

Initial Call for Evidence & Contributions RESPONDENT INFORMATION FORM

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The Royal Town Plannign Institute Scotland

Phone number

01312299628

Address

18 Atholl Crescent
Edinburgh

Postcode

EH3 8HQ

Email

Robbie.calvert@rtpi.org.uk

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1. The remit and in particular the Commission objectives provide an illustration of some key strategic drivers to an inclusive growth and low carbon economy

a) What are your views on these drivers and are there any others that should be considered by the Commission?

- Integrational collaboration - infrastructure planning and delivery is highly complex. It involves a web of national and local government agencies, regulators, utility companies and service providers, as well as developers and investors. Infrastructure providers can operate to their own timetables, geographical area and investment cycles which are seldom aligned with strategic and local development plans¹. The need for cross-sectoral infrastructure integration is therefore extremely high and should be considered by the commission as a key strategic driver.
- Whilst we support the intentions of the strategic driver “How to prioritise investment to deliver inclusive economic growth and low carbon objectives” to do so, any decision making process should move past traditional economic cost benefit analysis to capture social and environmental value. Therefore it would be encouraged to include the wording “...through a more holistic approach to measuring value”.
- RTPI Scotland believe a strategic driver should include how to prioritise investment in infrastructure in a time of spending cuts and how decision making can be used more creatively and proactively to shape the market in certain areas through improving viability and marketability of sites.
- A key issue alongside how to prioritise investment is how to time investment. Therefore under the third driver a suggested wording would be “How to prioritise *and time* investment to deliver inclusive economic growth and low carbon objectives”

b) What is the impact of these (and any additional) drivers on an inclusive growth and low carbon economy?

Inclusive Growth

- *International competitiveness* – international competitiveness is a core tenant of economic growth. However attracting institutional investment in infrastructure requires strong leadership and clear strategic vision.
- *Connectivity* – Greater connectivity can drive increased productivity. However when considering developed countries like Scotland, there is no high quality evidence to suggest transport infrastructure investment will boost economic growth². Other areas of public spending therefore may have more impact on inclusive growth. Therefore there is a need to build and draw upon an evidence base to ensure that no assumptions are made in the infrastructure decision making process.
- *Demographic and social change* – future population projections have a direct consequence for infrastructure provision. Targeting infrastructure investment towards regeneration schemes can ensure economic development is more evenly distributed.
- *Placemaking* – improvements to public spaces can drive economic development and is a key component of regeneration and development projects.

¹ Heeres, N. Tillema, T. and Arts, J. (2016) ‘Dealing with interrelatedness and fragmentation in road infrastructure planning: an analysis of integrated approaches throughout the planning process in the Netherlands’, *Planning Theory & Practice*, 17 (3), 421-443,

² <https://whatworksgrowth.org/policy-reviews/transport/evidence-review/>

- *Technological change and innovation* - the rise of the 'smart-city' discourse in recent years has opened new opportunities for more inclusive forms of governance and more cost effective ways of delivering public services.
- *Financing* - There is a strong link between infrastructure investment and inclusive economic growth³
- *Collaboration* - cross-sector data sharing, for example, can make commissioning feasibility studies for new infrastructure, planning for major regeneration and new settlements, and administering national infrastructure funds more effectively⁴

Low Carbon Economy

- *International competitiveness* – early adoption and strategic prioritisation in the new green economy, could drive international competitiveness through clean growth.
- *Connectivity* – Investment in active transport and public transport will reduce transport emissions from private cars⁵
- *Demographic and social change & placemaking* - delivering high quality infrastructure to dense, mixed-use settlements to accommodate population growth, will improve accessibility to public transport and active transport.⁶
- *Technological change and innovation* – new low carbon infrastructure technologies, are continually coming online such as battery storage, floating offshore wind turbines, wave and tidal energy.⁷
- *Financing* – incentives can be offered through the procurement process for infrastructure providers to reduce carbon emissions in their supply chains. A renewed approach to developing a standardised cost-benefit analysis could provide a mechanism to do this.
- *Collaboration* – alignment of energy research, industrial strategy and environmental policy across public sector bodies, commerce and civil society will be necessary to deliver low carbon infrastructure.

c) What are the key interactions and dependencies across these drivers?

A key interaction across the drivers is the collaboration between organisations involved in the delivery and funding of infrastructure. Therefore nurturing relationships and information exchange between organisations to encourage geographical alignment, sustainable procurement, joined-up funding models and wider placemaking goals is fundamental to infrastructure delivery. Local authority planning departments, with their long-term commitment to economic development, regeneration, transport, housing and waste services should be central to this co-ordination, acting as the corporate decision makers and the regulatory catalysts.

d) What is the impact of each of them and cumulatively on Infrastructure demand and need now and for the future?

³ Exploring the Economic Rationale for Infrastructure Investment, Scottish Government (2018)

⁴ <https://www.rtpi.org.uk/media/3306819/RTPI%20response%20-%20the%20future%20of%20regulation.pdf>

⁵ <https://www.transport.gov.scot/media/41506/call-for-evidence-summary-report.pdf>

⁶ <https://www.rtpi.org.uk/media/2822766/settlementpatternsurbanformsustainability.pdf>

⁷ <https://www.rtpi.org.uk/media/2853256/RenewableEnergyPracticeAdvice2018Final.pdf>

International competitiveness – modernisation and investment of infrastructure is fundamental to improving the international competitiveness of Scotland’s economy, especially with regard to utilities and transport⁸.

Connectivity – the need to tackle climate change, drive economic development and reduce health inequalities will require a major modernisation of current transport networks, especially for active and public transport.

Demographic and social change – an ageing population in Scotland, will shift infrastructure demands markedly. The influence of scenarios for either high or low mortality, fertility and immigration will have a major effect on population projections and subsequent infrastructure needs.

Placemaking – with infrastructure increasingly seen as an integral part effective placemaking. demand will likely increase to delivery certain types of infrastructure, including social and community infrastructure and green infrastructure⁹.

Technological change and innovation – rapid technological changes will add much uncertainty into infrastructure requirements but can potentially help make infrastructure delivery more efficient.

Financing - the resource constraints currently in place in the public and private sectors is a major barrier to infrastructure delivery. This is especially true for local authority planning departments, who are an vital of the decision making and delivery. Our recently published research paper on resourcing the planning service has shown a 25% decrease in planning staff and a 40% real term cut in budgets since 2009¹⁰. The future financing of infrastructure delivery will rely on finding ways to bring resources into the planning system, and the implementation of infrastructure financing mechanisms, such as the infrastructure levy, a provision introduced in the Planning (Bill) Scotland.

Collaboration - a more corporate and collaborative infrastructure delivery service could align investment across local government, central government and the private sector.

Cumulatively – shifting infrastructure demands from the key drivers and increasingly complex organisational and investment arrangements, will make integrated infrastructure governance more challenging but increasingly important.

- 2. Infrastructure has a key role in relation to an Inclusive Growth and Low Carbon Economy:**
- a) What are your views on Scottish Government’s definition of infrastructure as provided in the Commission remit, and are there any additional elements that should be considered, or areas that could be omitted?**

Green infrastructure is not included in the Scottish Government but has a major contribution to the placemaking agenda, health and well-being, flood prevention and resilience. It could be included as an example of social infrastructure.

- b) What contribution does each of the infrastructure categories identified make to achieving an inclusive growth and low carbon economy?**

Inclusive growth

⁸ World Economic Forum. (2018). The Global Competitiveness Report 2018

<http://reports.weforum.org/global-competitiveness-report-2018/>

⁹ Joseph Rowntree Foundation (2011) Sustainable urban neighbourhoods, York

¹⁰ <https://www.rtpi.org.uk/media/3314972/Resourcing%20the%20Planning%20System%20-%20RTPI%20Scotland%20Key%20Trends%20and%20Findings%202019.pdf>

- *Transport* – transport investment can lead to improved access to better paid jobs and larger labour pools for employers.
- *Energy* – production of the new energy infrastructure required for renewables can be identified as an opportunity for industrial growth in regions and nations.¹¹
- *Water* – Delivery of housing places significant requirements for water and sewage infrastructure, a relationship which needs to be strategically managed so that demand does not exceed supply, considering also the impending changes to precipitation as a result of climate change.¹²
- *Telecoms/ Digital and Internet* – digital connectivity in particular is fundamental to modern business and particularly challenging to supply in rural locations.
- *Housing* – ensuring the supply, management and maintenance of affordable housing is a primary driver for economic growth.¹³
- *Social Infrastructure* – social infrastructure such as education, can help close the attainment gap witnessed with individuals from socioeconomically disadvantaged backgrounds
- *Safety enhancements (flood and waste management)* – socioeconomically disadvantaged groups are more vulnerable to exposure to floods and droughts in urban areas.¹⁴

Low carbon economy

- *Transport* - In 2016, transport emissions accounted for 26% of total emissions¹⁵ Transport is emissions are increasing and are now Scotland’s biggest sectoral challenge in terms of emission reduction¹⁶.
- *Energy* - Over the past twenty years there has been a significant growth in the renewable energy sector in the Scotland¹⁷. Continual growth is expected, encouraged by the dramatically declining costs of renewable power generation.
- *Water* – sustainable water supplies and sewage infrastructure will be key to sustaining low carbon industries.
- *Telecoms/ Digital and Internet* – the use of data and technology can improve the performance of infrastructure networks and make better use of resources.
- *Housing* – the location of new housing when compared to physical and social infrastructure has a strong influence on the sustainability of such development
- *Social Infrastructure* – a transition to a low carbon economy needs to be a socially just transition based on equal opportunity, a fair and inclusive jobs market, regional cohesion and safe and secure communities.

¹¹ HM Government – The Clean Growth Strategy, Leading the way to a low carbon future
www.gov.uk/government/uploads/system/uploads/attachment_data/file/651916/BEIS_The_Clean_Growth_online_12.10.17.pdf

¹² https://www.policyconnect.org.uk/sites/site_pc/files/bricks_water_report_wsbf_web_summary.pdf

¹³ The Economic Impact of Investment in Affordable Housing, Shelter Scotland (2015)
https://scotland.shelter.org.uk/__data/assets/pdf_file/0009/1218609/Economic_impact_of_housing_investment.pdf/_nocache

¹⁴ http://eprints.lse.ac.uk/87536/1/Bangalore_Disaster%20risk_2018.pdf

¹⁵ Committee on Climate Change. 2017. Meeting Carbon Budgets: Closing the policy gap. CCC report to Parliament. Available from: theccc.org.uk/wp-content/uploads/2017/06/2017-Report-to-Parliament-Meeting-Carbon-Budgets-Closing-the-policy-gap.pdf

¹⁶ <https://www.theccc.org.uk/wp-content/uploads/2018/09/Reducing-emissions-in-Scotland-2018-Progress-Report-to-Parliament.pdf>

¹⁷ UK Government Statistical press release: Digest of UK Energy Statistics (2017)
www.gov.uk/government/uploads/system/uploads/attachment_data/file/633029/DUKES_2017_Press_Notice.pdf

- *Safety enhancements* – Flood resilience schemes such as Sustainable Drainage Schemes, can have wider climate change adaptation and mitigation effects.

c) What role and impact does each of the infrastructure categories identified have on the drivers identified in the Commission remit and objectives?

- *Transport* – mostly associated with enhanced connectivity but closely connected with placemaking and technological innovation and change.
- *Energy* - evolving business models and emerging technologies are rapidly transforming the energy sector therefore making technological change and innovation a key consideration. Global investment in renewables is growing rapidly and policies to promote the production and use of renewable energy can be seen to promote international competitiveness¹⁸
- *Utilities* - utility companies tend to limit consideration to development schemes with a high degree of planning certainty. This can lead to a reactive, piecemeal approach to the delivery of infrastructure, and long negotiations between developers and utility companies if a single developer is required to pay for the reinforcement of an entire network. Therefore a key driver behind utilities is collaboration to ensure a more proactive response to the planning and delivery of utilities is achieved.
- *Housing* – Driven predominantly by demographic and social change and placemaking, housing infrastructure is closely tied to financial drivers. In a recent survey, infrastructure constraints and costings were cited by 20% of housebuilders as the biggest barrier to delivery¹⁹
- *Social Infrastructure* – Also predominantly effected by demographic and social change and placemaking drivers. The form, type, quantity and quality likely to change markedly with like macro-social factors and the placemaking agenda.
- *Safety Enhancements* – Resilience schemes such as flood defences and waste management programs are driven by collaboration between key agencies such as SEPA, planning teams, developers and citizens.

d) What are your views on the relative importance and impact of optimising whole life asset capacity through investment in enhanced renewals and maintenance compared to investing in and developing new infrastructure?

Higher density areas are better suited to financing maintenance of existing infrastructure and delivering more effective infrastructure spend²⁰ Therefore decision making on new and existing infrastructure financing should follow the principles of ‘smart growth’, with significant long-term saving when investment is made to higher density and mixed use urban form. The assessment of the potential value of new projects will benefit from more robust and comprehensive data from previously completed projects, collected by a range of government departments and agencies²¹. These approaches to growth and monitoring can all be achieved through an effectively resourced planning system, and investment in planning should be seen as a key preventative spend to ensure the optimisation of whole life asset capacity.

¹⁸ http://www.ren21.net/wp-content/uploads/2018/06/17-8652_GSR2018_FullReport_web_-1.pdf

¹⁹ <https://brodies.com/news/brodies-news/brodies-housebuilding-survey-identifies-planning-issues-as-key-to-meeting-scotland>

²⁰ Burchell, R.W., Downs, A., McCann, B. & Mukherji, S. (2005) *Sprawl Costs: Economic Impacts of Unchecked Development*. Washington DC: Island Press.

²¹ https://www.nic.org.uk/wp-content/uploads/CCS001_CCS0618917350-001_NIC-NIA_Accessible.pdf

e) To what extent and in what way can infrastructure act as a catalyst for change in a place; be that at a community, local, strategic or national level?

Depending on the existing infrastructure provision, scale, type and quality of infrastructure the effects will vary at community, strategic and national level. Infrastructure investment can, for example, act as a catalyst for economic development through market making and shaping, help deliver placemaking goals and increase the uptake in active travel. An enhanced analysis of the performance of existing infrastructure as discussed in the previous question could to some extent, address this question.

f) To what extent and in what way can infrastructure act as a catalyst for:

I) Increased economic investment and growth?

Economic productivity is strongly correlated with investment in efficient and large scale infrastructure²²

II) Improved service delivery?

Whilst Infrastructure investment can improve service delivery, issues have been highlighted of siloed, short term service delivery of sectoral concerns working against the strategic planning of long term investments²³.

III) Improved community cohesion?

Depending on the community, existing infrastructure provision, scale, type and quality of infrastructure community cohesion will vary. As discussed in Q(e) infrastructure investment, if targeted appropriately, can help act as a catalyst towards a range of placemaking ambitions. Similarly to Q2(d) & (e) an enhanced analysis of the performance of existing infrastructure, to include a metric to evaluate changes to community cohesion would help address this question. This would signal a move towards a more holistic approach which takes into account the wider benefits of investment in assessing value.

3. The demand and need for the infrastructure assets included in the Commission remit is considerable and wide ranging. Across all the infrastructure assets identified:

a) What is your assessment of the current infrastructure stock in terms of quality of provision?

The UK is currently ranked 11th in the world for the overall quality of infrastructure a ranking, dropping to 16th for the quality of both its utilities and transport infrastructure²⁰. In Scotland, the introduction of city-region deals has generated large amounts of investment for major infrastructure projects, however, significant parts of the country that are not covered by such deals, potentially leading to a regional gap in infrastructure quality and capacity²⁴. RTPI Scotland believes that there needs to be a more formalised connection between City Region Deals and the National Planning Framework (NPF), an opportunity that is potentially being missed with the majority of City Deal proposal documents not currently referencing the NPF. Similarly, emerging regional spatial strategies in the Planning (Scotland) Bill need to provide clear and strong relationship with the

²² World Economic Forum. (2018). The Global Competitiveness Report 2018 <http://reports.weforum.org/global-competitiveness-report-2018/>

²³ Overcoming barriers to integrated infrastructure planning in city regions and counties (unpub)

²⁴ Local Government and Communities Committee. City Regions -Deal or No Deal? (2018) <https://sp-bpr-en-prod-cdnepe.azureedge.net/published/LGC/2018/1/8/City-Regions--Deal-or-No-Deal-/LGCS052018R1.pdf?platform=hootsuite>

National Planning Framework and better integration with strategies for other regional activities for example City Region Deals, Regional Economic Partnerships and Regional Transport Partnerships.

RTPI Scotland strongly supports the overarching objective to alignment infrastructure provision with the new NPF4. This includes evaluating the synchronicity of the Infrastructure Investment Plan, currently set at 5 years, with the new NPF on a 10 year cycle. However not only is it important that the NPF4 has the Infrastructure Investment Plan embedded within in it, but is integrated with and aligned with other national and regional strategies including:

- Strategic planning through emerging regional strategies
- City-Region Deals
- Regional Economic Partnerships
- National Transport Strategy
- National Economic Strategy
- National Energy Strategy
- National Marine Plan
- Land Use Strategy
- Historic Environment Strategy
- Fairer Scotland Action Plan
- National Waste Management Plan
- Regional Transport Partnerships

RTPI Scotland believes that the primary role of a new national infrastructure planning mechanism should be to maintain an overview of the strategic business case for front funding and delivering major infrastructure projects, based on regular (e.g. five yearly) assessments of national infrastructure needs and strategic business case reviews. The outcomes of national infrastructure assessments should be costed and reflected in Local Development Plans, which should take forward infrastructure delivery proposals.

RTPI Scotland considers that the current proposals in the Infrastructure Investment Plan, particularly with regard to the delivery body, needs to be more ambitious to be effective. We would like to highlight arrangements in the Republic of Ireland, where the national spatial plan, the NPF, is tied in with a capital investment program, the National Development Plan, which encourages a strong political and corporate buy-in.

b) What is your assessment of the current infrastructure stock in terms of its capacity and fitness for purpose to meet current demand and needs?

Infrastructure capacity will vary depending on city, region, and infrastructure type and quality.

c) What is your assessment of forecast future needs and demand for infrastructure and the key areas of change and development over a five and 30-year horizon?

Five years

When planning for new housing there are still major issues providing infrastructure, including difficulties with S75 agreements and delays in utility supplies. This is especially true for small developers²⁵. For example in Orkney, many single self-build applications are submitted which don't

²⁵ <https://www.gov.scot/binaries/content/documents/govscot/publications/research-and-analysis/2016/11/small-housing-developers-scotland-views-outputs-future-prospects-obstacles-solutions/documents/00510241-pdf/00510241-pdf/govscot%3Adocument>

trigger major infrastructure upgrades, but cumulatively create high demand for new investment. On the other hand if effective housing land is identified in the Local Development Plan, with associated infrastructure requirements, the land does not necessarily come forward for development causing a potential mismatch between anticipated provision and demand. In an attempt to address this issue Edinburgh Council has developed an innovative approach to their Housing Land Audit with a corresponding Completions Programme and Action Programme. The yearly Completions Programme and Action Programme looks how much land is available and rate of delivery, but also audits how many sites are constrained, and why. This feeds into the corporate decision making on infrastructure spend, including timing.

In the Planning (Bill) Scotland, shortly due to receive full parliamentary scrutiny at stage 3 before receiving royal ascent into a new act, provision for Infrastructure Levy provisions have been retained. This includes a sunset clause, with Scottish Government not anticipating its implementation until 2021 at the earliest. RTPI Scotland welcomes the introduction of the Infrastructure Levy as a new mechanism to fund infrastructure. We would welcome any engagement in discussions on its implementation, which we expect to be a central remit of the Infrastructure Commission for Scotland.

RTPI Scotland advocates the further exploration of land value sharing and capture, as well as advanced mechanisms to encourage land assemblage and infrastructure delivery, through on-going research being conducted by the Scottish Land Commission.

Thirty years

As discussed previously the NPF4, and strategic planning through emerging regional strategies will be the key opportunities to set out major strategic infrastructure requirements for Scotland in the long-term. With major climate change related reduction targets, low carbon infrastructure will become an increasingly important development concern.

d) What do you see as the priority areas for investment in order to enable these future needs and demands to be met?

To succeed in achieving inclusive and sustainable economic growth, spatial planning needs to adopt an integrated approach to infrastructure planning, co-ordination and delivery, with planning professionals at the heart of the infrastructure decision making process. Planning departments across Scotland have suffered disproportionately from budget cuts over the last few years. As discussed previously there has been a 25% decrease in planning staff between 2009 and 2017, while over the same period their planning service budgets were cut by 40%. Without an effectively funded planning system, integrate infrastructure delivery will not occur.

e) Where do you see future convergence of need and demand having an impact across infrastructure classes?

Scotland's projected population increase is likely to be unevenly spread across the country²⁶. Council areas of greatest projected increases over the next 25 years are Edinburgh and Aberdeen, alongside their surrounding councils Midlothian, Aberdeenshire and East Lothian. RTPI Scotland believes future convergence of need and demand will result in approaches which are more proactive in attempts to shape the market across infrastructure classes.

²⁶ <https://www.nrscotland.gov.uk/statistics-and-data/statistics/statistics-by-theme/population/population-projections/sub-national-population-projections/2014-based>

4. In relation to approaches to infrastructure assessment and prioritisation and across all the infrastructure assets identified:

a) What is your view on existing approaches to evaluation and assessment of infrastructure in Scotland?

Effective cross-sector-data sharing is a key element of evaluation and assessment of infrastructure. The practice of doing so in Scotland is beginning to emerge, especially at regional levels. An enhanced evaluation and assessment process would likely include shared mapping and enable joint infrastructure delivery. This would include, for example, sharing maps of City Deal projects between utility providers and the City Council.

Currently the measure of the success of investments is based upon their contribution to GVA. We believe that a more holistic approach is required if infrastructure investments are to deliver transformational change and this must mean that environmental and social benefits are also aimed for.

The on-going National Infrastructure Commission recommendations apply to non-devolved UK government infrastructure responsibilities in Scotland, such as digital connectivity and energy. We would like to see a commitment to how to join up recommendations and findings from both Commissions.

b) What is your view of good practise approaches to evaluation and assessment of infrastructure internationally?

Highways England produces a 'post-opening project evaluation' survey of all road schemes one and five years after completion. This compares pre-project appraisals and post-project evaluations to understand whether the projects had the impact and benefits predicted²⁷. Through the standardisation of procedure and consistent application, feedback into pre-project appraisal is more transparent and has improved cost-benefit forecasting²⁸. Whilst focused primarily on economic development, such standardised evaluation schemes could be broadened to also cover social and environmental metrics.

c) What is your view of existing approaches to the criteria and principles for investment prioritisation in Scotland?

In the current Infrastructure Investment Plan, a series of sector plans set out the criteria and principles for investment. RTPI Scotland believes that strategic planning emerging through regional strategies needs to have greater control of costing, funding and delivery of infrastructure, a key finding in Scottish Governments research²⁹. If criteria and principles for investment across sectors were established and integrated through regional planning, resulting projects may be less piecemeal and have greater long term value.

²⁷ Highways England, Research at Highways England

<https://www.gov.uk/government/organisations/highways-england/about/research>

²⁸ Highways England, Post Opening Project Evaluation (POPE) of Major Schemes: Executive Summary (2015)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/497240/POPE_Meta_2015_summary_final.pdf

²⁹ Scottish Government, Planning for Infrastructure Research Project: Final Report (2015)

<https://www.webarchive.org.uk/wayback/archive/20180519205522mp/http://www.gov.scot/Resource/0048/00483680.pdf>

d) What is your view of good practise approaches to the criteria and principles for investment prioritisation internationally?

Politicisation of infrastructure introduces political risk and an increased likelihood that major projects be scrapped, creating a poor environment for investment. Therefore countries and regions that have depoliticised infrastructure can gain a competitive advantage.

In 2018, the Netherlands was ranked best in Europe regarding its transport network and water and energy supply. As discussed in 2(d) the Netherlands has high population densities, making investment and maintenance of infrastructure very cost effective, as well as stronger mechanisms to capture land value. However there are other principles by which the Dutch system integrates infrastructure investment priorities with spatial planning and regional economic development. A highly collaborative system produces a Multi-Year Programme for Infrastructure, Spatial Planning, and Transport (MIRT), involving the contributions of any parties with spatial-economic ambitions relating to the development of an area. Key areas such as infrastructure and housing are strongly coordinated, with focus on exploiting the comparative advantages of city-regions in terms of their global competitiveness.

e) What is your view on existing approaches and methodologies that enable cross infrastructure sector evaluation and assessment to be undertaken, and also the potential for further development of such approaches and methodologies?

As discussed in Q3(d) resourcing is a major issue for planning authorities, including current Strategic Development Planning Authorities, when considering the organisational capacity for encouraging cross-sector evaluation and assessment. Whilst there is a strong desire to collaborate with cross-sector evaluation and assessment in development planning, lack of good quality data and skills to utilise existing data is a major barrier³⁰. There is an opportunity for the Scottish Government Planning and Architecture Digital Task Force to provide an action plan to improve issues with data collection, sharing and analysis.

f) What is your view on existing approaches and methodologies that asses impact at different spatial levels, and also the potential for further development of such approaches and methodologies?

See answer q4(e)

g) What is your view on good practice approaches to assessing and establishing the post implementation impact on the desired outcomes from infrastructure investment?

Good practice should assess a broad range of outcomes post implementation, including evaluating the economic, environmental and social values. Once agreed a standard methodology should be devised to ensure consistent approaches across projects.

³⁰ <https://blogs.gov.scot/planning-architecture/2018/06/13/development-plan-forum-2018-workshop-summary-e-and-f/f-digital-task-force-opportunities-and-potential-for-plan-making/>