

SUBMITTING EVIDENCE TO A SCOTTISH PARLIAMENT COMMITTEE

DATA PROTECTION FORM

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Date:	21 September 2018
Organisation: (if required)	RTPI Scotland
Topic of submission:	Transport (Scotland) Bill

I have read and understood the privacy notice about submitting evidence to a Committee.

I am happy for my name, or that of my organisation, to be on the submission, for it to be published on the Scottish Parliament website, mentioned in any Committee report and form part of the public record.

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RURAL ECONOMY AND CONNECTIVITY COMMITTEE

TRANSPORT (SCOTLAND) BILL

SUBMISSION FROM RTPI Scotland

The Royal Town Planning Institute (RTPI) is the champion of planning and the planning profession. We work to promote the art and science of planning for the public benefit. We have around 2,100 members in Scotland and a worldwide membership of over 25,000. We:

- support policy development to improve approaches to planning for the benefit of the public;
- maintain the professional standards of our members;
- support our members, and therefore the majority of the planning workforce, to have the skills and knowledge they need to deliver planning effectively;
- maintain high standards of planning education;
- develop and promote new thinking, ideas and approaches which can improve planning;
- support our membership to work with others who have a role in developing places in Scotland; and
- improve the understanding of planning and the planning system to policy makers, politicians, practitioners and the general public.

RTPI Scotland is grateful for the opportunity to submit written evidence to the stage 1 scrutiny of the Transport (Scotland) Bill. The Institute wishes to highlight the importance of a joined up and properly resourced approach to implementing the measures contained in the Bill, particularly those relating to Low Emissions Zones and Regional Transport Partnerships.

Implementation of low emissions zones

As well as the regulatory framework provided for in the Transport (Scotland) Bill the creation of low emissions zones will demand input from planners. While planners will not be directly responsible for implementation, to achieve the stated policy ambitions of the legislation – to promote place-making and active travel – low emissions zones will need to be designed as part of a holistic approach to improving and resolving challenges in Scotland's built environment.

At the national level, the Bill's policy memorandum makes reference to Scotland's Economic Strategy, but disappointingly does not make the connection to the National Planning Framework, which is the spatial expression of this strategy. The Planning (Scotland) Bill, currently undergoing stage 2 scrutiny in the Scottish Parliament, is set to enhance the status of the National Planning Framework (NPF). The Scottish Government has also repeatedly stated its ambition that the next iteration of the NPF, on which drafting is due to begin in 2019, will be better integrated with other national strategies and policy initiatives. RTPI Scotland therefore urges the Committee to consider the principles of the Transport (Scotland) Bill in the context of how its provisions will be integrated with other relevant Scottish Government activity.

At the local level, realising the full benefits of low emissions zones will require a joined up approach to design and implementation, including through integration with local development plans and their delivery.

RTPI Scotland sees an important role for planning and planners in the successful creation of low emissions zones. This will require resourcing. Between 2009 and 2017 planning services in Scottish local authorities had their budgets cut by an average of 32.5%, and concurrently lost 23% of their staff. The Scottish Government has laudable ambitions for the planning system, to see it take a

more proactive role in shaping the delivery of new places and improvements in existing places. Low emissions zones are part of this important work, and RTPI Scotland urges the members of the Committee to carry out its scrutiny of the Transport (Scotland) Bill in the context of these ambitions and resource challenges.

Regional Transport Partnerships – Governance and joined up working

RTPI Scotland urges the Committee to scrutinise Part 6 of the Bill, relating to Regional Transport Partnerships, in the context of emerging new regional ways of working in Scotland. The report of the Local Government and Communities Committee into the City Region Deals, published in early 2018, recommended that the governance arrangements for the initiatives be clarified:

“We need to see more evidence that both governments, via the joint UK Government and Scottish Government Scottish City Region Deal Delivery Group, are taking a comprehensive and strategic pan-Scotland approach to the deals.” Paragraph 190, City Regions – Deal or No Deal? Local Government and Communities Committee

Likewise, the proposal that emerged through the review of the planning system, to remove Strategic Development Plans from the regional governance toolbox, has been subject to strong challenge through the stage 2 scrutiny of the Planning (Scotland) Bill. As it stands, the Bill has been amended to retain this tier of statutory planning. Simultaneously, the Bill provides for a stronger National Planning Framework that the Scottish Government has indicated will be co-produced with local authorities.

Regional Transport Partnerships are another extremely important component of this landscape. A joined up approach to infrastructure provision, which maximises resources by ensuring that priorities across regional governance are aligned is key to achieving sustainable development in Scotland. RTPI Scotland therefore encourages the Committee to consider the role of RTPs in this wider context.