key themes: net zero emissions; resilient communities; wellbeing economy; and better, greener places. The presentation went on to provide further details of where the focus would be within each theme. The themes of the Regional Spatial Strategy (RSS) for South East and South Scotland were: efforts to address the global climate change emergency; deliver a greener economy; resilience to the effects of climate change; safeguarded and enhanced natural capital; and utilise transition assets and sustainable development opportunities. The draft NPF4 would be laid before Parliament in Autumn 2021 before going out for consultation and adoption in Spring 2022.

4.2 Members discussed the presentation and received further information in response to their questions. A definition of 'nature-based solutions' was requested. According to the International Union for Conservation of Nature, 'nature-based solutions' were defined as 'actions to protect, sustainably manage, and restore natural or modified ecosystems, that address societal challenges effectively and adaptively, simultaneously providing human well-being and biodiversity benefits'. In terms of how NPF4 would link with Scottish Borders Council planning policy, Mr Aikman explained that at present there would be a transitional arrangement with the current Local Development Plan and NPF4 used as guidance. However it was likely to have a strong influence on policy in the preparation of the next Local Development Plan. With regard to land use and the issue of large scale forestry plantations in the South of Scotland, to offset carbon, Mr Aikman noted opportunities to test approaches presented by a number of initiatives, including the Regional Land Use Partnership Pilot. Indeed, the two-year South of Scotland Regional Land Use Partnership Pilot offered a very significant opportunity to examine a range of issues at landscape scale, helping communities, land owners and stakeholders work together to find ways to optimise land use in a fair and inclusive way and supporting Green Recovery and the journey to net zero. It was proposed to prepare a Special Planning Guidance document (SPG) for approval by Council in the not too distant future, to encourage the planting of more sustainable woodland. If the pilot was successful this could conceivably inform land use in other parts of Scotland.

DECISION

NOTED the presentation attached as an appendix to this minute.

5. CATERING PACKAGING IN SCHOOLS

With reference to paragraph 3 of the Minute of 4 June 2021, Mr Aikman gave an update on discussions with colleagues in Education, Catering, Finance and Waste on the proposal to decommission single use plastic bottles in schools. As expected, the proposal was not straightforward and there were implications to consider. There remained work to do on the financial implications but this was in progress and it was hoped to take a briefing paper soon to CMT before presenting a proposal to Members.

DECISION

NOTED the update.

MEMBERS

Councillors Edgar and Laing left the meeting.

6. URGENT BUSINESS

Under Section 50B(4)(b) of the Local Government (Scotland) Act 1973, the Chairman was of the opinion that the items dealt with in the following paragraphs should be considered at the meeting as a matter of urgency, in view of the need to keep Members informed.

6.1 Learning For Sustainability

The Chairman introduced Debbie Matthewson, Principal Teacher at Stow Primary School and representative on the Education Scotland National Learning for Sustainability Group. Ms Matthewson was in attendance to give a presentation on the background and significance of Learning for Sustainability (LfS) in schools. She gave a definition of LfS as 'a whole school approach that enabled schools and their wider communities to build the values, attitudes, knowledge, skills and confidence needed to develop practices and take decisions which are compatible with a sustainable and equitable society'. LfS was aligned with National Improvement Framework Priorities and the values underpinning the Curriculum for Excellence were also consistent with the values of LfS – wisdom, justice, compassion and integrity. The LfS Report, published in December 2012, contained over 30 recommendations across many aspects of education. These were currently being taken forward by the LfS National Implementation Group. Members thanked Ms Matthewson for the interesting presentation. In response to a question about whether all Primary Schools in the Scottish Borders were incorporating LfS at the same level, Ms Matthewson advised that there was a lot of good practice going on but there was a need for a more joined-up and co-ordinated approach across schools. She added that work was ongoing nationally to co-ordinate LfS across schools in connection with COP26. She confirmed that, rather than having dedicated teachers, the LfS approach was embedded across all teaching staff. The Chairman thanked Ms Matthewson for her attendance.

DECISION

NOTED the presentation attached as an appendix to this minute.

6.2 Pesticide Action Network

Councillor Anderson explained that Peebles Community Council had requested assistance to take forward a pilot in Peebles to go pesticide-free, following guidance from the Pesticide Action Network. Councillor Anderson asked if the Community Council representatives could be invited to make a presentation to the Sustainable Development Committee. The Chairman agreed in principle to the request but advised that he would firstly consult with the Service Director Assets & Infrastructure about the proposal for a pilot and he would keep Members informed.

DECISION

NOTED

The meeting concluded at 1.05 pm



SCOTTISH BORDERS COUNCIL

Draft Climate Change Route

Map for the Scottish Borders

Page 5

Briefing: 4 June 2021

Minute Item 2



Contents of Route Map

Introduction

Context: why is net zero necessary and what is it?

Vision: what will the Scottish Borders be like in 2045?

Scope and Rationale of Route Map

Examples of progress

Core

Baseline

Phasing

Themes –

Overview

Milestones and Actions

Engagement, Governance and Delivery



Scope of Route Map

Scottish Borders Council led document but absolute focus on partnership and collaboration

Two goals: a net zero Council; and a net zero region

Aligns with Scottish Government net zero emissions target of 2045, and interim targets for reductions of 75% by 2030, 90% by 2040

Route Map: a framework to support long term planning with phased definition and delivery



Rationale of Route Map

- 1. Acceptance of climate change evidence and projections**
- 2. Meeting legislative requirements**
- 3. Being in the Net Zero race to benefit the communities, organisations and businesses of the Scottish Borders**

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A green recovery ‘which prioritises economic, social and environmental wellbeing, and responds to the twin challenges of the climate emergency and biodiversity loss’



Scottish Borders Emissions Baseline

Developed using nationally available BEIS (Dept for Business, Energy and Industrial Strategy) data and setting baseline year of 2010/11

Focus on per capita emissions/the two baselines approach

Sets out the required pathway for Scottish Borders to meet 2030 75% reduction target

Technological advances, behaviour changes, societal norms, and our understanding of climate change and GHG emissions will change throughout our journey

Baseline will be under constant review in terms of available data and methodology



Route Map Main Themes

Climate Change Route Map – Main Themes

- Theme 1 - Resilience
- Theme 2 - Transport use
- Theme 3 - Nature Based Solutions
- Theme 4 - Energy
- Theme 5 - Waste management

Introducing the themes and explaining the issues

Example: Transport use

Legislative drivers, transport hierarchy, cultural and behaviour change, modal shift, technical challenges – rurality and population dispersion; medium and heavy-duty vehicles



Route Map Themes and Milestones

Translating themes into milestones

- Theme 1 - **Building** resilience
- Theme 2 - **Decarbonising** our Transport Use
- Theme 3 – Nature Based **Solutions**
- Theme 4 - **Lowering** our Energy Consumption
- Theme 5 - **Decarbonising** our Waste Management

Each theme sets out a clear objective, purpose and 5 Milestones

Within the Milestones, actions identified by officer workshops are detailed to drive delivery

Actions will evolve, shaping a strategy and framework for the future



Route Map Milestones and Actions

Translating themes into milestones

EXAMPLE

Theme 2 - **Decarbonising** our Transport Use

TU1 Accelerate active travel to be the natural first choice for our daily activities including the provision of additional multi-use trails between towns and villages throughout the Scottish Borders.

TU2 Enhance modal shifts for passenger transport services, including new transport modes, alternative energy sources including electric and potentially hydrogen powered vehicles, through programmes such as the Switched-on Towns and Cities Programme.

TU3 Help decarbonise how we get our goods by infrastructural improvements including a wider electric vehicle charging network and 'last mile' delivery for the South of Scotland

TU4 Decarbonise SBC core and grey fleet (as priority) by supporting the promotion and purchase of both private and commercial zero emission alternative powered vehicles. By the early 2030s all our new cars and vans are low carbon. By 2040, so are all our new trucks.

TU5 Consider place-based solutions through Demand Responsive Transport and integration of Mobility as a Service (MAAS) through linking various forms of shared transport services into a single service that is accessible to people on demand.



Route Map Milestones and Actions

Translating milestones into actions

EXAMPLE Theme 2 - **Decarbonising** our Transport Use

TU2 Enhance modal shifts for passenger transport services, including new transport modes, alternative energy sources including electric and potentially hydrogen powered vehicles, through programmes such as the Switched-on Towns and Cities Programme

- Support the feasibility study for the extension of the Borders Railway
- Commission a feasibility study into bus connectivity and integration into the Borders Railway extension to maximise connections between bus and rail and increase passenger journeys on public transport.
- Review the current Home to School transport network using transport modelling software to reduce miles operated and journey times.
- SBC will lead on a Review of the existing transport network and work in partnership with communities, elected members, neighbouring authorities, and local transport providers to ensure that barriers to public transport connectivity and accessibility are removed and connections across boundaries and to communities that lie off key transport arteries are enhanced promoting modal shift away from private car use on to more sustainable modes of transport.
- Improve passenger information by implementing Real time information screens at key transport hubs across the region.
- Net Zero tender strategy for 'cleaner' passenger transport vehicles
- Car and E car sharing, cars available in more rural locations,
- Developer funding for new connections



Route Map Milestones and Actions

Translating themes into milestones

EXAMPLE

Theme 4 - **Lowering** our Energy Consumption

EC1 Reduce overall domestic and community energy consumption

EC2 Embed low energy outcomes in all new build and majority of retrofits across the SBC built estate where feasible

EC3 Encourage and incentivise reduced commercial consumption in buildings and processes

EC4 Adopt emerging low energy technologies as they become available and viable

EC5 Mitigate the social impact of lowering energy consumption



Route Map Milestones and Actions

Translating milestones into actions

EXAMPLE

Theme 4 - **Lowering** our Energy Consumption

EC1 Reduce overall domestic and community energy consumption

- Ensure procurement of an optimum renewable electricity tariff and green gas supply through the SBC utility supply contracts
- Support homeowner occupiers, eligible registered private sector landlords and RSLs to make energy and money-saving improvements to their homes. RSLs are required to retrofit all homes to a minimum of energy performance certificate (EPC) of B by 2032 and low-carbon heating should be in all homes by 2045.
- Service to provide support to small and medium-sized enterprises on energy efficiency with an aim to reduce energy consumption, resulting in fewer GHG emissions, financial savings and increase economic competitiveness



Engagement, Governance and Delivery

Public engagement is essential to incentivise sustainable consumption and pro-environmental behaviour at an individual, and community level

Active engagement with the public and stakeholders

Climate Citizens Assembly/Panel – a deliberative space and co-governance of our approach, particularly around ‘just transition’

Advisory Group – a high-level Group to provide external oversight and review and to consider additional interventions required to achieve net-zero. Membership likely to include SBC, SOSE, SW, SEPA, SPEN, Borders College, NHS Borders, Chamber of Trade, perhaps also reps from the Citizens Assembly/Panel. Chair role and secretariat to be a shared responsibility between members.

Advisory Group – a biennial conference - to involve interest groups, communities, local and national partners, and elected members in a review of climate change matters and our response in the Scottish Borders, as well as an opportunity to influence the direction, policy, and investment of partners.



Route Map Implementation

Commitment and action is required from all Council services

Staff training is critical to delivery

Need for effective engagement and participation with communities and individuals

Ongoing monitoring of delivery and agreed communications strategy.

Our assessment of actions, impact and what is required will increase overtime

Funding and resourcing of actions – investment to deliver actions

A shared endeavour, which will require #our part/your part

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Workforce Mobility Project Integrated Regional Employability & Skills

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CITY REGION DEAL
Edinburgh & South East Scotland

Minute Item 3

INTRODUCTION

Business Case statements

- Mobility challenges cut across Employability and Skills, Innovation, Transport and the wider policy areas and as such the ambition must be shared and owned across the City Region Deal partners and stakeholders including citizens and employers to ensure that interventions are mutually supporting and sustainable.
- The outcomes should be co-ordinated from an Integrated Regional perspective resulting in a more focussed and streamlined employability support network that will ensure greater numbers of local people are able to access the wealth of employment and training opportunities that the City Region Deal will make available.

Fundamentally

- Identify mobility barriers to sustained education, training and employment in the region
- Implement long term sustainable interventions
 - Employability, Skills, Digital, Innovation, Transport, Policy

PROGRESS

DATA GATHERING

- Strong anecdotal evidence to support transport as a barrier

FINDINGS

It is evident that the transport barrier in Edinburgh & South East Scotland is not solely related to affordability. A number of factors have created a fragmented transport system, such as:

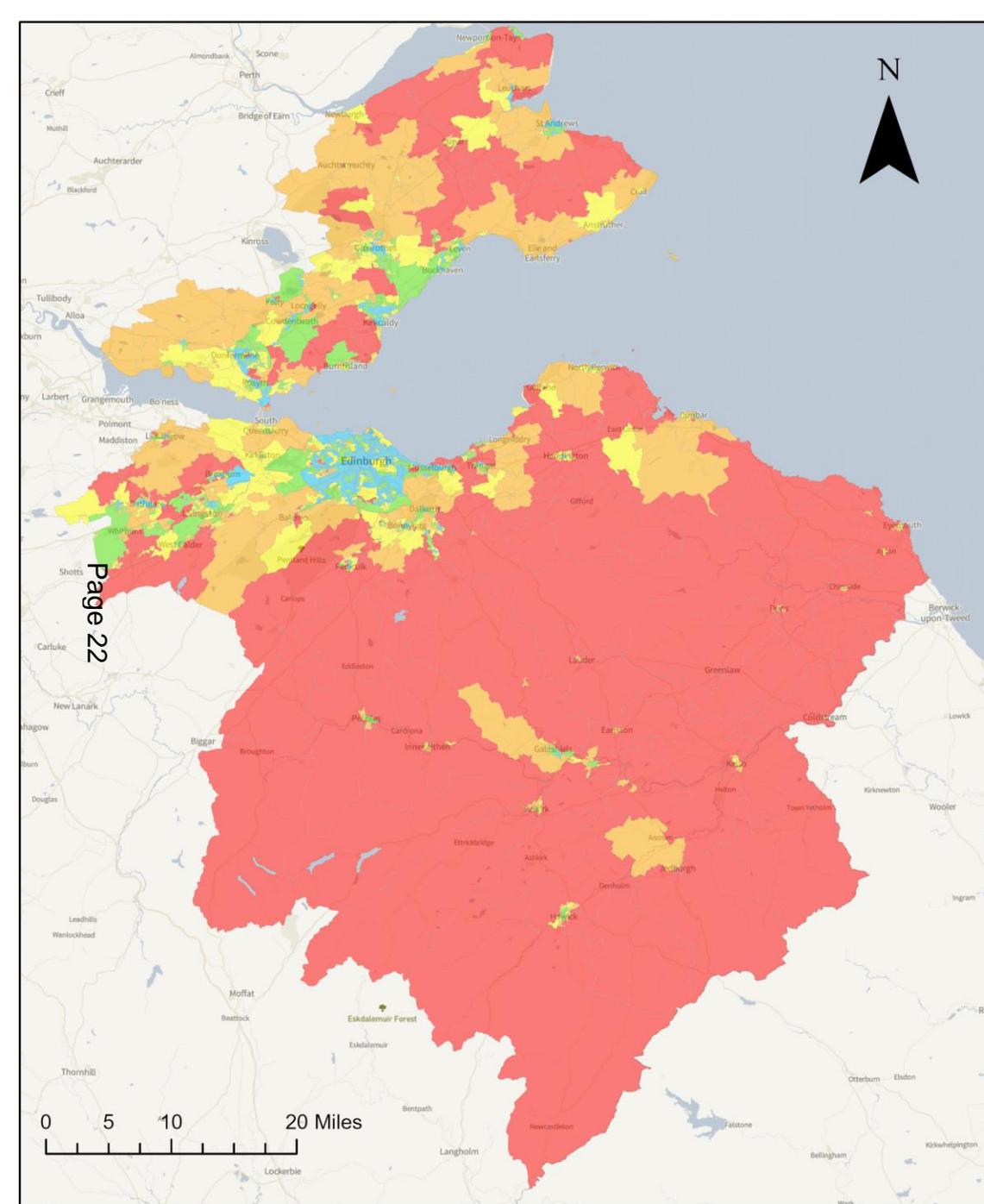
- *patronage decline on the bus network since 2010,*
- *5% of the population not connected to the public transport system,*
- *The majority of the City Deal region in medium and high transport poverty (SEStrans RTS Main Issues Report 2020);*
- *the need for more partnership working within the sector and across transport modes;*
- *multiple points of travel information,*
- *a plethora of ticketing structures/subsidies/concessions, and*
- *the lack of data based route optimisation.*

All of these elements have led to multiple barriers that include affordability, accessibility, complexity, integration and declining service provisions.

Bus Accessibility – Weekdays (2019)

Bus Accessibility Quintiles

- Lowest
- Low
- Medium
- High
- Highest



Source: <https://statistics.gov.scot/data/bus-accessibility>
(accessed 13/05/2021)

NEXT STEPS

DATA GATHERING/ANALYSIS

- Pilot 1
 - Surveys across Employability partners
 - Surveys across business groups
 - Data gathering across Transport partners to show the transport network
- Pilot 2
 - Major employer staff data
- Also commenced the policy review to look at the horizon

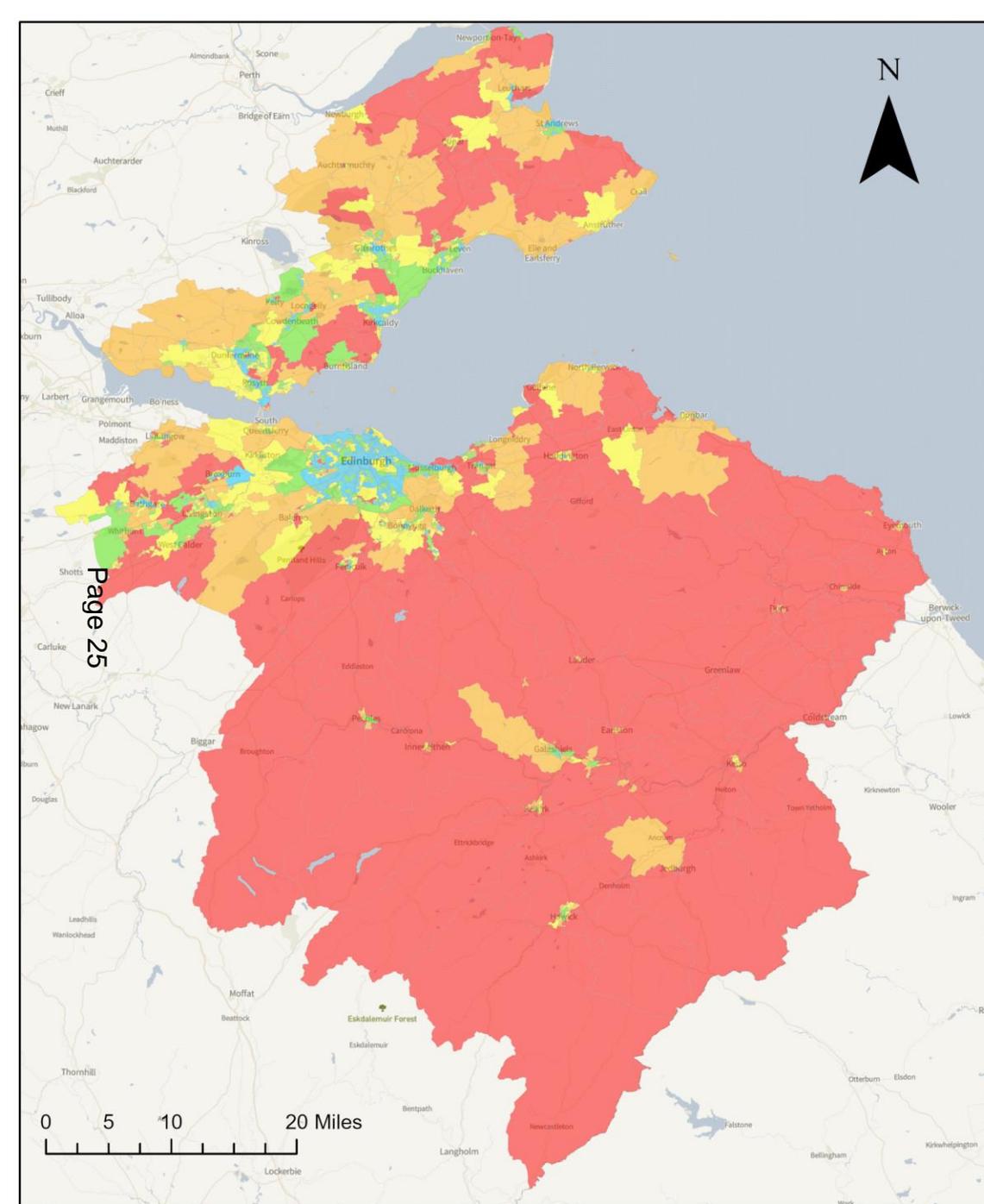
PILOT 1

SURVEYS & DATA GATHERING

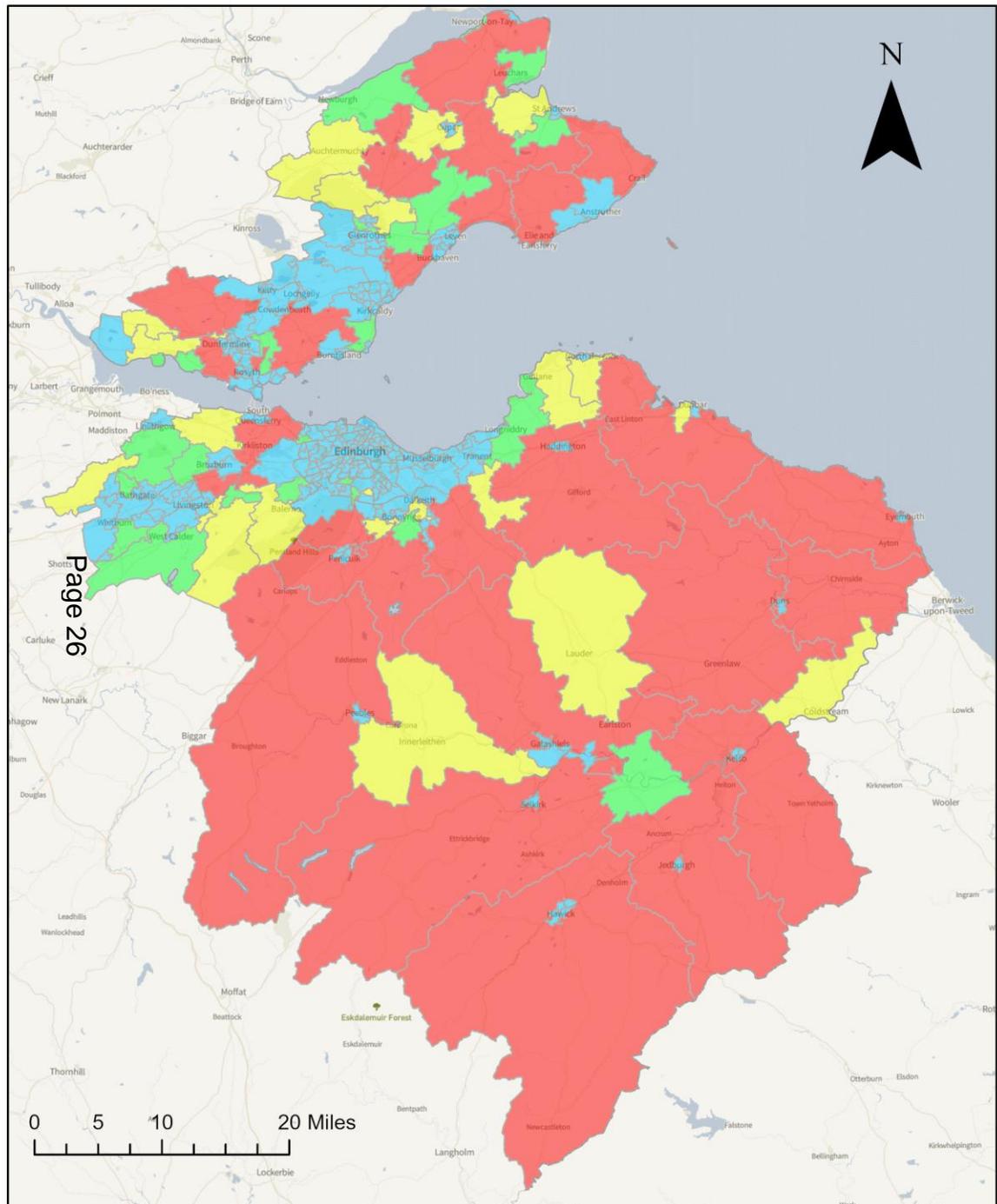
Bus Accessibility – Weekdays (2019)

Bus Accessibility Quintiles

- Lowest
- Low
- Medium
- High
- Highest



Source: <https://statistics.gov.scot/data/bus-accessibility>
(accessed 13/05/2021)



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People living in 15% most 'access deprived' areas

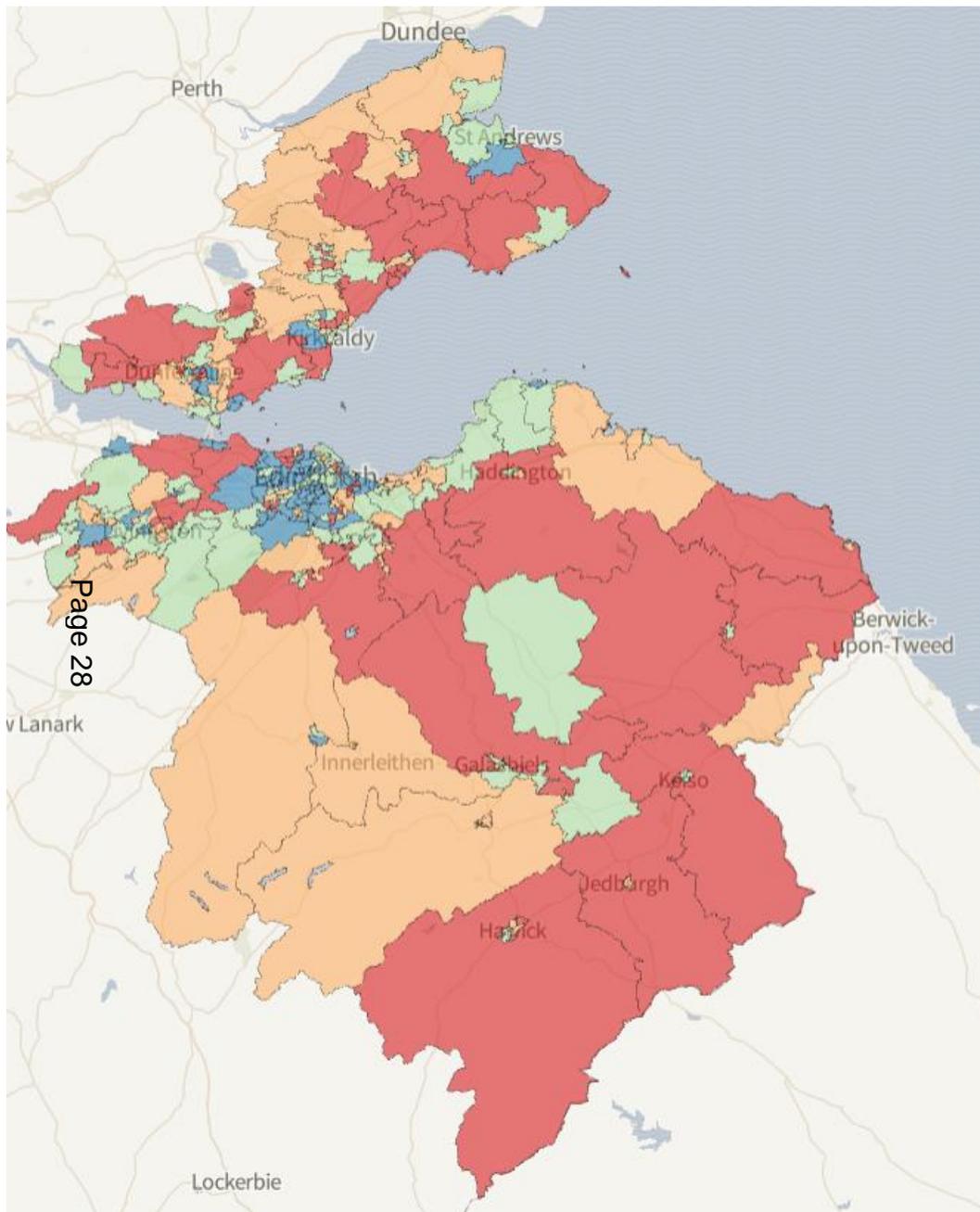
- Access Deprived
- A. None (0%)
 - B. Under 25%
 - C. 25% to Under 50%
 - D. 50% or More

Source: <https://www.gov.scot/collections/scottish-index-of-multiple-deprivation-2020/>
 (accessed 13/05/21)

Workforce Mobility Index (WFI) Scoring Methodology

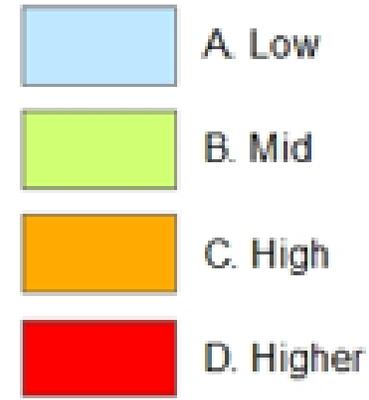
15% Access Deprived	Income Deprived	Employment Deprived	Education Attainment	WFI / Score
A. None (0%) : 0 Points	A. Under 5%: 1 Point	A. Under 5%: 1 Point	A. Under 5: 4 Points	A. Low / 3 to 5
B. Under 25%: 2 Points	B. 5% to Under 10%: 2 Points	B. 5% to Under 10%: 2 Point	B. 5 to Under 5.5: 3 Points	B. Mid / 6 to 8
C. 25% to Under 50%: 4 Points	C. 10% to Under 15%: 3 Points	C. 10% to Under 15%: 3 Points	C. 5.5 to Under 6: 2 Points	C. High / 9 to 10
D. 50% or More: 6: Points	D. 15% or More: 4 Points	D. 15% or More: 4 Points	D. 6 or Higher: 1 Point	D. Higher / 11 to 18

Workforce Mobility Index



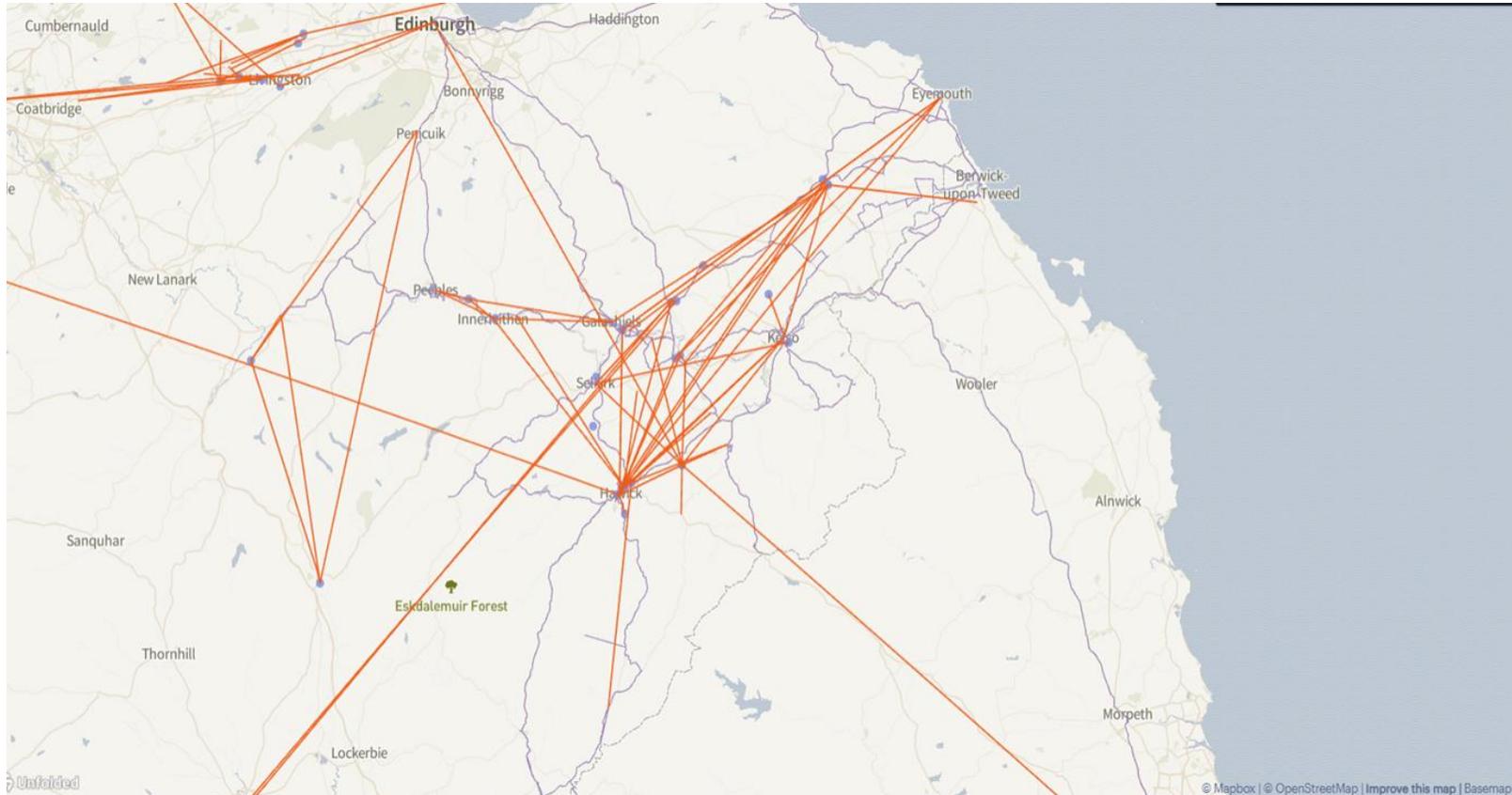
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Workforce Mobility Index



PILOT 1 - SURVEYS & DATA GATHERING

- Surveys
 - SBC, DWP, Developing Young Workforce, Young Scot, Federation of Small Business, Scottish Council for Development & Industry, 3rd sector



PILOT 2

MAJOR EMPLOYER STAFF DATA

ROUTES

Schedule Sol #1 Results

Sol #1 summary

17 routes, 8 unallocated passengers

- #1 2 48 0:58 28.3 miles
HQ - Main Building, NEWTOWN PRIMARY SCHOOL
59 Seater #1
- #2 1 49 1:07 26.2 miles
HQ - Main Building
59 Seater #2
- #3 2 58 1:41 50.1 miles
HQ - Main Building, NEWTOWN PRIMARY SCHOOL
59 Seater #3
- #4 1 40 2:18 68.2 miles
HQ - Main Building
59 Seater #4
- #5 1 7 1:47 41.7 miles
HQ - Main Building
59 Seater #5
- #6 1 16 2:32 54.5 miles
HQ - Main Building

Reporting routes

- Schools Commercial Pricing
- Schools Transport
- Social Services
- Surveys

Double click the icon to start...

Routes: #4, #4, #4, #4, #9, #9

365211, 619869

Data from © Ordnance Survey

Grieve, Eleanor

15:52

01/06/2021

WHAT ARE THE BENEFITS

EMPLOYABILITY

- More services to support employment, education, training across the region & the free U22 bus travel
- Services designed around the need of the passengers as the data is available
- Cheaper bus fares

ENVIRONMENT (only 700 employees)

- Fewer cars on the road (circa 9k miles/day less on that one example alone)
- More sustainable transport options
- Carbon savings (circa 1,280kgCO₂/day or 467,200kgCO₂/annum)

SCOTTISH BORDERS COUNCIL

- Less subsidised services

NEXT STEPS

Data/Gathering & Analysis

- Map & analyse remainder of SBC, College and NHS data
- Optimise existing and new bus services
- Obtain shift patterns for all staff
- How do we incentivise the move away from the car? Carrot & stick
- How do we get business to engage with this process?

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Policy Review

- National/Regional/Local review to determine level of interventions

Other transport issues

- Transport information – MaaS
- Cost of transport
- Digital – not needing to travel in the first place
- Active travel/Train/community transport
- Community car clubs

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National Planning Framework 4, Regional Spatial Strategies and Climate Change

Sustainable Development Committee
4th June 2021

Planning (Scotland) Act 2019

- Fundamental change to the planning system
- NPF incorporates Scottish Planning Policy (SPP) and becomes part of Development Plan
- Removal of Strategic Development Plans (SESplan)
- Introduction of Regional Spatial Strategies
- 10 year Local Development Plans
- Local Place Plans

National Planning Framework

- Position Statement - issued 27 November 2020
- Reframing of Planning Policy on climate change
- Signals a significant shift in the way we think about planning and our places, and a move from focus on 'low carbon' towards a more ambitious 'net zero' agenda
- Four key themes: net zero emissions; resilient communities; wellbeing economy; and better, greener places



National Planning Framework

- **A Plan for Net-Zero Emissions - new spatial strategy will:**
- Prioritise emissions reduction
- Integrate land use and transport
- Facilitate design solutions and innovation
- Promote nature-based solutions
- Deliver infrastructure to reduce emissions

National Planning Framework

- **A Plan for Resilient Communities -new spatial strategy will:**
- Apply the concept of 20 minute neighbourhoods
- Strengthen community resilience
- Promote inclusion and equality and eliminate discrimination
Improve our health and wellbeing
- Actively plan and support the delivery of good quality homes
- Promote an infrastructure-first approach to community development
- Enhance and expand natural infrastructure
- Achieve more sustainable travel

National Planning Framework

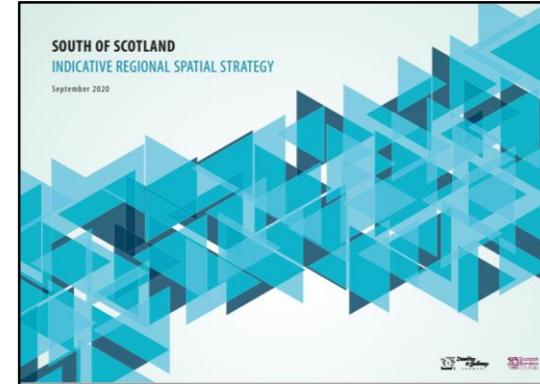
- **A Plan for a Wellbeing Economy** -new spatial strategy will:
- Support a sustainable and green economic recovery
- Reduce inequality and improve health and wellbeing
- Provide certainty and flexibility to encourage investment
- Grow our food and drink sector
- Support sustainable tourism development
- Stimulate culture and the creative industries
- Transition to a circular economy
- Promote sustainable resource management
- Secure strategic transport connectivity
- Improve digital connectivity

National Planning Framework

- **A Plan for Better, Greener Places -new spatial strategy will:**
- Focus on place-based outcomes
- Achieve higher quality design
- Re-imagine city and town centres
- Re-use vacant and derelict land and empty buildings
- Actively promote working and living in rural Scotland and the islands Protect and restore Scotland's natural environment
- Protect and enhance our historic buildings and places
- Adapt our coastline to the impacts of climate change

Regional Spatial Strategies

- Indicative RSS for SE and South Scotland
- Themes:
- Efforts to address the global climate change emergency;
- delivers a greener economy and low carbon society that contributes to net zero carbon ambitions;
- resilient to the effects of climate change,
- safeguarded and enhanced natural capital.
- Utilising transition assets and sustainable development opportunities



By 2050...



Greener economy that contributes to net zero carbon ambitions



Vibrant, diverse town centres integral to the life and economy of their community



Healthy communities with access to a high quality built and natural environment, open space, sport and leisure amenities, and active travel opportunities



The number of younger people living and working in the region will have increased



Diverse higher value economy spread across employment sectors



Communities actively involved in planning their future development



Improved digital connectivity



Low carbon society, which is resilient to the effects of climate change



Prime outdoor recreation destination in UK and internationally with a range of visitor attractions



A region with excellent strategic transport and active travel linkages



Reduced dependency on low wage sectors of the economy such as agriculture



Natural capital investment / innovation area, with safeguarded and enhanced natural capital



High quality landscape, natural and built environment

Regional Spatial Strategies

Charrette sessions held on May 2021 on themes of Work, People, Place and Carbon to inform NPF4

Draft NPF4 laid before Parliament Autumn 2021

Consultation

Adopted Spring 2022

'Carbon' – 24 May 2021



- **Managing climate impacts** and adaptation / resilience on the Clyde, Forth and Tay Estuaries + tensions between environmental sensitivities / biodiversity and major infrastructure.
- **Innovation in decarbonisation** of transport and key sites e.g. Grangemouth.
- **Fabric first:** make best use of existing built environment assets and land.
- **'Brown-green' model:** Opportunities for urban densification + reuse VDL which builds in green infrastructure.
- **Sustainable transport and mobility** – link urban and rural mobility issues; mass transport for major cities, strategic active travel, and key connections to ensure resilience.

- Freight connectivity is important, to NI and to/from rest of Scotland. Digital connectivity is crucial to support an inclusive economy.
- **Community** – build on quality and range of settlements to create attractive, well established, low carbon communities across less urbanised Southern Scotland; promote and ensure quality of life, decarbonising homes and industry, addressing VDL, and promoting lower carbon tourism and agriculture; IT capability to enable more remote living and working.

4. North, West and Islands

A peripheral geography with opportunities for rural communities

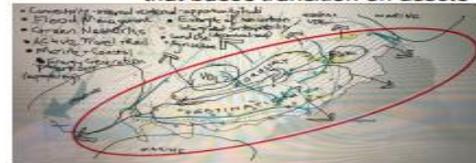


Key points:

- **Sequestration** - Protect land and sea assets that can play a role – European / International in scale. E.g. Flow Country peatland restoration.
- **Generation** - Bigger not always better – role for smaller scale schemes, capturing benefits in different ways, new economic activity.
- **Decarbonisation** - Road and logistics network; Ferry routes; Homes; Tourism – electric vehicle travel + tax?
- **Sustainable communities** - Food production; Digital connectivity; Rural 20 min neighbourhood model; Energy benefit; Land and governance – role in creating sustainable communities.

3. Southern Scotland

Green energy conscious, low carbon living that bases transition on assets



Key points:

- **Land (and marine) use** – key roles of agriculture, forestry and biodiversity (e.g. reduce/slow run-off in Tweed, Nith & Irvine valleys) + importance of marine activity in Solway and Clyde estuaries + North Sea; sequestration and address coastal sea level change.
- **Energy** – repowering of onshore windfarms, exploit offshore and wind/tidal + opportunities for storage across the South + opportunities for local generation / microgrids etc.
- **Connectivity** - become a stronger 'destination' rather than a place to 'pass through' - through active travel strategies, rail access / expansion, and rural mobility initiatives.

Feedback will be summarised at the next day's event and will help to inform the development of spatial strategy options for the national spatial strategy in NPF4.

This work is being supported by Kevin Murray Associates (KMA)



Scottish Government
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Questions?

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**Education
Scotland**
Foghlam Alba



Learning for Sustainability

Learning for a better world

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Debbie Matthewson
Principal Teacher Stow Primary School
Debbie.Matthewson@scotborders.gov.uk

Minute Item 6

Transforming lives through learning

A word cloud centered around the themes of sustainability and education. The most prominent words are 'learning for sustainability' and 'learning for a better world' in large blue font. Other significant words include 'international education', 'outdoor learning', 'sustainable development education', and 'global citizenship'. The cloud also features numerous smaller terms related to curriculum, ethics, social justice, and environmental education.

embedded in the curriculum international education ethos
equality and fairness values-based understanding interdependence improving attainment and achievement
outdoor learning resilience critical thinking health and wellbeing
sustainable energy and water use local to global eradicating poverty and inequity
responsible use of our planet's resources play children's rights skills for work
links between environment, society and economy creativity contact with nature
problem solving school linking
fair trade respect
peace and conflict identity and heritage
social justice engaging with democracy human rights addressing discrimination and prejudice
sustainable buildings and grounds discussing controversial issues
sustainable development education learners as leaders protecting biodiversity
developing political literacy tackling climate change growing food
culture community partnerships systems thinking global citizenship ethical issues
social and cultural diversity cooperative, collaborative and active learning waste reduction and recycling

wisdom

justice



compassion

integrity

Learning for sustainability

LEARNING FOR SUSTAINABILITY

The report of the One Planet Schools Working Group



23 November 2012

LfS is an entitlement for all learners

Every practitioner should reflect LfS in their daily practice

Every school to pursue a robust and coherent whole school community approach

Buildings and grounds to reflect the principles of LfS

Strategic national approach

Defining Learning for Sustainability

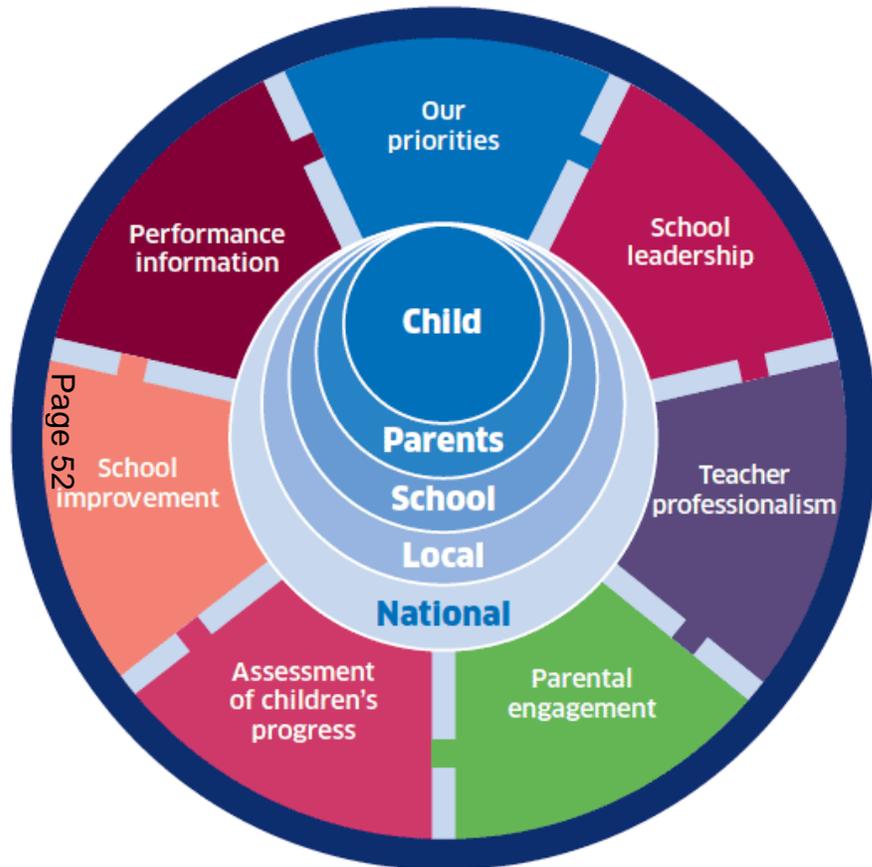
Learning for Sustainability (LfS) is a whole school approach that enables schools and their wider communities to build the values, attitudes, knowledge, skills and confidence, needed to develop practices and take decisions which are compatible with a sustainable and equitable society.

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Learning for Sustainability: One Planet Schools Report (2012)

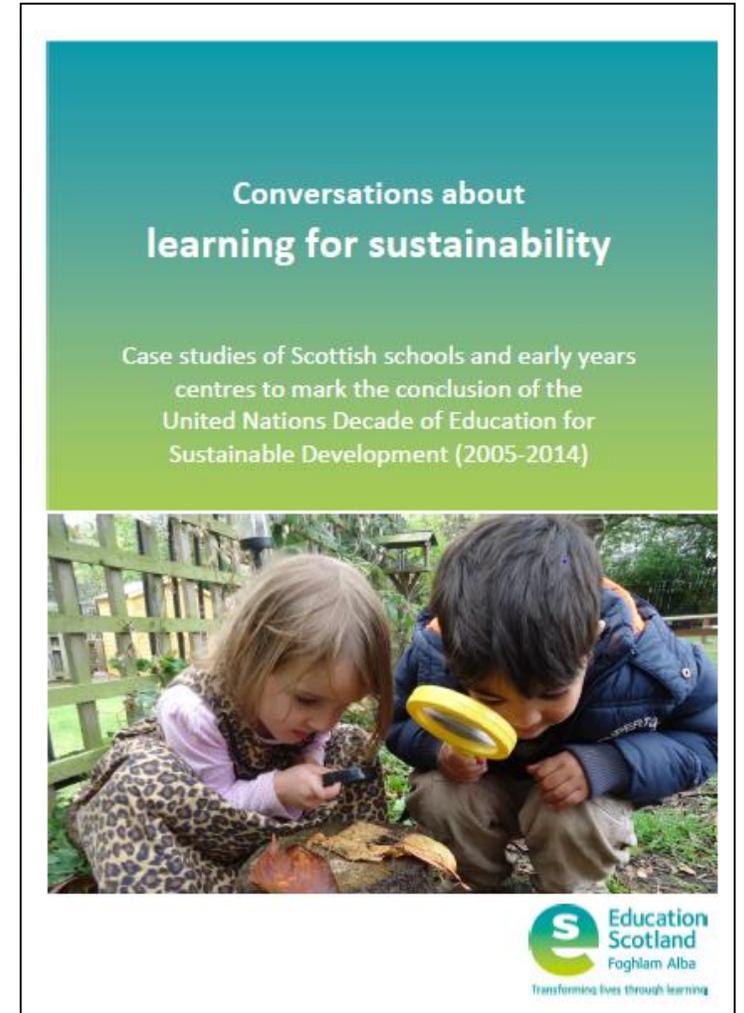
National Improvement Framework Priorities



- Improvement in attainment, particularly in literacy and numeracy
- Closing the attainment gap between the most and least disadvantaged children
- Improvement in children and young people's health and wellbeing
- Improvement in employability skills and sustained, positive school leaver destinations for all young people

Impact of LfS

- Increases motivation to learn and raises attainment
- Improved staff morale, motivation and wellbeing
- Develops skills and confidence in learners
- Enhanced reputation of establishments
- Enhanced community spirit and partnerships
- More opportunities for parental engagement



Wellbeing



Equity



A word cloud of sustainability-related terms. The central and largest text is "learning for sustainability" in blue, with "learning for a better world" below it in a smaller blue font. Other prominent terms include "international education" (red), "outdoor learning" (red), "sustainable development education" (purple), and "global citizenship" (blue). Smaller terms include "ethos", "equality and fairness", "values-based", "understanding interdependence", "improving attainment and achievement", "resilience", "critical thinking", "health and wellbeing", "sustainable energy and water use", "local to global", "eradicating poverty and inequity", "responsible use of our planet's resources", "play", "children's rights", "skills for work", "links between environment, society and economy", "creativity", "contact with nature", "problem solving", "school linking", "fair trade", "respect", "peace and conflict", "identity and heritage", "social justice", "engaging with democracy", "human rights", "addressing discrimination and prejudice", "sustainable buildings and grounds", "discussing controversial issues", "developing political literacy", "tackling climate change", "growing food", "learners as leaders", "protecting biodiversity", "culture", "community partnerships", "systems thinking", "ethical issues", "social and cultural diversity", "cooperative, collaborative and active learning", and "waste reduction and recycling".

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culture community partnerships systems thinking global citizenship ethical issues
social and cultural diversity cooperative, collaborative and active learning waste reduction and recycling

United Nations Sustainable Development Goals

The SDGs offer a vision for the world that I believe the people of Scotland share ... the aims set out by the UN form an agenda for tackling some of the world's greatest problems. Unlike the Millennium Development Goals these will not be restricted to developing countries but will be universal, applying to all countries including Scotland.

Nicola Sturgeon, First Minister, July 2015

