



Law Society  
of Scotland

# Consultation response

## Aviation strategy

January 2022



## Introduction

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The Law Society of Scotland is the professional body for over 12,000 Scottish solicitors. With our overarching objective of leading legal excellence, we strive to excel and to be a world-class professional body, understanding and serving the needs of our members and the public. We set and uphold standards to ensure the provision of excellent legal services and ensure the public can have confidence in Scotland's solicitor profession.

We have a statutory duty to work in the public interest, a duty which we are strongly committed to achieving through our work to promote a strong, varied and effective solicitor profession working in the interests of the public and protecting and promoting the rule of law. We seek to influence the creation of a fairer and more just society through our active engagement with the Scottish and United Kingdom Governments, Parliaments, wider stakeholders and our membership.

Our Environmental Law Sub-committee welcomes the opportunity to respond to Transport Scotland's consultation on *an Aviation Strategy*<sup>1</sup>. We do not seek to respond to the consultation questions but have the following comments to put forward for consideration.

## General comments

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We welcome the publication of this discussion document by Transport Scotland with a view to the creation of an Aviation Strategy which seeks to balance the environmental impacts and the economic considerations of aviation.

We consider that there are wider questions around moving to sustainable aviation which require detailed consideration, including in relation to infrastructure and the use of route subsidies. We note that the transport infrastructure for journeys to and from Scottish airports is not to be covered in the Aviation Strategy. In this regard, it will be crucial for the Aviation Strategy to coherently link with Transport Scotland's Strategic Projects Review 2, as well as with other relevant plans and strategies such as those set out at page 17 of the discussion document. This will require a holistic approach, particularly in relation to reducing the environmental impact of travel.

We note that there is very little reference to noise within the discussion document which is surprising given the potential impacts of aviation in this area. We suggest that this would merit greater focus within the Aviation Strategy when developed.

<sup>1</sup> <https://consult.gov.scot/transport-scotland/aviation-strategy/>



**For further information, please contact:**

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