



### SPT Responses to Consultations

**Committee** Strategy and Programmes

**Date of meeting** 27 August 2021

**Date of report** 17 August 2021

#### Report by Acting Chief Executive

#### 1. Object of report

The object of this report is to:

- Recommend approval of the key points of draft SPT responses recently submitted on various consultations; and
- Note the details of consultations which SPT is in the process of preparing responses to.

#### 2. Background

2.1 The relevant consultations are noted below, along with their closing date, and the date when SPT submitted a draft response subject to approval by this Committee:

Consultation	Closing Date	Status
Impact on Islands Communities of 'Free' Bus Travel for Young People Under 22 <sup>1</sup>	25 June 2021	Submitted by closing date
Local Place Plan Regulations Consultation <sup>2</sup>	25 June 2021	Submitted by closing date
Clyde Mission - Call for Ideas <sup>3</sup>	30 July 2021	Submitted by closing date
Consultation on Traffic Regulation Orders <sup>4</sup>	30 July 2021	Submitted by closing date
Glasgow Low Emission Zone <sup>5</sup>	2 September 2021	Response in preparation
Workplace Parking Licensing - Consultation on Regulations and Guidance <sup>6</sup>	6 September 2021	Response in preparation

<sup>1</sup> <https://consult.gov.scot/transport-scotland/islands-free-bus-travel-under-22/>

<sup>2</sup> <https://consult.gov.scot/local-government-and-communities/local-place-plan-regulations/>

<sup>3</sup> <https://consult.gov.scot/economic-development/clyde-mission-call-for-ideas/>

<sup>4</sup> <https://consult.gov.scot/road-policy/traffic-regulation-procedures/>

<sup>5</sup> <https://www.glasgow.gov.uk/index.aspx?articleid=27143>

<sup>6</sup> <https://www.transport.gov.scot/consultation/workplace-parking-licensing-consultation-on-regulations-and-guidance/>

### 3. Outline of Proposals

Noted below are a brief summary of the purpose of each consultation, along with the key points of SPT's draft responses.

#### 3.1 Impact on Islands Communities of 'Free' Bus Travel for Young People Under 22

##### 3.1.1 Purpose of consultation

Transport Scotland sought views on the impact on island communities of the introduction of 'free' bus travel throughout Scotland for those under the age of 22.

##### 3.1.2 Key points of SPT's response

- The introduction of 'free' bus travel for U22s will have positive benefits overall for young islanders in line with National Transport Strategy outcomes and priorities around reducing inequalities, particularly in relation to the connectivity and cost disadvantages faced by island communities and those in remote rural and rural areas.
- Rural and remote areas and island communities are more likely to be geographically access-deprived due to a combination of longer journeys, higher costs per journey, lower provision of public transport compared to urban areas, and the location of services and jobs including accessing work, education, healthcare & service and access to activities; and specific issues for rural and island communities.
- Young people who live in rural or island communities may have limited or no access to bus services and may also rely on rail or ferry travel for many of their off-island journeys. As such, younger people living on islands are much less likely to benefit from any 'free' bus travel offering. This in turn hinders the Scottish Government's aim to make travel as accessible and affordable as possible for young persons is significantly reduced.
- SPT would support measures that reduce the cost of travel for younger people living on islands including consideration given to 'free' ferry travel for under 22s, beyond the current two 'free' return trips per year.

#### 3.2 Local Place Plan Regulations Consultation

##### 3.2.1 Purpose of consultation

Local Place Plans are community-led plans providing proposals for the development and use of land. Introduced by the Planning (Scotland) Act 2019, these plans will set out a community's aspirations for its future development.

This Scottish Government consultation sought views on matters relating to the preparation, content, submission and registration of Local Place Plans.

### 3.2.2 Key points of SPT's response

- Where no Locality Plan is in place the community body should have regard to the Local Outcome Improvement Plan. A community body should also have regard to local and regional policies which are of direct relevance to the community's development priorities. For example, if improved sustainable travel and connectivity is considered to be a priority, the community body should have to have to regard to the Regional Transport Strategy, local transport strategy, active travel strategy and core path plan. This would assist in identifying alignments when it comes to achieving delivery and seeking funding for delivery from a range of different sources, including public bodies.
- While the consultation highlights that experience to date demonstrates community engagement has been at the heart of the community-led plans produced to date, without the requirement in law there is the opportunity for wider community engagement to be avoided. Not undertaking wider community engagement would lose the benefits of the opportunity to hear a range of voices, reduce the quality of the evidence base underpinning the development of the LPP, and could result in community division, distrust in the process and lower quality outcomes overall.
- As a Local Development Plan (LDP) is required to be cognisant of any valid LPP, it is essential that the community body can demonstrate the support of those affected by the proposals prior to submission. Without such demonstration, the potential for the Planning Authority to face challenge in the future, is increased.

## 3.3 Clyde Mission - Call for Ideas

### 3.3.1 Purpose of consultation

- The Clyde Mission, led by the Scottish Government, brings together public and private sector partners, including seven Councils, to harness the opportunities and competitive advantages of the River Clyde. The Clyde Mission seeks to recognise and use the Clyde as a national, strategic asset and to address the opportunities and challenges around the River Clyde by optimising the collective impact of public and private investment. This includes attracting further investment and by bringing vacant and derelict land back into productive use. It also seeks to address the potential risk that tidal flooding presents to communities, businesses and the city.
- This Call for Views sought input on how the river and surrounding land can best help to create new skilled green jobs, make best use of vacant and derelict land, adapt to climate risks, accelerate Scotland's progress to net zero and use the river to create better places for people and communities.

### 3.3.2 Key points of SPT response

- Achieving Clyde Mission objectives will require collaborative working with local authority partners and other stakeholders to support inclusive economic growth, integrated land use planning, effective transport solutions and climate change adaptation. In particular, it will be important to promote public transport and active transport solutions that support appropriate and sustainable development. Further, a key factor will be ensuring that the transport network is

resilient to future climate change including the impacts of extreme weather events.

- Success for the Clyde Mission will mean good connections between communities, employment sites and development sites by frequent, affordable, reliable, integrated and accessible transport. This is integral to ensuring inclusive access to the new jobs and employee pools.
- A successful recovery from the effects of the Covid pandemic will need to balance stimulating the city centre economy while meeting wider societal aims, such as climate change targets and aspirations for city centre living. Connections to, from and within the city centre will therefore become increasingly important, particularly those by public transport and active travel, in seeking to ensure the economic, retail and cultural vibrancy of the city centre is protected and enhanced.
- Access to employment by public transport and active travel will be key to the success of initiatives to promote green jobs. Attracting such sectors is about ensuring all aspects of employment take into account climate change and the environment, including how people travel to work and access services.
- Clyde Mission requires a long-term commitment and sustained funding, both in terms of capital investment but also in terms of revenue support. A place-based approach is vital to success, as is a strong policy framework to help develop ambition, support its delivery and promote a joined-up approach at national, regional and local levels aligning to the Regional Transport Strategy and the land use framework provided through the indicative Regional Spatial Strategy and the National Planning Framework 4.

### 3.4 Consultation on Traffic Regulation Orders (TROs)

#### 3.4.1 Purpose of consultation

This Scottish Government consultation sought views on draft proposals aimed at improving the procedures for experimental orders for traffic authorities in Scotland as well as procedures for loading bay TROs and redetermination orders.

#### 3.4.2 Key points of SPT response

- SPT supports the proposals to amend the Experimental Traffic Regulation Orders (ETRO) process which we consider will make it more responsive to changing circumstances and help to direct investment in a more efficient, flexible and balanced manner while retaining necessary opportunities for public engagement and consultation.
- It is important to ensure that the TRO process is streamlined to help promote transformational change in line with the sustainable travel hierarchy. This includes making permanent Spaces for People projects and delivering the introduction of bus priority measures promoted by SPT and councils which have been identified by the

Scottish Government and Transport Scotland as a key part of Scotland's green recovery<sup>7,8</sup>.

- SPT is aware of councils who have indicated they are keen to utilise ETROs but say this has proved challenging under current arrangements. The changes proposed would provide a greater degree of flexibility for councils enabling changes to ETROs to be made during the experimental period.
- The current procedures for ETROs are in effect similar to those for conventional TROs and offer limited flexibility for respective Roads' Authorities while simultaneously imposing significant administrative burdens. SPT would welcome moves to more closely align Scotland's current TRO arrangements with those in place in England as referenced in this consultation.

### 3.5 Forthcoming consultations

#### 3.5.1 Glasgow Low Emission Zone

Glasgow City Council has commenced a statutory public consultation on the proposed scheme design for Phase 2 of Glasgow's Low Emission Zone, which when enforced from 1 June 2023 will apply to all vehicles driving into the city centre.

The council introduced Scotland's first Low Emission Zone (LEZ) in 2018 to address levels of harmful nitrogen dioxide in Glasgow city centre, predominantly caused by road traffic. Glasgow's LEZ is intended to protect public health by improving air quality. Environmental benefits include the accelerated uptake of lower emission vehicles, whilst economic advantages are also deliverable, with cleaner air increasing the amenity and attractiveness of our city centre.

LEZ Phase 2 is dependent on legislation, the progress of which was temporarily impacted by COVID-19. This means that enforcement of this second phase is now expected to be from 1 June 2023 which is slightly later than originally anticipated.

#### 3.5.2 Proposals include:

- The scheme will come into effect on 31 May 2022 with a one-year grace period, which means that enforcement of Glasgow's LEZ will start on 1 June 2023. An additional one-year grace period for vehicles registered to residential addresses within the LEZ will apply and enforcement of the LEZ for these vehicles will begin on 1 June 2024.
- A geographical area comprising of much of the city centre, bounded by the M8 motorway to the north and west, the River Clyde to the south and Saltmarket/High St to the east.
- The scheme will operate 24 hours a day, 365 days a year.
- The LEZ will apply to all vehicle types, except for motorbikes and mopeds, and those vehicle types or uses considered exempt in regulations which have been set nationally.

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<sup>7</sup> <https://www.transport.gov.scot/news/over-38-million-allocated-for-pop-up-active-travel-infrastructure/>

<sup>8</sup> <https://www.transport.gov.scot/news/500-million-for-bus-priority-infrastructure/>

- Applications for a time-limited exemption to LEZ requirements (under circumstances where entry of a non-compliant vehicle is required for a specific, defined purpose) will be determined on merit, but will not be considered for the routine transport of people or goods, or for routine commercial operations.
- The preferred scheme design also outlines the scheme objectives and the reasons why Glasgow should have a Low Emission Zone.
- A range of supporting technical documents is included along with the consultation document to provide an evidence base for the proposals.

SPT will prepare a response to this consultation and report this to a future Committee.

### 3.5.3 Workplace Parking Licensing (WPL)

The Transport (Scotland) Act 2019 introduced a discretionary power for local authorities to implement WPL schemes. The Act provides the legislative framework for WPL and confers powers on Scottish Ministers to make regulations in relation to certain elements. This consultation by Transport Scotland provides an opportunity for stakeholders and the general public to offer their views on the key aspects of WPL regulations and guidance that will derive from the Transport (Scotland) Act 2019.

It should be noted that Transport Scotland make clear the consultation is not about the principle of Workplace Parking Levy nor the design or implementation of any individual town or city-specific WPL scheme. Local authorities will be required to undertake a consultation on any local schemes they propose.

SPT will prepare a response to this consultation and report this to a future Committee.

#### 4. Conclusions

The consultations provide an opportunity for SPT to influence national, regional and local policy. Officers will continue to engage with the Scottish Parliament, Scottish Government, Transport Scotland, the UK Government and other partners on these and other issues and update the Committee as appropriate in future as progress is made.

#### 5. Committee action

The Committee is recommended to:

- Note the contents of this report;
- Approve the key points of draft SPT responses recently submitted outlined in section 3; and
- Note the details of consultations which SPT is in the process of preparing responses to.

#### 6. Consequences

Policy consequences	<i>Responses in line with the current and developing RTS.</i>
Legal consequences	<i>None at present.</i>
Financial consequences	<i>None at present.</i>
Personnel consequences	<i>None at present.</i>
Equalities consequences	<i>None at present.</i>
Risk consequences	<i>None at present.</i>

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