

**TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP****27 MARCH 2018****DIRECTOR'S REPORT**

This report provides updates on the Partnership's engagement in Community Planning and City Deals; on the Planning Bill, Active Travel funding for RTPs and various rail developments; and on other matters of interest and relevance to the Partnership. The report also notes the appointment of a new Partnership Director and asks the Partnership to agree that the current Director is permitted to retire on 30 June 2018.

**1 RECOMMENDATIONS****1.1 That the Partnership :-**

- (i) notes and welcomes the Perth & Kinross Community Planning Partnership's agreement to Tactran's request for representation on the CPP's Executive Officer Group;
- (ii) notes the current position regarding the Partnership's request for inclusion within the emerging Tay Cities Deal governance structure;
- (iii) notes proposals for a meeting with the Minister for Transport and the Islands, as outlined in 2.8 of the report;
- (iv) notes developments with the Planning Bill, as outlined in 2.10 – 2.20 and Appendix C of the report;
- (v) welcomes the indication of additional Active Travel funding as discussed in 2.21 – 2.23 of the report and remits the Director to engage with the other RTPs and Transport Scotland on agreeing an equitable basis for dispersal of this potential new funding;
- (vi) notes the updates on rail issues as outlined in 2.27 – 2.34 of the report and delegates authority to the Executive Committee to consider and approve potential applications to the recently announced Local Rail Development Fund;
- (vii) welcomes the appointment of Dr Tom Flanagan as the new Partnership Director from 1 July 2018 and agrees that the current Partnership Director be allowed to retire on 30 June 2018; and
- (viii) notes the various other updates and information provided in the report and accompanying appendices.

## **2 DISCUSSION**

### **Community Planning Update**

- 2.1 At its meeting on 12 December 2017 the Partnership endorsed and commented on Local Outcomes Improvement Plans (LOIPs) in the 4 partner Council areas and noted ongoing engagement by officers in the respective Community Planning Partnership (CPP) processes and structures, as these are evolving in response to the Community Empowerment (Scotland) Act 2015. In doing so the Partnership agreed to write to the Perth & Kinross CPP requesting membership of the Perth & Kinross CPP Executive Officer Group (Report RTP/17/33 refers).
- 2.2 In response to a letter from the Chair to the CPP an invitation has now been extended to nominate a representative on the CPP Executive Officer Group and the Chair has responded confirming that the Director will represent Tactran on that Group.

### **City Deals Update**

- 2.3 At its meeting on 12 December 2017 the Partnership noted developments with the Tay Cities and Stirling & Clackmannanshire City Deals and agreed to write to the now established Tay Cities Joint Committee, requesting that Tactran is formally included and represented within the emerging Tay Cities Deal governance structure (Report RTP/17/39 refers). A letter sent to the Tay Cities Joint Committee's Secretariat by the Chair and Deputy Chair on 25 January 2018 is included at Appendix A for information.
- 2.4 At the time of writing, a response to the letter at Appendix A is awaited. An update on progress with consideration of the Partnership's request has been sought and any further developments will be reported orally.
- 2.5 As outlined in separate reports on the 2017/18 and 2018/19 Revenue Budgets and Programmes, officers continue to input to and support the ongoing development of the Tay Cities Deal and are engaging with Stirling Council colleagues on identifying opportunities to similarly support the Stirling & Clackmannanshire City Deal, with budgetary provision included within the proposed 2018/19 Revenue Programme.

### **Forum of Chairs of Regional Transport Partnerships**

- 2.6 The RTP Chairs met with the Minister for Transport and the Islands on 23 January 2018, at which time there was discussion on review of the National Transport Strategy (NTS); the Planning Review/Bill (see further discussion below); on the RTPs proposal for a Regional Active Travel Development Fund to assist in maximising the effectiveness and benefits of the doubling of Active Travel funding throughout Scotland (see further discussion below); and on bus service delivery and funding.

- 2.7 During the meeting the Minister confirmed that he values the role and input of the RTPs and reaffirmed that their future role and purpose will be reviewed as part of the NTS Roles and Responsibilities review, as previously reported to members. The Minister undertook to update the RTP Chairs in due course on Government's thinking in relation to the various recent consultations on the future of bus services; concessionary travel; parking; and Low Emissions Zones, and on the inclusion of these matters within the proposed Transport Bill, now anticipated for publication in May or June 2018.
- 2.8 The Minister also expressed a desire to meet with each of the RTPs individually. Tactran last met individually with the Minister in March 2017, when the Chair, Deputy Chair and the Director met with him and officials in the Scottish Parliament. An invitation to the Minister to attend the Partnership's March or June Board meetings has been extended but neither of these dates is suitable owing to Ministerial commitments. Discussions are ongoing with his officials on seeking a date for an initial meeting between the Minister and the Chair, Deputy Chair and Director, with a view to the Minister potentially attending a future meeting of the Partnership Board later in the year.
- 2.9 The RTP Chairs Forum met recently in Fort William on 7 March 2018. The Minute of that meeting will be reported for information when available. The Minute of the previous meeting, held in Glasgow on 6 December 2017, is attached at Appendix B for information.

### **Planning Bill**

- 2.10 At its meeting on 12 December 2017 the Partnership noted that the Scottish Government had published the [Planning Bill](#) on 4 December 2017 (Report RTP/17/39 refers).
- 2.11 The Bill takes forward proposals for a comprehensive review of the Development Planning framework, following the earlier Planning Review. The stated Policy Objectives of the Bill are to drive a programme of improvement to strengthen and simplify the planning system; to ensure that planning better serves Scotland's communities and economy; to bring a greater focus on delivering the developments Scotland needs with the infrastructure to support this; to give people a greater say in the future of their places and in supporting the delivery of planned developments; and to change planning's reputation from that of regulator to positive and active enabler of good quality development.
- 2.12 The Bill contains a range of provisions designed to :-
- focus planning and planners on delivering development communities need;
  - empowering people and communities to get more involved and have more influence over future development;

- strengthen the strategic role of planning in coordinating and supporting delivery of the infrastructure needed to support development, including housing; and
  - reduce complexity whilst improving accountability and trust in the planning process and decision-making.
- 2.13 Part 1 of the Bill seeks to strengthen the role of the Development Plan and Plan-led system, by enhancing the status of the National Planning Framework, incorporating Scottish Planning Policy and bringing this within the statutory Development Plans. It removes the requirement to produce a Strategic Development Plan and restructures the processes for production of Local Development Plans to support greater emphasis on delivery of development. It also includes a new right for communities to produce their own plans for their places.
- 2.14 Part 2 of the Bill makes provision for simplified Development Zones which are intended to “front load” scrutiny of potential development sites and delivering consents through zoning of land.
- 2.15 Parts 3 and 4 of the Bill include changes to development management processes and the arrangements for deciding planning applications to support improved efficiency, appropriate local consultation and more local decision making. Part 4 includes various measures designed to strengthen planning authorities’ performance and ability to use their powers to ensure appropriate enforcement of unauthorised development, and widens the scope of charging fees in relation to planning functions. It also introduces a new requirement for members of planning authorities to undertake training in planning.
- 2.16 Part 5 makes provision for the introduction of an infrastructure levy payable to local authorities linked to development, which can be used to fund or contribute to infrastructure projects that can help incentivise and release delivery of development.
- 2.17 As outlined above, the RTP Chairs discussed the Planning Review and Bill, and interfaces with the NTS Review process, at their meeting with the Minister for Transport and the Islands on 23 January 2018. At that time the Chairs raised a number of concerns relating to the proposed absence of any statutory Strategic Development Plan and the need, in these circumstances, for a statutory requirement on Planning Authorities to address strategic development planning at a regional level, including in relation to the cross-boundary impacts of development and associated delivery of strategic infrastructure requirements under the proposed Infrastructure Fund. The Chairs expressed the view that there should be a statutory duty/obligation on local Development Planning Authorities and any future voluntary joint arrangements to cooperate regionally with other statutory agencies and partners, including RTPs, and also a duty for development planning authorities to continue to have regard to statutory plans/strategies, including the statutory RTSs.

- 2.18 In relation to proposals for encouraging greater community involvement in the planning process, the Chairs were supportive of this as being in line with the principles of Community Planning and the Community Empowerment (Scotland) Act 2015, but again emphasised that any Community-led plans should have regard to the relevant LOIPs and existing statutory plans, including the RTS.
- 2.19 At the meeting on 23 January 2018 it was agreed that a further meeting would be held with both the Minister for Transport and the Islands and the Minister for Housing and Local Government, at which the RTPs views and concerns would be further discussed. This meeting has now been arranged for 3 May 2018 and a further update will be provided at the next Partnership meeting.
- 2.20 Subsequent to the meeting with the Minister on 23 January the RTP Chairs made a joint submission to a call for views by the Scottish Parliament's Local Government Committee as part of the Committee's scrutiny of the Planning Bill, which is attached at Appendix C for information. In making this submission the RTPs Secretariat requested that the RTP Chairs be allowed to present to the Committee as part of its consideration of the Bill. Any further developments on this will be reported orally and/or to the Partnership's next meeting.

### **Active Travel**

- 2.21 As outlined above, the RTPs had previously submitted a joint proposal to Transport Scotland and the Minister for the creation of a Regional Active Travel Development Fund, to support maximising the impact and benefits of the Scottish Government's commitment to doubling of Active Travel funding to £80 million/annum for 2018/19 - 2020/21. This was the subject of positive discussion between the RTP Chairs and the Minister at their meeting on 23 January 2018.
- 2.22 Following provision of further information on the RTPs proposal the Minister wrote on 20 March 2018 inviting each RTP to submit proposals for capital bids of £2 million and £1 million across the 7 RTPs. This indication of additional funding to support RTPs and their partner Councils to enable development of Active Travel proposals is extremely welcome. However, an indication that this funding will be "*indicatively dispersed between the partnerships on the same comparative ratio as your revenue grant allocations*" is of concern.
- 2.23 The current Revenue Grant-in-Aid distribution to RTPs significantly disadvantages Tactran and Hitrans relative to the other "Model 1" RTPs, Nestrans and SEStran. This historical anomaly in funding has been challenged on a number of occasions since it came to light in 2007/08, but without success. It is recommended that the Partnership welcomes this indication of additional funding to RTPs, but remits the Director to engage with

the other RTPs and Transport Scotland to define a more equitable basis for indicative dispersal of any new funding between the RTPs.

### **Climate Change Plan Third Report : Proposals and Policies (RPP3)**

- 2.24 The Scottish Government published the [Climate Change Plan third report: proposals and policies 2018-2032 \(RPP3\)](#) on 28 February 2018, along with the Climate Change Plan third report: proposals and policies – written statement. These represent the final updated Climate Change Plan, following Scottish Government’s consideration of comments and recommendations on the draft Climate Change Plan made by respondents to an earlier consultation and scrutiny by various Parliamentary Committees. The Partnership previously endorsed a joint RTPs response to the Scottish Parliament’s consultation on the draft Climate Change Plan at its meeting on 14 March 2017 (Report RTP/17/09 refers).
- 2.25 The final Plan includes a number of updates and revisions in respect of transport including:-
- further information on the role of the planning system in promoting sustainable and active travel;
  - policies on influences and drivers of behavioural change in favour of more sustainable choices for shorter journeys and modal shift in favour of public transport and active travel;
  - updating of the transport emissions profile to take account of the anticipated impact of Programme for Government 2017-18 announcements on Low Emissions Zones and increased introduction of low emissions vehicles and related targets.
- 2.26 Detailed assessment of the implications of the RPP3 is ongoing and will be taken into account in the review and updating of the RTS Monitoring Framework and the Partnership's other activities, including elements of the 2018/19 RTS Revenue Programme which support fulfilment of the Partnership's public sector Climate Change duties, and will be reported on further to a future meeting. The Partnership is meantime asked to note the publication of the RPP3.

### **Rail Update**

#### Revolution in Rail

- 2.27 Tactran continues to liaise with ScotRail regarding the introduction of the Revolution in Rail (RiR) timetable. ScotRail initially planned to introduce the RiR timetable on a phased basis during 2018 and 2019, with the timetable improvements at stations in the Tactran area fully in place by May 2019. Opportunities were explored to introduce limited improvements in May 2018 but these were dependent on infrastructure improvements and new trains introductions progressing exactly to programme. From ongoing

discussions it is understood that the timetable improvements are now likely to be introduced from December 2018, with RiR improvements in the Tacran area scheduled to be completed by May 2019, as originally planned.

#### Highland Main Line (HML)

- 2.28 Network Rail engineering works on the HML, combined with the introduction of High Speed Trains, will allow a more frequent train service to operate between Inverness and Edinburgh/Glasgow with faster journey times than at present. ScotRail is aiming to introduce a timetable that delivers a balanced improvement across the entire route. Although not all stations will receive more calls than at present there will be:-
- A better distribution of calls throughout the day giving all stations:
    - early morning arrival into Edinburgh, Glasgow & Inverness
    - midday arrival into Edinburgh, Glasgow and Inverness
    - late afternoon departure from Edinburgh, Glasgow & Inverness
    - late evening departure from Edinburgh, Glasgow & Inverness
  - Commuting and leisure opportunities to Perth for the south end of the route
  - Commuting and leisure opportunities to Inverness for the north end of the route
  - More services and reduced journey times for the Inverness to Central Belt markets
  - More seats (up from 4,100 to 6,600) and greater comfort with “new” High Speed Trains
- 2.29 As reported orally to the Partnership meeting on 12 December 2017, ScotRail launched their consultation on HML improvements at the Tacran Rail Forum on 30 November 2017. This consultation is currently ongoing to allow the revised timetable to be introduced in December 2018.

#### Rail Enhancement & Capital Investment Strategy / Local Rail Development Fund

- 2.30 The Rail Enhancement & Capital Investment Strategy is part of the Rail Industry’s Long Term Planning Process, which commenced with Network Rail preparing their Scotland Route Study (SRS) towards the end of 2014. The purpose of the SRS was to provide an evidence base that informs funders in Scotland considering rail industry investment to improve connectivity, capacity and resilience on the existing network for Network Rail Control Periods 6 (2019-2024) and 7 (2024-2029). The final SRS was published in July 2016, following a period of consultation, including consultation with and a response by Tacran (Report RTP/16/14 refers).
- 2.31 Utilising the SRS and following Rail Industry Advice, Transport Scotland published their High Level Output Statement (HLOS) in July 2017 which sets out the intention to adopt a pipeline approach to the delivery of rail

enhancement and major renewal projects, designed to meet the projected demand for rail for the period to 2040. In January 2018 the Statement of Funds Available (SoFA) for Control Period CP6 was published stating that, in total, there will be £4.85bn funding available for Scotland during CP6. The Rail Investment & Capital Investment Strategy was published on 19 March 2018 and provides details of the pipeline approach to be adopted, with no specific projects named or included.

- 2.32 On 19 March 2018 Transport Scotland also published information on a £2m Scottish Government fund to develop community-led options to improve local rail connections. The Local Rail Development Fund is available during 2018/19 and is open for any stakeholder organisation with a responsibility or interest in local transport issues to apply, including RTPs and Local Authorities, with a challenging deadline of 18 May 2018.
- 2.33 At the time of writing officers have not had time to fully consider the Transport Scotland published documents and are seeking a meeting with Transport Scotland, Network Rail and constituent Council officers to provide further clarity on the proposals outlined within both documents, prior to considering any application(s) to the Local Rail Development Fund.
- 2.34 The Partnership is asked to delegate authority to the Executive Committee to consider and approve potential applications to the Local Rail Development Fund.

### **Position of Partnership Director**

- 2.35 At its meeting on 12 December 2017 the Partnership agreed to advertise the position of Partnership Director on the basis of a 2-year fixed term contract and to delegate authority to the Executive Committee to progress and conclude the recruitment and appointment process (Report RTP/17/40 refers). In order to provide continuity of Chief Officer support the current Director agreed to postpone his previously approved retirement on 31 March 2018, pending conclusion of the appointment process.
- 2.36 As indicated in the Minute of the Executive Committee meeting on 13 March 2018 which forms Agenda item 3, the appointment process has been successfully concluded with the appointment of Dr Tom Flanagan as the Partnership's new Director. Allowing for the required 3-month notice period with his current employers, Perth & Kinross Council, Dr Flanagan will take up post on 1 July 2018.
- 2.37 In order to provide continuous Chief Officer presence the current Director has agreed to extend his planned retirement until 30 June 2018 and the Partnership is asked to now agree that the current Director be allowed to retire with effect from that date.



### **3 CONSULTATIONS**

- 3.1 Elements of the report have been, and are the subject of ongoing, consultation with partner Councils, other RTPs, Transport Scotland, Tay Cities Deal and other stakeholders, as appropriate.

### **4 RESOURCE IMPLICATIONS**

- 4.1 This report has no direct financial or other resource implications.

### **5 EQUALITIES IMPLICATIONS**

- 5.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

**Eric Guthrie**  
**Director**

For further information email [ericguthrie@tactran.gov.uk](mailto:ericguthrie@tactran.gov.uk) or tel. 01738 475771

### **NOTE**

The following papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report.

Report to Partnership RTP/17/33 Community Planning Duty : Local Outcomes Improvement Plans, 12 December 2017

Report to Partnership RTP/17/39 Director's Report, 12 December 2017

Report to Partnership RTP/17/40 Partnership Staffing, 12 December 2017

Planning (Scotland) Bill

## APPENDIX A



Roger Mennie  
Secretary  
Tay Cities Joint Committee  
Floor 3  
21 City Square  
DUNDEE DD1 3BY

Bordeaux House  
31 Kinnoull Street  
PERTH  
PH1 5EN

Tel: 01738 475775  
Fax: 01738 639705  
E-mail: [info@tactran.gov.uk](mailto:info@tactran.gov.uk)

25<sup>th</sup> January 2018

Dear Mr Mennie,

### **TAY CITIES JOINT COMMITTEE**

We write to request that the Tactran Partnership Board is formally included and represented within the emerging Tay Cities Deal governance structure and processes.

Tactran has received a number of presentations and reports over the past 18 – 24 months, informing and updating our Board and members on progress with the Tay Cities Deal and related governance arrangements. At its meeting on 13 September 2016 the Partnership Board noted that the 4 Tay Cities Councils had approved a Draft Governance Structure for the City Deal. At its recent meeting on 12 December 2017 the Board noted that the Councils have now approved a Memorandum of Agreement (MoA) for the Tay Cities Joint Committee (TCJC) and that the Joint Committee had met for the first time on 8 December 2017.

The Board noted that, in line with the “Empowered Tay” proposals for a new model of regional governance as set out in the Tay Cities Deal, the MoA includes reference to the Joint Committee discharging a range of statutory and non-statutory functions, including Regional Transport Planning. The Partnership has previously noted the Tay Cities Deal aspiration that the TCJC will eventually take responsibility for Regional Transport Planning through transfer of various powers and duties, which currently sit with Tactran under the Transport (Scotland) Act 2005, to the Joint Committee. At its meeting in December the Partnership also noted that the Minister for Transport and the Islands has confirmed that the ongoing review of the National

Transport Strategy (NTS), currently due to conclude in summer 2019, will have absolute primacy in determining the future role, functions and responsibilities of Regional Transport Partnerships, amongst other transport bodies. Given this position, our Board understands that there can be no formal transfer of Regional Transport Planning powers and duties outwith the provisions currently set out in the Transport (Scotland) Act 2005. We are also given to understand that the Tay Cities MoA is intended to recognise that any formal transfer of responsibility for Regional Transport Planning would need to have regard to both prevailing legislation and whatever emerges from the ongoing NTS review process.

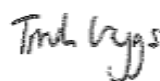
In considering these matters on 12 December the Partnership was of the unanimous view that it would be both appropriate and helpful for Tactran, as the statutory Regional Transport Authority covering 3 of the 4 Tay Cities Council areas, to be more formally engaged in the evolving Tay Cities Deal governance structure and processes, with a view to enabling and ensuring effective and informed dialogue and engagement on developing proposals for any new model of regional governance and other matters of mutual interest. With the support of our Partnership Board Tactran officers are already closely involved in supporting the development of various aspects of the City Deal, in particular contributing to advancing the “Connected Tay” and other relevant projects and proposals, and it is envisaged that Tactran will continue to contribute to supporting the further development and implementation of the City Deal. As part of this Tactran has committed to contributing at least £110,000 across the current and the next financial years towards the creation of a Tay Cities Regional Transport Model, with this financial contribution being in addition to a significant previous and assumed ongoing contribution of staff time and expertise.

Recognising that, notwithstanding the ongoing NTS review process, there will be a need to continue to develop and agree future governance arrangements and responsibilities for successfully developing and delivering the City Deal including, potentially, in relation to matters that are currently the statutory responsibility of Tactran, our Board members believe that it is both appropriate and important that the Partnership Board is more closely and formally involved and engaged with the Tay Cities partners, as these matters progress over the weeks and months ahead. We, therefore, respectfully request that the Tay Cities Joint Committee and its members give positive consideration to this request for formal involvement and representation of the Tactran Partnership Board within the Tay Cities Deal governance structures and processes.

Yours sincerely



Councillor Brian Gordon  
Chair of Tactran



Trudi Craggs  
Deputy Chair of Tactran

**Regional Transport Partnerships**

**Chairs Meeting**

**Minute of Meeting held in SPT offices, Glasgow on Wednesday 6 December 2017 at 0930hrs.**

PRESENT

Cllr Martin Bartos, SPT (Chair)  
Cllr Brian Gordon, Tactran  
Cllr Alan Henderson, Hitrans  
Cllr Peter Argyle, Nestrans  
Cllr Gordon Edgar, Sestran  
Cllr Andrew Wood, Swestrans/

IN ATTENDANCE

Mrs Joanne Gray, Transport Scotland  
Mr Bruce Kiloh, SPT  
Mr Eric Stewart, SPT  
Mr George Eckton, Sestran  
Mr Eric Guthrie, Tactran  
Mr Douglas Kirkpatrick, Swestrans  
Mr Michael Craigie, ZetTrans  
Mr Derick Murray, Nestrans  
Mr Ranald Robertson, Hitrans

APOLOGIES

Cllr Ryan Thomson, ZetTrans  
Mr Robert Nicol, COSLA.

*1. Welcome and Apologies*

Cllr Bartos welcomed everyone to the meeting and noted the apologies above.

The Chairs noted that due to urgent parliamentary business the Minister was unable to attend the meeting and had tendered his apologies.

**The Chairs agreed that officers liaise with the Scottish Government to rearrange the meeting with the Minister for either early in 2018 or for the next Chairs meeting in March at Hitrans.**

*2. Meeting between the RTP Chairs and the Transport Minister*

See Item 1.

*3. Minute of RTP Chairs Meeting on 23 August 2017 (attached) and Matters Arising*

The Chairs approved the minute. Matters arising covered by the agenda.

#### *4. National Transport Strategy*

a. Cllr Edgar gave an update on the first NTS Review Board meeting. The Transport Minister gave an overview of the NTS development process and emphasised that RTPs would play a key role in that. Cllr Edgar noted that the meeting was useful and helpful, and that the issues discussed were at a strategic high level given the process was in its early stages.

There was further discussion regarding the 'Roles and Responsibilities' workstream, and the importance of RTPs being involved in that.

**BK to request consultants procured by Transport Scotland regarding the NTS Roles and Responsibilities workstream attend a future meeting of the RTP Lead Officers.**

**BK to circulate minutes of NTS Review Board meeting.**

**RTP Lead Officers to prepare report for next RTP Chairs Meeting.**

b. Lead officers updated on the various NTS working groups. All are currently at an early stage, gathering information and seeking opinion from relevant people and organisations.

#### *5. Consultation Responses*

**After discussion, and noting that an extension had been granted on the bus consultation, the Chairs agreed that RTP Lead Officers would prepare a response for submission, which took into account their comments.**

#### *6. Work Programme*

The Chairs discussed potential future work programme and agreed:

**RTP Lead Officers to prepare reports on the following subjects for future Chairs meetings:**

- **Urban and Rural Transport**
- **Transport for access to health and social care**
- **New regional enterprise partnerships and opportunities for RTP involvement.**
- **Transport and impacts of the new Planning Bill**
- **Digital technology and transport.**

#### *7. List of future invitees to RTP Chairs meetings*

**The Chairs agreed that the following people / organisations be invited to future meetings, in addition to those in the report:**

- **Mobility and Access Committee for Scotland**
- **CPT**
- **Scottish Ambulance Service**
- **Alex Hynes, ScotRail Alliance**
- **An air transport representative**
- **Young Scot**

**The Chairs also requested that RTP Lead Officers consider opportunities to hold a seminar or workshop on regional transport, and consider how better to improve communications by the RTP Chairs, for example, through social media such as Twitter.**

#### *8. Modal Updates*

- a. Proposal to be submitted to Transport Scotland.
- b. Update noted.
- c. Paper noted. RR updated on Audit Scotland report.
- d. EG provided update on Revolution in Rail, ECMA Cllr Edgar to be Vice Chair), High Speed Rail Scotland, and other issues.
- e. DM noted Minister had responded to letter and that Surface Access Strategies were to be considered as part of STPR.

#### *9. Brexit and Transport*

Little to update on, but Chairs agreed that this be kept as standing item and updates provided as and when progress was made.

#### *10. Date of next meeting*

Next meeting agreed as 7 March 2018, hosted by Hitrans.

#### *11. Any Other Business*

EG highlighted the current consultation on RTP finances and suggested that a joint RTPs submission, in addition to individual RTP responses, would be helpful, which was agreed.

**BK to circulate SPT response and Lead Officers to coordinate joint response.**

EG highlighted that this would potentially be his last Chairs meeting before retirement. He noted how much he had enjoyed working with the RTP Chairs and Lead Officers and wished them well for the future. Cllr Bartos, on behalf of the Chairs, thanked EG for his hard work over the years, the significant contribution he had made to the work of RTPs, and wished him well for the future.

### Call for Evidence by the Scottish Parliament Local Government Committee

#### Response by the Chairs of the Regional Transport Partnerships of Scotland.

- We welcome the Scottish Government's commitment to a plan-led, 'front-loaded', more streamlined planning system, with greater community involvement, more emphasis on certainty for developers, encouraging 'development ready' land, and a stronger focus on delivery.
- However, the Bill as proposed presents something of a missed opportunity, as its provisions raise various causes for concern and have the potential to create a range of negative consequences.
- Removing statutory Strategic Development Plans from the planning process is a retrograde step which goes against best practice and does not reflect the unique qualities of each of Scotland's regions, and indeed, has the potential to place the future sustainable economic growth of some regions of Scotland in jeopardy. It is worth highlighting that in their flowchart explaining the Bill, the Scottish Government give significant weight to the importance of "Regional Partnerships" in the future structure of development planning in Scotland. What is not made clear is that these partnerships are not referred to anywhere in the proposed Bill, and would therefore be voluntary, and would have no statutory footing.
- Furthermore, this is in contrast to not only established 'regional' approaches in other sectors such as transport (statutory Regional Transport Partnerships), but also emerging Scottish Government practice such as the outcomes of the Enterprise and Skills Review (proposed 'Regional Economic Partnerships'), and the emerging National Transport Strategy which is moving towards being supportive of a more 'regional' approach. The proposed Bill also appears to ignore the emerging 'city region' agenda which is developing in areas across Scotland.
- The Bill appears to present a very much centralised planning system, where despite significant work being undertaken by local authorities and other partners at the local and regional level, the Scottish Government has the ultimate final decision over nearly all aspects of planning: from the National Planning Framework, to Simplified Planning Zones, through to Local Development Plans, contrary to the principle of subsidiarity and the stated aim of giving autonomy to communities.
- There is very little reference to transport within the Bill, as was to be expected, as the new National Transport Strategy and forthcoming Transport Bills will cover that. However, the timing of the NTS and these Bills has unfortunately created a situation where any legislative change required to improve the

integration of transport and land-use planning will require the transport sector to 'play catch-up' with planning; for example, how will the lack of a statutory regional focus within the Planning Bill affect the outcomes of the NTS and the forthcoming Transport Bills? It is therefore essential that the Planning Bill makes provision for future changes such as these, in order that they can be taken into account in legislation.

- We welcome greater integration of Community Planning and greater community engagement in the planning system, with the introduction of Local Place Plans and the inter-relationship with Local Outcome Improvement Plans as part of the Local Development Plan.
- We are concerned that there will be a widened gap between 'local' and 'national' planning levels through the provisions of the new Bill. While the Local Place Plans will have a welcome focus on community involvement and accountability, the National Planning Framework will become a far more prescriptive and detailed statement of Scottish Ministers' policies and proposals for the development and use of land across all council areas in Scotland. It is worth remembering that the NPF will also form part of the statutory Development Plan for an area, alongside the Local Development Plan.
- We welcome the principles behind the proposed infrastructure levy, but highlight that greater appreciation of the impact on services (such as transport, and revenue funded) should be given, and the role RTPs can play in that. Furthermore, there is no provision for infrastructure levy funding to go to regional bodies such as Regional Transport Partnerships, despite the levy being intended for strategic/regional infrastructure, and that route often being the most appropriate and deliverable way of utilising such funding.
- In addition, there are number of areas that the Bill fails to address including: recognition of the role of statutory 'key agencies' (including RTPs) in the development plan process; strengthening of the role of key stakeholders, including RTPs in the development management process; limited flexibility for city-regions to reflect area-specific circumstances; and last but not least, recognition of the role of transport as a catalyst for development, and the mutually dependent relationship between transport and land use planning, including the relationship between the new Planning Bill, the forthcoming Transport Bill and emerging National Transport Strategy.