

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**Meeting of Friday, 10 November 2017 at 10.30am
Town Hall, High Street, Lockerbie, DG11 2ES**

Members of the Board

Andrew Wood (Chair)	- Dumfries and Galloway Council
David Bryson (Vice-Chair)	- NHS Dumfries and Galloway
Richard Brodie	- Dumfries and Galloway Council
John Campbell	- Dumfries and Galloway Council
James Dempster	- Dumfries and Galloway Council
Alistair McKinnon	- Scottish Enterprise
David Stitt	- Dumfries and Galloway Council

Future Meetings

12 January 2018	- Thornhill
9 March 2018	- Newton Stewart
11 May 2018	- New Galloway

Douglas Kirkpatrick

Lead Officer, South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 10 November 2017 at 10.30am
Town Hall, High Street, Lockerbie, DG11 2ES

1. **SEDERUNT AND APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES OF MEETING ON 22 SEPTEMBER 2017 – FOR APPROVAL**
4. **TRANSPENNINE EXPRESS FRANCHISE UPDATE** – Recommendations – (i) receive the presentation from Lucja Majewski of TransPennine Express; and (ii) seek further detail on issues raised from the presentation.
5. **DOMESTIC ABUSE AND VIOLENCE AGAINST WOMEN** – Recommendations – (i) receive the presentation from Luis Pombo of the Domestic Abuse and Violence Against Women Partnership; and (ii) seek further detail on issues raised from the presentation.
6. **REVENUE BUDGET MONITORING REPORT 2017/18 FOR THE PERIOD ENDING 30 SEPTEMBER 2017** – Recommendation – note the forecast outturn for the revenue budget as at 30 September 2017.
7. **CLIMATE CHANGE DUTIES – REPORTING 2016/17** – Recommendations – (i) note the summary provided of the information for inclusion in the 2016/17 Climate Change Duties Report for SWestrans; and (ii) agree that officers complete the 2016/17 Climate Change Duties Report for SWestrans and then submit it to the Sustainable Scotland Network by the deadline 30 November 2017.
8. **BOARD MEMBERSHIP UPDATE** – Recommendations – (i) note that three further substitutes have been appointed to the SWestrans Board by Dumfries and Galloway Council being: Ian Carruthers, Andrew Giusti and Ronnie Tait; and (ii) agree that the Chairman write to the Chief Executive of Dumfries and Galloway Council, with regard to the requirements of the Public Boards (Scotland) Bill to ask that consideration be given by the Council to assist in achieving a more gender representative SWestrans Board
9. **GOVERNANCE UPDATE** – Recommendations – (i) consider the suggested amendments to the calendar of meetings as outlined at paragraphs 3.1 to 3.3; (ii) consider whether Records Management Plan requirements be further investigated in terms of complying with requirements for distributing confidential reports electronically; (iii) agree that amendments are made to Standing Order 25 Exclusion of Press and Public as outlined at paragraphs 3.10 and 3.11; (iv) agree that amendments are made to Standing Order 24 Observers as outlined at paragraph 3.13; and (v) agree to receive reports to the next Board meeting on a calendar for 2018/19 meetings and training / development for both the Board and Observers.

10. **CONSULTATIONS** - Recommendations – (i) agree the response to the Free Bus Travel for Older and Disabled People and Modern Apprentices as set out in Appendix 1; (ii) agree the response to the Local Bus Services in Scotland – Improving the Framework for Delivery as set out in Appendix 2; (iii) agree the response to the Future of Smart Ticketing in Scotland, as set out in Appendix 3; and (iv) agree the response to Building Scotland’s Low Emission Zones, as set out in Appendix 4.
11. **PUBLIC SOCIAL PARTNERSHIP UPDATE** – Recommendations – (i) note the progress on Public Social Partnership development; and (ii) note that a further pilot update report will be brought to the Board in March 2018.
12. **PROGRAMME FOR GOVERNMENT** – Recommendation - note the summary of inclusions within the Scottish Government’s Programme for Government 2017-18 which are relevant to the on-going and future work of SWestrans.
13. **ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION**

It is recommended that Members of the South West of Scotland Transport Partnership Board agree to consider the following item of business in private and exclude the Press, members of the public and Observers from the meeting given the report contains confidential or exempt information as defined by the Local Government (Scotland) Act 1973.

14. **STAG INFORMATION EVENTS** - Report to follow – For Board Members only.

Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership

Claire Rogerson
Secretary to the Board
South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday 22 September 2017
at 2.00pm, Community Centre, Cotton Street, Castle Douglas, DG1 1AJ

Present

Members

Andrew Wood (Chairman)	-	Dumfries and Galloway Council
Richard Brodie	-	Dumfries and Galloway Council
John Campbell	-	Dumfries and Galloway Council
Jim Dempster	-	Dumfries and Galloway Council
Alistair McKinnon	-	Scottish Enterprise
David Stitt	-	Dumfries and Galloway Council

Officials and Advisers

Douglas Kirkpatrick	-	Lead Officer
Claire Rogerson	-	Secretary to the Board
Josef Coombey	-	Policy and Projects Officer
Kirsty Dunsmore	-	Policy and Projects Officer
Janet Sutton	-	Finance Officer

Apologies

David Bryson (Vice-Chairman)	-	NHS Dumfries and Galloway
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Observers

David Anderson		
Christopher Craig	-	Thornhill Station Action Group
Frazer Durie	-	Network Rail
June Hay	-	Outdoor Access Forum
Hugh McCreadie	-	Lochside and Woodlands Community Council
Frazer Smith	-	Stagecoach Scotland
Graham Whiteley		

In Attendance

Martin Brown	-	Beattock Station Action Group
John Holroyd	-	Thornhill Station Action Group
Michael Liebisch	-	South West Scotland Community Rail Partnership
Ron McLean	-	Beattock Station Action Group
Sylvia Moffat	-	Beattock Station Action Group

1. SEDERUNT AND APOLOGIES

6 Members present, 1 apology.

2. DECLARATIONS OF INTEREST

NONE declared.

3. MINUTES OF MEETING ON 23 JUNE 2017

Decision

APPROVED subject to amendments at:-

Items 18 and 19 which were incorrectly numbered as 13 and 14; and

“and funding” to be added at the end of 16.2 to now read

“16.2 **AGREED** the progression of the Eastriggs and Thornhill areas to STAG Part 2 Appraisal **NOTING** that the opportunity for Beattock to go forward this financial year would be subject to the outcome of the required approval process and funding.”

PROCEDURE – The Board were advised that options for the scheduling of meetings would be reviewed and reported back in November as part of the report on Governance Arrangements.

4. REVENUE BUDGET MONITORING REPORT 2017/18 FOR THE PERIOD ENDING 31 AUGUST 2017

Decision

The Board **NOTED** the forecast outturn for the revenue budget as at 31 August 2017.

5. REPORT BY EXTERNAL AUDIT ON THE 2016/17 AUDIT OF SOUTH WEST SCOTLAND TRANSPORT PARTNERSHIP

Decision

The Board:-

5.1 **AGREED** to receive the external auditors report on the 2016/17 audit;

NOTED

5.2 that no issues have been identified in the course of the audit which have impacted on the fairness of the financial statements submitted for audit; and

5.3 that audited accounts will be certified by the Treasurer and Grant Thornton after this meeting.

6. CAPITAL EXPENDITURE PROGRAMME 2017/18 - UPDATE**Decision**

The Board **AGREED**:-

6.1 that the allocation for Bus infrastructure be increased by £33K to £200K;

6.2 to reduce the allocation for Rail Station Improvements – Lockerbie Phase 2 by £43K to £110K;

6.3 to reduce the allocation for Rail Station Improvements – Lockerbie Phase 3 by £30K to £123.25K; and

6.4 that the allocation for the STAG 2 Appraisals be increased from £80K to £120K.

7. BUS SHELTER UPDATE**Decision**

The Board **NOTED**:-

7.1 the on-going review of bus shelter condition with some 282 shelters having been assessed with the remaining 81 shelters scheduled to be completed by 31 October 2017; and

7.2 the priority list for bus shelter renewal / replacement as detailed in Appendices 1 and 2 of the report.

8. EQUALITIES REPORTING**Decision**

The Board **NOTED**:-

8.1 SWestrans' duties under the Equality Act 2010 and the Equality Act 2012 (Scotland) Specific Duties Regulations;

8.2 the report published in April 2017 on progress of the Equalities Outcomes agreed in 2015; and

8.3 **REQUESTED** that a report be brought back to a future meeting with specific regard to the Scottish Government's commitment to board diversity seeking a 50/50 by 2020 gender balance on boards and options on how this might be addressed in relation to SWestrans.

9. CONSULTATIONS

Decision

The Board:-

9.1 **NOTED** the joint Regional Transport Partnerships response to the "Places, People and Planning – Position Statement" as set out in Appendix 1 of the report;

AGREED

9.2 the response to the Socio-Economic Duty consultation, as set out in Appendix 2 of the report;

9.3 the response to the Climate Change Bill consultation as set out in Appendix 3 of the report; and

9.4 **REQUESTED** that the issue of buses sitting with engines on, for example at Burns Statue, be highlighted to both bus operators and Dumfries and Galloway Council.

10. RISK MANAGEMENT

Decision

The Board **AGREED** the updated Risk Management Plan and Risk Register for 2017/18.

11. APPOINTMENT TO OUTSIDE BODIES – SOUTH WEST SCOTLAND COMMUNITY RAIL PARTNERSHIP

Decision

The Board **AGREED** to nominate Andrew Wood, with John Campbell as substitute, to represent SWestrans on the South West Scotland Community Rail Partnership.

12. REGIONAL TRANSPORT STRATEGY REFRESH

Decision

The Board:-

12.1 **AGREED** the proposed timetable for the refresh of the Regional Transport Strategy as indicated in paragraph 4.4 of the report; and

12.2 **REQUESTED** a report back on integration issues with regard to bus / bus and rail / bus connections.

13. BUS PASSENGER SURVEY

Decision

The Board **NOTED** the Transport Focus Bus Passenger Survey Autumn 2016 results for the South West of Scotland, a presentation of which was included in the Appendix of the report.

14. RAIL UPDATE

Decision

The Board **NOTED** the update on rail developments on the High Level Output Specification; the South West of Scotland Community Rail Partnership; the Stranraer Line and the West Coast Partnership Franchise.

15. ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION

Decision

The Board **NOTED** that there was no other business deemed urgent by the Chairman due to the need for a decision.

TRANSPENNINE EXPRESS FRANCHISE UPDATE

1. Reason for Report

To provide further detail of the TransPennine Express franchise for 2016-2023.

2. Background

2.1 First TransPennine Express Ltd (TPE) was appointed as the franchisee for the TransPennine Express franchise for 2016-2023, commencing 1 April 2016.

2.2 During discussions at our Board meeting on 30 June 2017, it was highlighted that a presentation by TPE on forthcoming developments within the franchise would be welcomed.

2.3 The following franchise improvements were announced by TPE on 11 October 2017:

- All of our refurbished diesel class 185 trains that operate on our North and South TransPennine routes now have free Wi-Fi available for all customers to use. We have five refurbished class 185s operating across the network and will have a fully refurbished train entering service on average every 10 days going forward, increasing the opportunities to regularly travel on a refurbished and Wi-Fi enabled train.
- All of our electric class 350 trains between Glasgow/Edinburgh and Manchester Airport also have free Wi-Fi available.
- Today we have also launched Exstream, our new on-board entertainment system available on both our Class 350s and refurbished Class 185s.
- Customers can access Exstream via the new TPE App available from Apple: <https://itunes.apple.com/gb/app/tpexpress/id460359233?ls=1&mt=8> and Google Play: https://play.google.com/store/apps/details?id=com.firsttranspennineexpress&feature=search_result
- Exstream has a range of entertainment packages including a wide range of films and box sets. See a taster of what Exstream provides via this link: <https://vimeo.com/237703695>
- Exstream is complimentary for customers to use on their laptop, tablet or phone – and viewing won't eat up any of their personal mobile data!
- Finally, it takes one week to refurbish one of our class 185 trains but you can view the complete work in less than two minutes via the following link: <https://vimeo.com/user25873713/review/237379818/1910e4373e>.

2.4 A number of timetable enhancements which impact on services at Lockerbie will be implemented from 10 December 2017.

3. Discussion

Lucja Majewski, Regional Development Manager for TransPennine Express will be in attendance to deliver a presentation to the Board. The presentation will cover the December 2017 timetable improvements, the improved rolling stock and customer offer. Members have an opportunity to comment on pertinent issues.

4. Implications	
Financial	None.
Policy	None.
Equalities	None.
Climate Change	None.
Risk Management	None.

<p>5. Recommendations</p> <p>Members of the Board are asked to:</p> <p>5.1 receive the presentation from Lucja Majewski of TransPennine Express; and</p> <p>5.2 seek further detail on issues raised from the presentation.</p>
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<p>Report Author – Douglas Kirkpatrick Tel: 01387 260136</p> <p>Date of Report: 28 October 2017 File Ref: SW2/Meetings/2017</p>	<p>Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Militia House English Street Dumfries DG1 2HR</p>
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DOMESTIC ABUSE AND VIOLENCE AGAINST WOMEN

1. Reason for Report

To provide the Board with an understanding of the work being undertaken by the Domestic Abuse and Violence Against Women Partnership in Dumfries and Galloway.

2. Background

2.1 The Domestic Abuse and Violence Against Women Partnership (DAVAWP) is responsible for the development of a local strategy to tackle domestic abuse and violence against women throughout Dumfries and Galloway.

2.2 The DAVAWP is committed to the reduction and eventual elimination of all forms of Gender Based Violence, which includes domestic abuse, and violence against women .

2.3 DAVAWP have an improvement plan which includes an action to work in collaboration with partners to increase the mobility and safety of women, decrease rural isolation and improve access to public transport by ensuring their needs are considered in public transport strategies.

3. Discussion

3.1 The Development Officer (Domestic Abuse and Violence Against Women) approached the Lead Officer with a view to establishing links with SWestrans to achieve the following two outcomes:

- Staff in Transport, and Communications, to have established contact with DAVAW Partnership in relation to consultation on Transport policy, planning development, and consider the needs of women in relevant plans
- Transport strategies/plans and Planning/Communications are better informed of the needs of women/girls

3.2 Luis Pombo, from the DAVAWP will be in attendance to deliver a presentation to the Board. The presentation will give a brief overview of Violence Against Women, issues re rurality/transportation and the White Ribbon campaign.

4. Implications

Financial	None.
Policy	None.
Equalities	None.
Climate Change	None.
Risk Management	None.

5. Recommendations

Members of the Board are asked to:

- 5.1 receive the presentation from Luis Pombo of the Domestic Abuse and Violence Against Women Partnership; and
- 5.2 seek further detail on issues raised from the presentation.

Report Author – Douglas Kirkpatrick
Tel: 01387 260136

Date of Report: 28 October 2017
File Ref: SW2/Meetings/2017

Approved by: Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
Militia House
English Street
Dumfries DG1 2HR

REVENUE BUDGET MONITORING REPORT 2017/18 FOR THE PERIOD ENDING 30 SEPTEMBER 2017

1. Reason for Report

This report sets out the revenue monitoring position for the period ending 30 September 2017 and the projected year end position.

2. Background

The Scottish Government provide revenue funding to SWestrans, with Dumfries and Galloway Council also providing funding. SWestrans also requisitions funding from Dumfries and Galloway Council in respect of payments required for public bus service contracts.

3. Key Points

3.1 The **Appendix** shows the revenue budget summary for SWestrans. The published expenditure budget for 2017/18 of £4,308,789 was agreed by the Board on 10 March 2017.

3.2 All expenditure estimates have been updated to reflect current expenditure commitments and it is projected that expenditure for the year will be within the budget for 2017/18.

3.3 At Present there are no major issues or variances to highlight.

4. Consultations

The Proper Officer has been consulted and is agreement with the terms of this Report.

5. Implications

Financial	The financial implications are as laid out in the report.
Policy	None.
Equalities	None.
Climate Change	None.
Risk Management	None.

6. Recommendation

Members of the Board are asked to note the forecast outturn for the revenue budget as at 30 September 2017.

Report Author: Janet Sutton Tel: 01387 260105 Date of Report: 15 October 2017 File Ref: SW2/2017/Meetings	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Militia House English Street Dumfries DG1 2HR
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Appendix - Monitoring Report 2017/18 for the period ending 30 September 2017.

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP
REVENUE BUDGET MONITORING AS AT 30 September 2017

	FINAL OUTTURN 2016/17 £	PUBLISHED BUDGET 2017/18 £	BUDGET ADJUSTMENTS 2017/18 £	ADJUSTED BUDGET 2017/18 £	ACTUAL EXPENDITURE TO 30/09/17 £	PROJECTED OUTTURN 2017/18 £	Variance £
EXPENDITURE							
Staff Costs	80,219	103,532	7,316	110,848	21,675	110,848	0
Property Costs	0	1,700	-1,000	700	50	700	0
Supplies & Services	757	34,655	-33,898	757	29	757	0
Transport Costs	6,967	1,000	814	1,814	1,814	1,814	0
Administration Costs	30,796	32,940	-814	32,126	864	32,126	0
Payments	4,224,461	4,086,212	27,582	4,113,794	2,057,710	4,113,794	0
Central Support	45,716	48,750		48,750	0	48,750	0
Capital Charges	309,198			0	161,722	0	0
Total Expenditure	4,698,114	4,308,789	0	4,308,789	2,243,864	4,308,789	0
INCOME							
Scottish Government Funding	259,250	259,250		259,250	130,050	259,250	0
D&G Council Funding	100,000	100,000		100,000	0	100,000	0
Other Contributions	4,338,864	3,949,539		3,949,539	0	3,949,539	0
Total Income	4,698,114	4,308,789	0	4,308,789	130,050	4,308,789	0
NET EXPENDITURE	0	0	0	0	2,113,814	0	0

CLIMATE CHANGE DUTIES – REPORTING 2016/17

1. Reason for Report

To seek agreement to the submission of the 2016/17 Climate Change Duties Report.

2. Background

2.1 At its meeting on 13 March 2013, the Board agreed a Climate Change Strategy for SWestrans.

2.2 The Climate Change (Scotland) Act 2009 places a duty on public bodies to contribute to climate change mitigation and adaptation.

2.3 The Climate Change (Duties of Public Bodies: Reporting Requirements) (Scotland) Order 2015 requires public bodies to prepare and submit a report on compliance with climate change duties.

3. Key Points

3.1 Mandatory reports have been required since 30 November 2016. This required reporting is intended to assist public bodies to monitor progress and activity on climate change duties and inform the future direction of the organisation's climate change strategy.

3.2 The report is submitted to the Sustainable Scotland Network (SSN) who collate and assess the submissions of all public bodies across Scotland to produce an annual Climate Change Public Sector report.

3.3 SWestrans submitted a report for 2015/16, as agreed by the Board at the November 2016 meeting.

3.4 The majority of SWestrans business which has an impact on climate change relates to the procurement of socially necessary local bus services. Prior to each procurement round SWestrans optimises the proposed network to ensure that the total mileage undertaken is reduced, where possible, whilst meeting its objectives of increasing uptake of sustainable travel by all residents of Dumfries and Galloway.

3.5 This year's report, by SWestrans, is currently under preparation for the 30 November 2017 submission deadline. The report will be consistent with the advice, requirements and feedback from the SSN.

3.6 A brief summary of the key points within the submission are given below:

- SWestrans has no fixed assets which contribute to climate change.
- Staff undertaking activities on SWestrans behalf are employed by Dumfries and Galloway Council and therefore, the normal day to day influence on emissions for the management and delivery of SWestrans business will be included in the Council's report.

- SWestrans has a direct control and influence on emissions in its policy setting, its delivery of projects and its procurement and delivery of the local bus network.
- The only measurable emission source under SWestrans direct control is for the total passenger km procured to deliver the local bus network. In 2015/16 this total was 6,186,828km which produced an emission total for 2015/16 of 673.3 tCO₂e.

3.7 The total passenger km for 2016/17 reduced to 5,758,830km. When multiplied by the updated emission factor this equates to an emission total of 690.25 tCO₂e for 2016/17. Officers will complete the report and submit by the deadline to the SSN.

4. Implications	
Financial	None.
Policy	None.
Equalities	None.
Climate Change	The Climate Change implications are as laid out in the report.
Risk Management	None.

5. Recommendations

Members of the Board are asked to:

5.1 note the summary provided of the information for inclusion in the 2016/17 Climate Change Duties Report for SWestrans; and

5.2 agree that officers complete the 2016/17 Climate Change Duties Report for SWestrans and then submit it to the Sustainable Scotland Network by the deadline 30 November 2017.

Report Author: Josef Coombey Tel: 01387 260372	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Militia House English Street Dumfries DG1 2HR
Date of Report: 30 October 2017 File Ref: SW2/2017/Meetings	

BOARD MEMBERSHIP UPDATE

1. Reason for Report

1.1 This report provides an update on membership following the meeting of Dumfries and Galloway Council on 26 September 2017.

1.2 At its meeting on 22 September 2017, the Board requested a report be brought back to a future meeting with specific regard to the Scottish Government's commitment to board diversity seeking a 50/50 by 2020 gender balance on boards and options on how this might be addressed in relation to SWestrans.

2. Background

2.1 At the first meeting of Dumfries and Galloway Council following the Local Government election, it was agreed to appoint 5 councillors as Board Members and 2 councillor substitutes to SWestrans. Therefore, there were three vacancies for substitute board members on behalf of the Council remaining to be appointed.

2.2 The "Regional Transport Partnerships – Guidance on Membership" (Scottish Executive, December 2005) provides the following information in relation to the use and allocation of substitutes for Council Members to the Board.

"13. Substitutes may be appointed by the council and must be members of the same council. Substitutes do not need to be 'tied' to individual members – a councillor member who could not be present at more than one meeting could be replaced by different substitutes at different meetings; those councils with more than one member might find it helpful to have a small 'pool' of substitutes who would be able to keep abreast of RTP business. However, if two councillor members from the same council were absent from the same meeting then one substitute could not do the job of both – two substitutes would be required.

14. Councils may prefer, for reasons of continuity, for each substitute to shadow one councillor member. Sometimes this will be a necessity, due to the political balance of the council's representation. This approach is permitted under the terms of the Order."

2.3 Dumfries and Galloway Council on 23 May 2017 were advised when considering appointments to the SWestrans Board that "SWestrans has requested that the Council when nominating Councillors to the Board, give consideration to the gender balance as guidance has been issued by the Scottish Government to Board Members of Public Bodies which outlines a clear aim of achieving a 50:50 gender balance on all public body Boards by 2020."

3. Key Points

3.1 At its meeting on 26 September 2017, Dumfries and Galloway Council agreed that councillors Ian Carruthers, Ronnie Tait and Andrew Giusti be appointed to the three vacancies for substitutes to the SWestrans Board. The membership of the SWestrans Board is now complete.

3.2 Advice has been sought from Transport Scotland in relation to the application of the Scottish Government's proposal to achieving a gender balance on all public body Boards by 2020, and its application to SWestrans.

3.3 Transport Scotland advise that at this stage the Gender Representation on Public Board Bill will only cover non-councillor member of the Board, as RTPs are in a position where they have no say in terms of who they are given from councils.

3.4 However, the Chair of SEStrans has received a letter from the Minister for Transport and the Islands, which he has shared with the other RTPs. The letter covers a variety of issues. With reference to the Gender Representation on Public Boards (Scotland) Bill which was introduced in Parliament on 15 June 2017, the Minister indicates that when enacted, RTP Boards will be expected to work towards the Bill's objective in considering its approach to future appointments.

3.5 As the majority of the SWestrans Board are nominated by Dumfries and Galloway Council, it is proposed that the Chairman writes to the Chief Executive of the Council and request that consideration is given by the Council to achieving a more gender representative board.

4. Implications

Financial	None.
Policy	None.
Equalities	Public Boards (Scotland) Bill requirements.
Climate Change	None
Risk Management	None.

5. Recommendations

Members of the Board are asked to:

5.1 note that three further substitutes have been appointed to the SWestrans Board by Dumfries and Galloway Council being: Ian Carruthers, Andrew Giusti and Ronnie Tait; and

5.2 agree that the Chairman write to the Chief Executive of Dumfries and Galloway Council, with regard to the requirements of the Public Boards (Scotland) Bill to ask that consideration be given by the Council to assist in achieving a more gender representative SWestrans Board.

Report Author: Claire Rogerson
Tel: 01387 260372

Date of Report: 31 October 2017
File Ref: SW2/2017/Meetings

Approved by: Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
Militia House
English Street
Dumfries DG1 2HR

GOVERNANCE UPDATE

1. Reason for Report

1.1 At the Board meeting on 30 June 2017, the Board agreed that a review of Standing Orders would be undertaken including appropriate consultation with Board Members reporting back within 6 months.

1.2 At the same meeting it was also agreed that a review of Board meeting frequency and location would be undertaken.

1.3 Also in June 2017, the Board agreed that a review on the role of Observers would be included as part of the review of governance arrangements to the Board.

1.4 At the 22 September 2017 Board meeting, following a request to move away from Friday meetings, the Board were advised that options for the scheduling of meetings would be reviewed and reported back in November 2017 as part of the report on governance arrangements.

2. Background

2.1 In June 2017 the calendar of forthcoming meetings was agreed as follows:-

12 January 2018	Nithsdale	Thornhill
9 March 2018	Wigtown	Newton Stewart
2018/19		
11 May 2018	Stewartry	New Galloway
13 July 2018	Annandale & Eskdale	Langholm

2.2 All Board Members and substitutes were consulted and asked to comment on the SWestrans Standing Orders as part of this review. No comments, further to the issues highlighted at the previous two board meetings were raised. These being:

- the timing of meetings.
- the access and handling of confidential reports.
- clarity on the role of Observers.
- gender representation on the Board (addressed in the previous report on this agenda).

3. Key Points

Calendar

3.1 With regards to availability in the Council Diary, Dumfries and Galloway Council was consulted regarding options to move away from the traditional Friday for the SWestrans Board. The following options as alternatives to those meetings agreed at 2.1 were provided. All of these are on a Wednesday:

17 January 2018	Nithsdale	Thornhill
4 April 2018	Wigtown	Newton Stewart
2018/19		
30 May 2018	Stewartry	New Galloway
11 July 2018	Annandale & Eskdale	Langholm

3.2 If the Board determine to amend the previously agreed dates, there may be a small financial implication as venues have been booked for the Board meetings in January and March 2018 leading to a possible loss of deposits.

3.3 From discussions at the Board, there appears to be no wish to change the current arrangements for moving the SWestrans Board around Dumfries and Galloway. Although officers would advise that some locations used have been more appropriate than others in terms of access and facilities. Therefore, it is proposed that this matter is further investigated with a report brought to the next meeting together with a proposed calendar to take the Board into 2018/19. The proposed calendar would ensure that the frequency of meetings continues to meet the business needs of the Board.

Confidential Reports – Records Management Plan requirements

3.4 SWestrans has now been adopted on to Dumfries and Galloway Council's Record Management Plan, as part of the requirements of the Public Records (Scotland) Act 2011.

3.5 In handling confidential reports, SWestrans must ensure that it is meeting the requirements of the Records Management Plan and related policies. All records are classified in accordance with the Council's security classification scheme. Confidential reports to the Board, dependent on the subject matter, would be classified as official - sensitive or official – internal and handled in accordance with the appropriate security classification.

3.6 It is important that all Board Members are treated equitably. To date, for confidential reports to the Board, this has meant that these have been available in hardcopy to Board Members only. There are options that can be examined further which would allow all Board Members access to confidential reports electronically whether that be via encrypted e-mail or access to a secure time-limited site. Dumfries and Galloway Council's records Management staff have also offered to provide awareness training for SWestrans Board Members on records management requirements.

3.7 The Board are asked to consider whether current arrangements are adequate or whether options to receive the information by electronic means should be investigated further. The Board may also want to consider including records management into the Board's training / induction programme.

Standing Order 25 – Exclusion of Press and Public

3.8 It should be stressed that the default position is that as much business as possible is conducted in an open, public meeting. The decision to exclude the public, press and observers to determine certain matters rests with the Board.

3.9 Standing Order 25 currently is as follows:

“25 - Exclusion of Press and Public

25.1 Except where this Standing Order says otherwise, every meeting of the Transport Partnership and its committee will be open to the public and press.

25.2 The Chairperson may keep any members of the public or press out of a meeting, or cause them to leave if they are hindering the work of the Transport Partnership.

25.3 Members of the public and press may be kept out of a meeting when an item of business is being considered if it is likely that confidential or exempt information, as defined by the 1973 Act, will be disclosed.”

3.10 It is proposed that the Standing Order is amended to provide further detail on the reasons for taking business in private as follows:

“25.3 The Transport Partnership may pass a resolution to meet in private in order to consider certain items of business, and may decide to do so for the following reasons:

25.3.1 The business relates to the commercial interests of any person and confidentiality is required, e.g. when there is an ongoing tendering process or contract negotiation.

25.3.2 The business necessarily involves reference to personal information, and requires to be discussed in private in order to uphold the Data Protection Principles.

25.3.3 The business necessarily involves reference to exempt information, as determined by Schedule 7A of the Local Government (Scotland) Act 1973.

25.3.5 The Transport Partnership is otherwise legally obliged to respect the confidentiality of the information being discussed.”

3.11 It is also proposed that a new 25.4(below) is added to reflect that both the reason for the report being considered in private, and a summary of the report considered (without disclosing any exempt information) are included in the minute. This is current practice, and meets access to information requirements but is not currently reflected in the Standing Orders:

“25.4 The minutes of the meeting will reflect the reason(s) why the Transport Partnership resolved to meet in private and provide a summary of the report considered”

Observers

3.12 Observers provide a valuable contribution to SWestrans Board meetings and are subject to appointment by the Board for a period of four years. In terms of Standing Orders it states:

“24. Observers

24.1 An Observer may only address a meeting of the Transport Partnership on the invitation of the Chairperson.

24.2 An Observer may not vote on any matter.

24.3 An Observer may not attend any part of a meeting of the Transport Partnership from which the press and public are excluded.”

3.13 For added clarity it is proposed that this is expanded to reference the Guidance for Observers as agreed by the Board on 13 March 2017. The guidance covers the legislative background to the role and the appointment requirements. It is proposed that a new 24.4 is added as below:

24.4 Reference should be made to the guidance for observers as agreed by the Transport Partnership and subject to regular review as appropriate.

Training / Development

3.14 Now that the Board Membership is complete it is proposed to bring a report to the next meeting covering induction / training requirements for the Board Members. It is important in terms of good governance that the all Board Members are kept up to date with the knowledge and skills to undertake their role for SWestrans. Given that substitute Members have full decision making authority when called on as a Board Member, it is important that all Board Members and substitutes are invited to training which is accessible to all.

3.15 Observers have also previously expressed interest in being included in training. Recognising that observers have a non-decision making role, are excluded from confidential agenda items, it may be appropriate given their valuable input to Board meetings to extend induction / training to observers.

3.16 It is proposed to cover this matter fully in a report to the next Board. At this stage the Board are asked to provide initial thoughts on an ongoing training / development programme and what areas this might cover.

4. Consultations

This is a procedural report and the Lead Officer is in agreement with its terms

5. Implications

Financial	None.
Policy	Procedural – amendments to Standing Orders
Equalities	None
Climate Change	None
Risk Management	None.

6. Recommendations

Members of the Board are asked to:

6.1 consider the suggested amendments to the calendar of meetings as outlined at paragraphs 3.1 to 3.3;

6.2 consider whether Records Management Plan requirements be further investigated in terms of complying with requirements for distributing confidential reports electronically;

6.3 agree that amendments are made to Standing Order 25 Exclusion of Press and Public as outlined at paragraphs 3.10 and 3.11;

6.4 agree that amendments are made to Standing Order 24 Observers as outlined at paragraph 3.13; and

6.5 agree to receive reports to the next Board meeting on a calendar for 2018/19 meetings and training / development for both the Board and Observers.

Report Author: Claire Rogerson
Tel: 01387 260372

Date of Report: 31 October 2017
File Ref: SW2/2017/Meetings

Approved by: Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
Militia House
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Dumfries DG1 2HR

CONSULTATIONS

1. Reason for Report

To advise Members of recent consultation papers and to seek agreement to responses.

2. Background

A number of consultations relevant to SWestrans interests are currently live and have imminent submission dates. These are:

- Free Bus Travel for Older and Disabled People.
- Local Bus Services in Scotland – Improving the Framework for Delivery.
- Smart Ticketing.
- Building Scotland's Low Emission Zones.

3. Key Issues

Free Bus Travel for Older and Disabled People

3.2 The Scottish Government published on 25 August 2017 a consultation on Free Bus Travel for Older and Disabled People and Modern Apprentices with a closing date of 17 November 2017. <https://consult.scotland.gov.uk/partnerships-and-concessionary-travel/national-concessionary-travel-scheme>

3.3 The consultation highlights success of the current free bus scheme for older and disabled residents of Scotland and seeks the views of respondents on options to address the sustainability issue the scheme faces due to an ageing demographic.

3.4 The consultation also seeks the views of respondents on options for the inclusion of Modern Apprentices and companions of disabled children under age five to the scheme.

3.5 There are currently over 1.3 million bus pass holders on the scheme who make around 145 million bus journeys each year, which currently costs approximately £192 million a year. This represents a third of all bus journeys made in Scotland.

3.6 Some 70,000 people in Scotland reach the age of 60 and therefore qualify to access the current scheme. This increase plus the fact that people are living longer and healthier lives, means that the costs for the scheme is likely to grow.

3.7 The consultation requests the views of respondents on the following proposals:

- Make no change to the scheme, leaving the eligibility rules as they are;

Or

- Raise the age of eligibility for both men and women in one step from 60 to the (female) State Pension age at the time the change is made, thereafter keeping pace with further changes in the State Pension age, which is set to increase to 67 over the period 2026 to 2028;

Or

- Raise the age of eligibility for men and women progressively towards the State Pension age by annual increases of one year or half a year to the age of eligibility, taking longer to get there but lessening the impact on the expectations of individuals close to 60.

3.8 The consultation also requests views on:

- Making apprenticeships more accessible by offering free bus travel for young modern apprentices, with the aim of targeting those under the age of 21. Making Modern Apprenticeships more attractive to young people.
- Provide companion cards for disabled children under 5. Fixing the anomaly of companions to disabled children under the age of 5 having to pay for bus travel.

3.9 The summary below highlights the key points in our draft response, which is included as **Appendix 1** for agreement.

Increase in age eligibility

3.10 Vulnerable and socially disadvantaged groups in society are most reliant on bus networks; this includes low income households; young people in education, or trying to enter the job market; older people; disabled people; jobseekers; and women. Bus services are key to providing access to opportunity including providing the jobless with access to work; young people to education and training; and providing a way out of social isolation for older and disabled people.

3.11 National figures indicate that one-third of total bus usage is undertaken by free bus scheme members. In Dumfries and Galloway this rate is significantly higher, ranging from 33% to 99% depending on the route with an average usage of 66%.

3.12 Bus can be the only travel option available for a number of our region's residents and is a lifeline service providing access to employment and other essential services. This was further highlighted when 60% of 868 passengers surveyed in our region by Transport Focus for their 2016 survey cited their reason for using the bus as 'no option to travel by other means'. This is 16% higher than the Scottish average (44%).

3.13 Experience has shown that usage of local bus services in our region by free bus scheme members is critical to their sustainability and that the majority of services are fragile and at extreme risk to minor market changes. Therefore, a reduction in scheme members through any change in age eligibility that will lead to a reduction in trips will potentially have negative consequences for our local bus network.

3.14 Any such negative impact on sustainability is likely to put further financial pressure on the Council to identify additional revenue funding to maintain the local bus network or to require SWestrans to make cuts across the subsidised network to remain within budget. The current challenging financial situation does not allow for any such flexibility within revenue budgets.

Modern Apprentice access to free bus travel

3.15 It is considered appropriate that young people accessing full or part-time employment should receive assistance with bus fares which can, particularly in a rural area, be a significant cost barrier in their uptake and retention of a job.

3.16 However, not all young people access employment through the Modern Apprentice framework and it should be argued that when considering extending free bus travel to younger people a consistent approach should also be applied, including access to free bus travel for those young people entering employment through other channels.

Companion travel for disable children under age five

3.17 This anomaly in the current scheme should be addressed.

Local Bus Services in Scotland – Improving the Framework for Delivery

3.18 The Scottish Government published on 13 September 2017 a consultation on Local Bus Services in Scotland – Improving the Framework for Delivery with a closing date of 5 December 2017.

<https://consult.scotland.gov.uk/transport-scotland/improving-bus-services>

3.19 The consultation recognises that bus patronage is declining in Scotland and seeks the views of respondents to the following:

- Existing statutory Quality Partnerships are not as flexible as they should be and future needs for bus services should be developed with operators. Proposals for more integrated, genuine partnership-focused ‘Service Improvement Partnerships’ are proposed based on a joint review of the local bus service network;
- Quality Contracts, as a form of franchising, are considered over complex and resource intensive. A more flexible, simpler and more customised approach to franchising which can be used for smaller scale scenarios such as routes and small networks is considered. One possible process highlighted is based on the principles of an Outline Business Case to identify a preferred option which evidence regarding the costs and benefits. Approval for a local franchise is then carried out by an independent panel, by Scottish Ministers or by another individual such as the Traffic Commissioner.
- In order to clarify the powers of transport authorities who wish to run bus services, it is proposed to legislate to enable them to be able to run bus services directly and/or to be able to set arms-length companies (i.e. Lothian Buses).
- Clear, high quality and up to date information is essential for the smooth running of bus services. The consultation paper proposes to make provision to require the operators of local services to provide information on routes, timetables, punctuality and fares for public access, in order to ensure consistency of approach and opportunities for innovative developments in both use and access to information. A central data hub or ‘one-stop-shop’, available to third parties is proposed along with legislation to ensure that authorities have the power to obtain the information about revenue and patronage of services being deregistered where required.

3.20 The summary below highlights the key points in our draft response, which is included as **Appendix 2** for agreement.

General

3.21 Bus usage provides significant benefits for bus users and society at large. Bus users benefit from access to jobs, training, health facilities, shopping and leisure opportunities while society benefits from decongestion, reduced pollution, lower accident rates, improved productivity and the stand-by value of bus networks. The bus industry also generates revenue and feeds this back into the Scottish economy through the supply chain and consumption expenditure by staff.

3.22 Bus accounts for around 76% of all public transport journeys, making them an absolutely crucial way for people to get to where they want to go but is significantly under-funded.

Partnerships

3.23 Local bus services operate in a deregulated environment and as such are generally in the control of the commercial sector. However, all services are to some degree sustained by public funding through Bus Service Operators Grant, Concessionary Fares reimbursement and/or direct subsidy.

3.24 Operators in Dumfries and Galloway are currently willing to engage with SWestrans to deliver benefits to the traveling public through a partnership approach. However, there may be instances in the future when a request to engage could be resisted. Therefore, it can be concluded that the legislative option proposed, and which is based on a true partnership between operators and the Transport Authority, is required to secure the benefits such partnership working can achieve.

Local Franchising

3.25 Transport authorities should have a flexible toolkit to address the transport needs for their own particular area. The power to franchise is an option that current legislation allows for through a Quality Contract. However, the process is overly restrictive and burdensome on all parties and requires simplification with suitable checks and balances to enable real improvements to be delivered.

3.26 Any move towards franchising as an option to meet our transport needs should not be restricted but must have a clear, transparent and robust business case backed up by an independent audit and approval process to ensure the franchise option is value for money and meets all various legislative requirements.

Transport Authority Run Bus Services

3.27 Dumfries and Galloway Council's in-house bus fleet, DGC Buses provide some 14 local bus services under the provisions of the Public Passenger Vehicles Act 1981. DGC Buses does not hold a PSV operator's licence and therefore is not able to tender for any socially-necessary local bus services sought by SWestrans.

3.28 The number of PSV operators in our region able to undertake this work has significantly reduced and is unlikely to increase. A large proportion of our tenders for

local bus services receive only 1 submission and on occasion none. Therefore, the added flexibility and security of a public sector run bus operator would ensure that the travel needs of our residents could be met.

3.29 SWestrans has strongly advocated for the current position on a transport authority's ability to act as a PSV Bus Operator to be clarified. Given the economic, social and demographic factors applying within our region we fully support the need for transport authorities (including 'model III' RTPs) to be able to directly run bus services to provide us with added flexibility to meet the social transport needs of our residents.

3.30 A transport authority PSV operator should be able to tender for any socially necessary local bus service sought by the relevant body. It should also be able to provide a service directly in areas where it is proven there is no commercial alternative or likelihood of one being provided.

3.31 If submitting a tender in a competitive process against the commercial sector, the transport authority operator should be required to provide full and transparent costings which could be subject to scrutiny to ensure there is no unfair advantage gained from its public sector status.

3.32 To initiate the establishment of a "bus company", each authority will require to present a business case through its own governance structure to ensure it is the preferred option to address the needs in its area. This business case must have a clear and transparent rationale that is fully auditable to ensure that the preferred option is value for money, meets the various legislative requirements and does not undermine the commercial sector.

Open Data

3.33 Access to accurate and current information is essential for all users of the public transport network. Usage levels will only increase if this data is freely available and of a quality that can be trusted. Delivery of information through new technology will continue to develop at speed and will rely on open data sources. One repository for data which ensures the consistency of quality and format is preferable to many sources with no quality control.

The Future of Smart Ticketing in Scotland

3.34 The Scottish Government published on 13 September 2017 a consultation on the Future of Smart Ticketing in Scotland with a closing date of 5 December 2017.

<https://consult.scotland.gov.uk/transport-scotland/smart-ticketing-in-scotland>

3.35 Smart ticketing is an important element of a modern public transport system and is increasingly prevalent in major cities and countries around the world. Smart ticketing means an electronic travel ticket which can be loaded onto a micro-chipped smartcard or mobile phone. Smart ticketing systems are the infrastructure, both software and hardware such as ticket machines used to manage smart ticketing.

3.36 The Scottish Government intends to introduce an e-purse in Scotland and this can be defined as; the store of monetary value on a smartcard which can be

used in the same way as cash to pay for travel. There are also other forms of smart payment, for example, using a contactless bank card to pay for travel, and mobile apps which may for example, involve a digital representation of a travel ticket.

3.37 Smart ticketing schemes, may involve single operators or several operators, and a single mode (eg bus) or several modes (eg bus, rail, ferry).

3.38 The Transport Scotland Smart Ticketing Delivery Strategy, first published in October 2012 and recently updated, set out the vision “That all journeys on Scotland’s bus, rail, ferry, subway and tram networks can be made using some form of smart ticketing or payment”.

3.39 The consultation suggests that delivery of the policy vision may look like:

- A common smart ticketing system across Scotland, which enables both interoperability and integration. The core interoperable system we are currently seeking to have in place is the UK standard for smart ticketing, ITSO. It is proven as a concept and much of the necessary infrastructure is already in place across Scotland, particularly for bus, rail and subway.
- ITSO smartcards being used where possible as the media for delivering smart ticketing with the *saltirecard* branding being visible on all cards.
- Larger operators across all modes progressing their own smart ticketing and payment schemes, but on a common and interoperable infrastructure platform or system. This should deliver a common or similar experience for passengers.
- A national and interoperable e-purse scheme that all public transport operators participate in. All of Scotland’s major public transport operators have committed to participate in the national e-purse, and Transport Scotland’s preference is that all operators, of all sizes, across all modes, participate in it. It is envisaged that the e-purse will be launched during 2018.
- A series of regional multi operator interoperable smart ticketing schemes e.g. around Glasgow, Edinburgh, Aberdeen and Dundee that all relevant transport operators participate in.
- Appropriate governance arrangements to ensure that each scheme endeavours to offer a good passenger experience and, through time, as technology develops, there is an orderly migration path to new or alternative technologies for smart ticketing and payment

3.40 The consultation poses 6 questions in relation to the operation and delivery of smart ticketing in Scotland. The Scottish Government has already committed to the rollout of a national e-purse and it is our opinion that the availability of smart ticketing improves the choice for all passengers and removes barriers to integration. Therefore, our draft response which is included as **Appendix 3** for agreement is generally in favour of the proposals within the consultation.

Building Scotland’s Low Emission Zones

3.41 The Scottish Government published on 6 September 2017 a consultation Building Scotland’s Low Emission Zones with a closing date of 28 November 2017.

<https://consult.scotland.gov.uk/transport-scotland/building-scotlands-low-emissionzones/>

3.42 The Scottish Government has committed to:

- Introduce Low Emission Zones (LEZs) in conjunction with local authorities, into our four biggest cities between 2018 and 2020 and into all other Air Quality Management Areas by 2023 where the National Low Emission Framework (NLEF) appraisals advocate such mitigation;
- Introduce an Air Quality Fund to support local authorities with Air Quality Management Areas to deliver transport-based mitigation as identified by the NLEF; and
- Work with the commercial and bus sectors, the Energy Saving Trust and the Low Carbon Vehicle Partnership to introduce an Engine Retrofitting Centre in Scotland to support the delivery of LEZs.

3.43 The consultation poses 20 questions and our draft response to these is included as **Appendix 4** for agreement.

4. Implications	
Financial	Developments will be tracked by Officers.
Policy	There are potential future policy implications.
Equalities	Developments will be tracked by Officers.
Climate Change	We will monitor / implement climate change implications.
Risk Management	None.

5. Recommendations

Members of the Board are asked to agree the response to:

- 5.1 the Free Bus Travel for Older and Disabled People and Modern Apprentices as set out in Appendix 1;
- 5.2 the Local Bus Services in Scotland – Improving the Framework for Delivery as set out in Appendix 2;
- 5.3 the Future of Smart Ticketing in Scotland, as set out in Appendix 3; and
- 5.4 Building Scotland's Low Emission Zones, as set out in Appendix 4.

Report Authors: Douglas Kirkpatrick / Josef Coombey Tel: 01387 260372	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Militia House English Street Dumfries DG1 2HR
Date of Report: 29 October 2017 File Ref: SW2/Meetings/2017	

Appendix 1 – response to the Free Bus Travel for Older and Disabled People and Modern Apprentices.

Appendix 2 – response to the Local Bus Services in Scotland – Improving the Framework for Delivery.

Appendix 3 – response to the Future of Smart Ticketing in Scotland.

Appendix 4 – response to Building Scotland's Low Emission Zones.

Respondent Information Form

PLEASE NOTE THIS FORM MUST BE RETURNED WITH YOUR RESPONSE.

Are you responding as an individual or an organisation?

- Individual
 Organisation

Full name or organisation's name

South West of Scotland Transport Partnership (SWestrans)

Phone number

01387 260136

Address

Militia House
English Street
Dumfries

Postcode

DG1 2HR

Email

swestrans@dumgal.gov.uk

The Scottish Government would like your permission to publish your Consultation response. Please indicate your publishing preference:-

- Publish response with name
 Publish response only (anonymous)
 Do not publish response

We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this Consultation exercise?

- Yes
 No

Part 2 – Questions on options

No change to age eligibility of the Scheme

Should scheme eligibility remain unchanged ?

Do you believe that age eligibility for the Scheme should remain as it is? At present everyone resident in Scotland can get the bus pass on their 60th birthday and be able to travel for free at any time of day, for any number of journeys, on local and long distance scheduled bus services throughout Scotland.

Scheme costs have risen over the years to a little over £190 million in 2016-17. In addition, some 70,000 of us reach age 60 each year and that figure is projected to rise to 76,000 by 2021. This adds further pressure to costs, raising questions about the longer-term sustainability of the Scheme in its present form.

Even if your first preference is to make no changes to age eligibility at this time, please consider the options set out in questions 2 and 3 below.

Question 1

Do you think that we should retain the existing age eligibility criteria for the Scheme?

Yes

No

Please use the box below to provide details.

My comments:

SWestrans believes that the age eligibility criteria for the Scheme should be retained.

Whilst fully understanding the financial pressures under which the Scheme currently operates and will be subject to going forward, any change to the Scheme that potentially reduces the number of bus trips undertaken may have a significant negative impact on the local bus network in Dumfries and Galloway.

SWestrans is a model 3 RTP that determines and subsidises socially necessary local bus services. We do this in a largely rural area, in difficult financial circumstances, where bus can be the only travel option available for a significant number of our residents to access employment and other essential services – critical to our resident's social and economic well-being.

It is recognised within the justification for claimed costs/savings (p.17 of the Free Bus Travel consultation) that 'raising the eligibility age reduces the number of cardholders, resulting in fewer journeys which also reduces the cost to the Scottish Government'.

SWestrans notes the principle of the Scheme that operators should be no better or worse off. Whilst this should ensure that any reduction in journeys made by pass holders should have limited impact on service sustainability, we believe that this

reduction of journeys will not be backfilled to the same extent by fare-paying passengers. This is supported by the evidence in the Concessionary Travel Customer Feedback Research (cited on p.5 of the consultation) that ‘almost half of respondents in our survey said they now made journeys they would not previously have done’.

The Transport Minister, in his foreword to the Local Bus Services in Scotland Consultation, states that declining passenger numbers ‘means a threat to the network of bus services across the country and therefore the travelling public. If passenger numbers continue to reduce there is a risk that communities will be cut off’.

Regional differences in bus usage must be taken into account when assessing the impact of changing the eligibility as the recognised reduction in journeys will have a substantial impact in areas where the bus network is reliant on bus pass users. The majority of our subsidised bus services are fragile and at extreme risk to minor market changes. Recent experience has shown that usage of these bus services by free bus scheme members is critical to their sustainability. For example, in the South West of Scotland our average usage by free bus pass scheme members makes up two-thirds of all bus journeys made, unlike Scotland as a whole which is around a third of journeys (p.1). On some routes within our region over 90% of journeys are made by free bus scheme members.

It is SWestrans view that the proposed reduction in Scheme members through a change in age eligibility will lead to a reduction in trips and this may have significant unintended negative consequences for our local bus network.

In section 4.3 of the Local Bus Services Consultation (p.24) it states that, ‘in more rural areas the low population density means it is becoming increasingly difficult for services to remain commercially viable and hence for the network to be maintained’. SWestrans supports this statement. Any marginal commercial services where there is any reduction in current usage by Scheme members and in reimbursement to the operator may lead to deregistration of journeys/routes leaving their replacement an issue for SWestrans. The replacement of any one of our current commercial services would require significant public subsidy and this is not achievable in the current financial circumstances without drastic cuts across the subsidised network to remain within budget.

SWestrans would argue that a Scheme which has such significant and proven social and well-being impacts for users and that has been in place for over a decade is critical to the overall sustainability of local bus services and therefore should be suitably funded as it grows.

Options to change the National Concessionary Travel Scheme

Raise the age of eligibility for men and women to the female State Pension age in one step

What is it?

Women’s State Pension age is being equalised with men’s, so that they will reach State Pension age at 65 from

	<p>November 2018. In addition, both men's and women's State Pension age is due to increase to 66 by 2020 and to 67 between 2026 and 2028.</p> <p>The proposal would set the age of eligibility for free bus travel at female State Pension age from 2018.</p>
<p>What does it mean for me?</p>	<p>The UK Government provides a handy calculator to check when you will reach State Pension age:- www.gov.uk/state-pension-age</p>
<p>What will it cost or save?</p>	<p>If age eligibility is raised immediately to female State Pension age from April 2018 onwards, it would reduce costs by around £10 million in the first year, increasing to around £65 million by 2022-23.</p> <p>The State Pension age will increase to 66 by 2020 and 67 between 2026 and 2028. In 2023-24, this would result in savings of around £83 million each year, increasing up to reduced costs of around £111 million in 2026-27.</p>
<p>What is the justification for claimed costs/savings?</p>	<p>Raising the eligibility age reduces the number of cardholders, resulting in fewer journeys which also reduces the cost to the Scottish Government. In 2022-23, there would be around 350,000 fewer people eligible compared to what would happen if the current age of 60 was to be maintained. In 2026-27, this would increase to around 520,000 people</p>

Question 2

Are you in favour of raising age eligibility to female State Pension age in this way?

Yes

No

Please explain your answers.

SWestrans does not favour any option which will put at risk the local bus network in our region by reducing the number of cardholders on the Scheme.

SWestrans recognises the rise in cost of the Scheme to over £190 million, and that the amount of people reaching the age of 60 each year in Scotland is rising. However, despite the 31% increase in bus pass holders since the beginning of the Scheme, Figure 3 (p.8) shows that the number of concessionary journeys made each year has remained almost constant since the Scheme began. It appears that the overall number of people on the Scheme bears no impact on the amount of concessionary journeys made. This evidence needs further explanation as it is clear that despite this, costs of the scheme are rising.

Raise the age of eligibility to the female State Pension age over a number of years

<p>What is it?</p>	<p>Women's State Pension age is being equalised with men's, so that they will reach State Pension age at 65 from November 2018. In addition, both men's and women's State Pension age will increase to 66 by 2020 and to 67 between 2026 and 2028.</p> <p>Age eligibility could be increased towards the (female) State Pension age either:-</p> <ul style="list-style-type: none"> • by one year per year; or • by six months per year
<p>What does it mean for me?</p>	<p>A slower introduction might mean that people affected by the change in the early years will be eligible for their bus passes after age 60 but before the female State Pension age.</p> <p>If raising the age of eligibility is done progressively for those who are currently in their mid to late fifties, it might be done in one of two ways:-</p> <p>(A) If the eligible age was raised by one year annually, this would increase the age at which people in their late 50s would receive their bus pass but will not mean that they will have to wait until they are at State Pension age. A person who reaches age 59 in 2017 would become eligible for their bus pass on their 61st birthday in 2019, a person who reaches age 58 in 2017 on their 62nd birthday in 2021, a person who reaches age 57 in 2017 on their 63rd birthday in 2023 and so on. A person aged 54 or under in 2017 would become eligible on their 66th birthday.</p> <p>(B) If the eligible age was raised by half a year annually, this would again increase the age at which people in their late 50s will receive their bus pass, but at a slower pace. A person who reaches age 59 in 2017 would become eligible six months after their 60th birthday, a person who reaches age 58 in 2017 on their 61st birthday, a person who reaches age 57 in 2017 six months after their 61st birthday and so on. A person aged 48 or under in 2017 would become eligible on their 66th birthday.</p> <p>If the age of eligibility is simply raised without any adjustments or phasing, then someone who is 59 in 2017 would become eligible in 2024 when they reach the State Pension age.</p> <p>This approach would seek to address the issue raised by WASPI and mitigate the effects of the changes on people close to the current age of eligibility by striking a better balance between the size of the change and the period of notice.</p>

What will it cost or save?	<p>Raising age eligibility from April 2018 by one year per year to female State Pension age would reduce costs by around £11 million in the first full year, increasing to around £40 million by 2022-23.</p> <p>The slower of the two progressive approaches would reduce costs by around £5 million in the first full year, increasing to around £27 million by 2022-23.</p>																		
What is the justification for claimed costs and savings?	<p>Raising the eligibility age reduces the number of cardholders and hence the number of journeys and also costs to the Scottish Government. For example, if the age is raised by half a year per year, there are projected to be around 157,000 fewer people eligible</p> <table border="1" data-bbox="395 763 1326 987"> <thead> <tr> <th>Potential annual cost reductions (£million)</th> <th>2018-19</th> <th>2019-20</th> <th>2020-21</th> <th>2021-22</th> <th>2022-23</th> </tr> </thead> <tbody> <tr> <td>(A) Age eligibility + 1 year</td> <td>£11m</td> <td>£11m</td> <td>£24m</td> <td>£25m</td> <td>£40m</td> </tr> <tr> <td>(B) Age eligibility + 0.5 year</td> <td>£5m</td> <td>£11m</td> <td>£12m</td> <td>£19m</td> <td>£27m</td> </tr> </tbody> </table> <p>by 2023-24 compared to what we would see if the current age of 60 was maintained.</p>	Potential annual cost reductions (£million)	2018-19	2019-20	2020-21	2021-22	2022-23	(A) Age eligibility + 1 year	£11m	£11m	£24m	£25m	£40m	(B) Age eligibility + 0.5 year	£5m	£11m	£12m	£19m	£27m
Potential annual cost reductions (£million)	2018-19	2019-20	2020-21	2021-22	2022-23														
(A) Age eligibility + 1 year	£11m	£11m	£24m	£25m	£40m														
(B) Age eligibility + 0.5 year	£5m	£11m	£12m	£19m	£27m														

Question 3

Are you in favour of raising age eligibility to female State Pension age gradually over time?

Yes No

At what rate?

By 1 year per year

By half a year per year

Please explain your answers.

Please see answers to Questions 1 and 2.

SWestrans believes that any change to age eligibility for the free bus scheme will have a significant detrimental impact on the sustainability of our local bus network.

Should the Scottish Government decide to amend the age eligibility, SWestrans would suggest that a gradual increase in eligible age is preferable. This would ensure those approaching age 60 would be more aware of any change and assist in mitigating our significant concerns on network sustainability.

Free bus travel for Modern Apprentices

What is it?	Young people undertaking Modern Apprentice frameworks registered with Skills Development Scotland would be able to get free bus travel. The offer might be targeted at those Modern Apprentices under age 21.
What does it mean for me?	If you are a qualifying Modern Apprentice you would be able to get free bus travel.
What will it cost or save?	It would cost approximately £8m per year to provide free bus travel to Modern Apprentices under 21. Applying it to all Modern Apprentices would roughly double that figure.
What is the justification for claimed costs/savings?	There are around 20,300 Modern Apprentices aged 16-20. Based on the travel behaviour of people in this age group and the estimated uptake of the card, this would cost an estimated £8 million per year.

Question 4

Are you in favour of providing free bus travel to Modern Apprentices?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
Should this be targeted at Modern Apprentices under Age 21?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Is there a better way to provide support to help with the travel costs of Modern Apprentices?	Yes <input type="checkbox"/>	No <input type="checkbox"/>

If so, please specify below.

Please explain your answers.

SWestrans is in favour of providing free bus travel to Modern Apprentices. Young people accessing full or part-time employment should receive assistance with bus fares which can, particularly in a rural area, be a significant cost barrier in their uptake and retention of a job.

However, this should not just be targeted at those under age 21, but to all those undertaking Modern Apprentice frameworks. It is SWestrans understanding that whilst targeted at young adults, the upper age limit is not in place. Therefore for the Scheme to be fair and equitable, SWestrans supports free bus travel to all Modern Apprentices.

The Scottish Government has indicated in this consultation that it wishes to consider carefully how to make changes to the age eligibility to free bus travel in a fair and equitable way for older people. When considering extending free bus travel to younger people a similar consistent approach should also be applied, including access to free bus travel for those young people entering employment through other channels.

Companion cards for disabled children under age 5

What is it?	Allow disabled under 5s to get a companion card where this is needed so that their parent/carer can travel for free. Under 5s cannot get a disabled persons bus pass as they generally travel for free.
What does it mean for me?	The parent or carer accompanying the child currently has to pay for their own travel until that child qualifies for a companion card on their 5 th birthday. This would allow the parent or carer to travel with an eligible disabled child under 5 for free.
What will it cost or save?	We believe that there around 3,210 disabled children under 5 who might benefit from a companion card. This will cost just over £600,000 per year.
What is the justification for claimed costs/savings?	There currently are around 3,210 children in Scotland who are eligible for the Higher or Middle rate Care Award and/or the Higher rate mobility award of Disability Living Allowance (DLA). Based on the average numbers of journeys taken by bus pass holders and the current reimbursement cost this would cost just over £600,000 to provide equal access to companion cards for disabled children of all ages.

Question 5

Are you in favour of providing a companion card for disabled under 5s where this is needed? Yes No

Please explain your answer.
SWestrans agrees that this anomaly in the current scheme should be addressed.

Are there any other issues you wish to raise which are not covered above?

SWestrans is pleased to note that the Scottish Government is “committed to continuing to provide free bus travel for those who need it most”, and it is our intention to continue to strive to improve bus services in the South West of Scotland as it is a lifeline service for many residents.

It should be noted that of passengers surveyed in the South West of Scotland for the Transport Focus Bus Passenger Survey 2016, 60% cited their reason for using the bus as ‘no option to travel by other means’. This is 16% higher than the Scottish average (44%). This is further emphasised by the findings of the Sustrans Transport Poverty in Scotland report (August 2016).

SWestrans also notes that this consultation is being undertaken using the figures modelled in 2.12(P6) which are based the existing reimbursement rate. Any proposed changes to this rate will have an effect on local bus service sustainability and the proposals within the consultation.

Question 6

Do you have any other comments about any of the issues raised in this consultation?

Yes

No

If so, please use the box below to provide details.

My comments:

SWestrans believes that research should be undertaken to determine if the Scheme, with its reimbursement based only on single fares, has been a factor in the decline of overall bus usage and if it is a restricting factor on passenger growth.

Whilst we understand the reasoning behind the decision to use single fares as the basis for reimbursement in 2006, these may no longer be relevant and the use of other fare options should be fully investigated.

Part 3 - Assessing impact

Equality

- 1 In considering possible changes to the National Concessionary Travel Scheme in Scotland the public sector equality duty requires the Scottish Government to pay due regard to the need to:
- eliminate discrimination, victimisation, harassment or other unlawful conduct that is prohibited under the Equality Act 2010;
 - advance equality of opportunity between people who share a protected characteristic and those who do not; and
 - foster good relations between people who share a relevant protected characteristic.

1.1 These three requirements apply across the ‘protected characteristics’ of:

- age;
- disability;
- gender reassignment;
- marriage and civil partnership;
- pregnancy and maternity;
- race;
- religion and belief; and
- sex and sexual orientation.

1.2 At this early stage it is difficult to determine whether significant effects are likely to arise and the aim of the Scottish Government is to use this Consultation process as a means to fully explore the likely equality effects, including the impact on children and young people.

1.3 Once completed the Scottish Government intends to determine, using the consultation process, any actions needed to meet its statutory obligations. Your comments received will be used to complete a full Equality Impact Assessment (EQIA) to determine if any further work in this area is needed.

Question – Equality Impacts

Are there any likely impacts the proposals contained within this Consultation may have on particular groups of people, with reference to the ‘protected characteristics’ listed above? Please be as specific as possible.

Yes, the proposals could be seen to have a negative impact on the age characteristic.

The proposed inclusion of only Modern Apprentices up to 21 years old in the free bus scheme we believe creates a disparity with older Modern Apprentices and other younger people who access employment through different channels but also experience the same cost barrier in their uptake and retention of a job.

Question – Children and young people

Do you think the proposals contained within this Consultation may have any additional implications on the safety of children and young people?

No.

Business and Regulation

1.4 A Business and Regulatory Impact Assessment (BRIA) will analyse whether the proposals are likely to increase or reduce the costs and burdens placed on businesses, the public sector and voluntary and community organisations.

Question – Business impacts

Do you think the proposals contained in this Consultation are likely to increase or reduce the costs and burdens placed on any sector? Please be as specific as possible.

Yes, the proposals to change age eligibility will lead to a reduction in Scheme members and therefore a reduction in trips which may have significant impact on marginal commercial services. Any reduction in current usage by Scheme members and in reimbursement to the operator could lead to deregistration of journeys/routes leaving their replacement an issue for the public sector. The replacement of any one of our current commercial services would require significant public subsidy and this is not achievable in the current financial circumstances without drastic cuts across the subsidised network to remain within budget.

Privacy

1.5 A full Privacy Impact Assessment (PIA) will be conducted to ascertain whether our proposals on delivering a consistent approach to the Scheme may have an impact on the privacy of individuals.

1.6 At this early stage it is difficult to determine whether significant privacy impacts are likely to arise and the aim of the Scottish Government is to use this Consultation process as a means to fully explore the likely privacy effects.

Question – Privacy impacts

Are there any likely impacts the proposals contained in this Consultation may have upon the privacy of individuals? Please be as specific as possible.

No.

Annex C

Options not favoured by the Scottish Government

A number of those with whom we have engaged in preparing this Consultation indicated a first preference for maintaining the current age of eligibility or, if changes had to be made, for alternative approaches to be taken. For a variety of reasons the Scottish Government is not minded to adopt these but they are listed below for information: -

1 Requiring card holders to make a small financial contribution towards the cost of each concessionary journey.

A fixed contribution of, say, 20p, 50p or £1 would be required to be paid for each journey undertaken. This would be relatively simple to implement and would generate significant savings. For example, a contribution of 20p per journey could save up to £17 million annually if applied to all concessionary passengers, including disabled bus pass holders as well as those qualifying on age. (Requiring a contribution only from non-disabled pass holders would reduce savings by about 10%.)

2 Levying an annual charge for access to free bus travel.

The journeys themselves would be free but there would be a fixed annual fee, for example £10 or £20. In effect, this would be like having an annual very low cost season ticket valid on all buses. Based on current usage, annual savings could be up to £13 million with a £10 charge and proportionately more for higher charges. Excluding disabled bus pass holders from the requirement to pay a charge would reduce savings by about 10%.

The Scottish Government does not favour either of these two options because they would not be consistent with the commitment set out in the Programme for Government 2016-17 to provide free bus travel for older and disabled persons. Option 1 could additionally lengthen boarding times and Option 2 would require new administrative arrangements, for example to issue reminders and process forms.

3 Restricting use of a bus pass during peak travel times.

Limiting the use of the bus pass to off-peak travel might save costs by encouraging people to travel at times when bus services tend to be less busy. This can reduce costs for bus operators and possibly alleviate overcrowding at peak times. However savings might be limited if people simply travel at different times and there could be delays to boarding times if disagreements arise over whether a journey is peak or off peak.

4 Having a cap on the value of individual journeys which can be free.

For example, all journeys made in a year up to an overall limit, such as £250, would be free. Travellers would have to pay for any additional journeys beyond this point until the end of the year. The level of savings would depend on the limit set but such an arrangement would allow costs to be controlled without the need for the present reimbursement capping arrangements. However new systems would be required to administer such an arrangement, including enabling passengers to tell easily how much travel they were still entitled to.

The Scottish Government is not minded to pursue either of these options at this time given the potential implementation and operational issues.

You may wish to use the box below to provide comments on these or any other way in which you believe the long-term sustainability of concessionary travel could be achieved, as well as other comments you may wish to make for improvements to the scheme.

My comments:

Whilst we understand the reasoning behind the decision to use single fares as the basis for reimbursement in 2006, these may no longer be relevant and the use of other fare options should be fully investigated to assist in the long-term sustainability of the Scheme.

Local Bus Services in Scotland – Improving the Framework For Delivery

Partnerships

Question 1 - Do you think that legislation (either via the existing sQP model or another) is required to secure the benefits of partnership working?

Please answer Yes , or No .

Please explain your answer to this question:-

Local bus services operate in a deregulated environment and as such are generally in the control of the commercial sector. However, all services are to some degree sustained by public funding through Bus Service Operators Grant, Concessionary Fares reimbursement and/or direct subsidy.

Our experience is that operators are extremely willing to engage with transport authorities to deliver benefits to the traveling public. However, there may be instances when a request to engage could be resisted and therefore a legislative option should be available.

Question 2 - Do you feel that statutory Quality Partnerships as defined in the Transport (Scotland) Act 2001 provide the right framework for partnership working?

Please answer Yes , or No .

Please explain your answer to this question:-

The current sQPs lack the required flexibility to implement easily and do not necessarily build up trust between partners involved.

Question 3 – Do you agree with our proposals for Service Improvement Partnerships as outlined in pages 32-35?

Please answer Yes , or No .

Please explain your answer to this question:-

The proposals for SIPs appear to be an improvement and a positive step towards real partnership working.

However, SWestrans would seek clarification as to the status of an Improvement Scheme once formally “made” and what recourse there would be available and through what channels to any party signed up to the Improvement Scheme should one or more parties default.

Question 4 – If a new form of statutory Partnership is introduced, do you agree that statutory Quality Partnerships as defined in the Transport (Scotland) Act 2001 should be replaced (i.e. they would no longer be available as a tool for LTAs)?

Please answer Yes , or No .

Please explain your answer to this question:-

The uptake of the current sQP option has been extremely poor and unlikely to improve. The SIP proposals would be an adequate replacement if our concerns highlighted in Q3 are addressed.

Local Franchising

Question 5 – Do you think that local authorities should have the power to franchise bus services (either via Quality Contract or another system)?

Please answer Yes , No .

Please explain your answer to this question:-

Transport authorities should have a flexible toolkit to address the transport needs for their own particular area. The power to franchise in this manner is an option that could be necessary.

Question 6 – Do you think that the existing Quality Contracts require change to make franchising a more viable option?

Please answer Yes , or No .

Please explain your answer to this question:-

The current QC process is overly restrictive and burdensome on all parties and requires simplification with suitable checks and balances to enable real improvements to be delivered.

Question 7(a) – Do you think that there should be any consent mechanism for an authority to begin the process of assessment for franchising?

Please answer Yes , or No .

Please explain your answer to this question:-

An authority should not be restricted from beginning the process of assessment if it believes it is a possible option to meet its desired outcomes. The subsequent business case preparation, independent audit and approval process should be sufficiently robust to ensure any concern raised by a party is addressed.

Question 7(b) – Do you think that there should be a requirement for independent audit of the business case for franchising?

Please answer Yes , or No .

Please explain your answer to this question:-

The business case is the most critical element in the process toward a possible franchise. This document must have a clear and transparent rationale that is fully auditable to ensure that the preferred option is value for money and meets the various legislative requirements. An independent audit would provide the necessary assurance and accountability.

Question 7(c) – Do you think that there should be an approval process beyond that of the local authority itself, before franchising can take place?

Please answer Yes , or No .

Please explain your answer to this question including (if yes) what kind of approval process:-

Similar to the answer to Q7(b), an independent approval process beyond the transport authority would provide a necessary level of assurance for the franchise option. SWestrans has no particular view on who would undertake this approval process or how it should be governed. However, given the likely significance of a franchise the Transport Minister may be the most appropriate person.

Transport Authority Run Bus Services

Question 8(a) – Do you think that transport authorities (including ‘model III’ RTPs) should be able to directly run bus services?

Please answer Yes , No .

Please explain your answer to this question:-

Dumfries and Galloway Council’s in-house bus fleet, DGC Buses provide some 14 local bus services under the provisions of the Public Passenger Vehicles Act 1981. DGC Buses does not hold a PSV operator’s licence and therefore is not able to tender for any socially-necessary local bus services sought by SWestrans.

The number of PSV operators in our region able to undertake this work has significantly reduced and is unlikely to increase. A large proportion of our tenders for local bus services receive only 1 submission and on occasion none. Therefore, the added flexibility and security of a public sector run bus operator would ensure that the travel needs of our residents could be met.

SWestrans has strongly advocated for the current position on a transport authority’s ability to act as a PSV Bus Operator to be clarified. Given the economic, social and

demographic factors applying within our region we fully support the need for transport authorities (including 'model III' RTPs) to be able to directly run bus services to provide us with added flexibility to meet the social transport needs of our residents.

Question 8(b) – Please describe the circumstances in which this might be appropriate:-

A transport authority PSV operator should be able to tender for any socially necessary local bus service sought by the relevant body. It should also be able to provide a service directly in areas where it is proven there is no commercial alternative or likelihood of one being provided.

Question 8(c) – What, if any, safeguards do you think should be put in place to ensure that no operator has an unfair advantage in a deregulated market?

Please explain your answer to this question:-

If submitting a tender in a competitive process against the commercial sector, the transport authority operator should be required to provide full and transparent costings which could be subject to scrutiny to ensure there is no unfair advantage gained from its public sector status.

Question 9(a) – Do you think that transport authorities (including 'model III' RTPs) should be able to set up arm's length bus companies to operate local bus services?

Please answer Yes , No .

Please explain your answer to this question:-

As highlighted in response to Q8(a), a transport authority should be able to directly operate bus services. The method each authority chooses to manage this will be subject to their own circumstances and advice and therefore an arm's length option may be appropriate.

Question 9(b) – Please describe the circumstances in which this might be appropriate:-

See response to Q9(a).

Question 9(c) – What if any safeguards do you think should be put in place to ensure that no operator has an unfair advantage in a deregulated market?

Please explain your answer to this question

If submitting a tender in a competitive process against the commercial sector, the transport authority operator should be required to provide full and transparent costings which could be subject to scrutiny to ensure there is no unfair advantage gained from its public sector status

Question 9(d) –What, if any, checks and balances do you think should be put in place for a transport authority looking to set up an arms’ length company to run buses?

Please explain your answer to this question.

To initiate the establishment of a “bus company”, each authority will require to present a business case through its own governance structure to ensure it is the preferred option to address the needs in its area. This business case must have a clear and transparent rationale that is fully auditable to ensure that the preferred option is value for money, meets the various legislative requirements and does not undermine the commercial sector.

Open Data

Question 10 – Do you agree with our proposals to require the operators of local services to release open data on routes, timetables, punctuality and fares in a specified format?

Please answer Yes , No .

Please explain your answer to this question:-

Access to accurate and current information is essential for all users of the public transport network. Usage levels will only increase if this data is freely available and of a quality that can be trusted. Delivery of information through new technology will continue to develop at speed and will rely on open data sources.

Question 11 (a) – Do you think that data provided by operators should be stored in a central data hub?

Please answer Yes , or No .

Please explain your answer to this question:-

One repository for data which ensures the consistency of quality and format is preferable to many sources with no quality control.

Question 11(b) – if you do not support the use of a central data hub how do you think data should be stored/ made available? :-

Question 12 – Do you support proposals for transport authorities to have the power to obtain, information about revenue and patronage of services being deregistered, and where appropriate disclose this as part of a tendering process?

Please answer Yes , or No .

Please explain your answer to this question:-

SWestrans fully supports the suggested powers to obtain information about revenue and patronage of services being deregistered. It is our experience that operators are generally willing to share this information on a voluntary basis. However, without this power as back-up, a transport authority may not have the information it requires to frame and provide the necessary replacement services and ensure fair competition..

Other

Question 13 – Please provide any other comments or proposals around the regulation of bus services in Scotland that were not covered in the above questions.

Question 14 - Are there any likely impacts the proposals contained within this consultation may have on particular groups of people, with reference to the 'protected characteristics' listed above?

Please answer Yes , No .

Please be as specific as possible:-

Question 15 - Do you think the proposals contained within this consultation may have any additional implications on the safety of children and young people? If yes, what would these implications be?

Please answer Yes , No .

Please be as specific as possible:-

Question 16 - Do you think the proposals contained in this consultation are likely to increase or reduce the costs and burdens placed on any sector?

Please answer Yes , No .

Please be as specific as possible:-

There is potential for an increase and/or decrease across all sectors. However, appropriate use of the tools these proposals provide with their accompanying built in robust check processes should reduce some of this risk.

Question 17 - Are there any likely impacts the proposals contained in this consultation may have upon the privacy of individuals?

Please answer Yes , No

Please be as specific as possible:-

Question 18 - Are there any likely impacts the proposals contained in this consultation may have upon the environment?

Please answer Yes , No

Please be as specific as possible:-

The Future of Smart Ticketing in Scotland

Question 1

Do you think our intention to have a consistent smart payment option available across Scotland and on all main public transport modes would promote use of public transport in Scotland?

Yes No

Please explain your answer.

A smart consistent payment option will benefit and promote use on what is by design a fragmented public transport delivery system across Scotland both within and between modes.

Question 2

Do you agree that the scope of smart ticketing should – for now – be limited to the modes and services outlined above?

Yes No

Please explain your answer.

The large majority of current public transport journeys in Scotland are on the modes highlighted. Therefore, it would appear appropriate to limit the scope, for now, to these modes and services.

Question 3

a) Are you in favour of a clearly defined national e-purse scheme?

Yes No

b) Should all relevant bus, rail, ferry, tram and subway operators be expected to participate in a national e-purse scheme?

Yes No

c) Should participation in a national e-purse scheme be monitored and controlled?

Yes No

d) Should sanctions be imposed for non-compliance in a national e-purse scheme?

Yes No

Please explain your answers.

The national e-purse is a committed scheme. Therefore, its success will rely on it being clearly defined, including all operators and having robust governance processes including those for non-compliance.

Question 4

a) Are you in favour of a clearly defined multi-modal, multi operator regional smart ticketing scheme?

Yes No

b) Should all relevant bus, rail, ferry, tram and subway operators be expected to participate in a multimodal, multi operator regional smart ticketing scheme?

Yes No

c) Should participation in a multimodal, multi operator regional smart ticketing scheme be monitored and controlled?

Yes No

c) Should sanctions be imposed for non-compliance in a multi-modal, multi operator regional smart ticketing scheme?

Yes No

Please explain your answers.

The availability of regional schemes will improve the offer and uptake by customers. Their success will rely on them being clearly defined, including all operators and having robust governance processes including those for non-compliance.

Question 5

Are you in favour of new legislation that requires transport operators to participate in national and regional smart ticketing schemes?

Yes No

Please explain your answer.

The current fragmented nature of modes and large variation of operators involved will require an appropriate legislative framework to ensure participation and therefore success of any national scheme.

Question 6

To ensure delivery of a consistent approach to meet the expectations of passengers now and in the future, should we establish a single governance group so that the technology implemented across Scotland for smart ticketing schemes is controlled?

Yes No

Should such a governance group be established formally and supported by legislation?

Yes No

Should such a governance group have a role in advising on development, implementation or administration of smart ticketing schemes?

Yes No

Are there any other areas that a governance group should have a role in?

Yes No

Please explain your answers.

A single governance group covering all modes will be essential for success.

Although, ideally this would be a voluntary arrangement there may be a requirement to back this up with legislation.

Question 7

Do you have any other comments about any of the issues raised in this consultation?

Yes No

Question – Equality Impacts

Are there any likely impacts the proposals contained within this Consultation may have on particular groups of people, with reference to the ‘protected characteristics’ listed above? Please be as specific as possible.

None.

Question – Children and young people

Do you think the proposals contained within this Consultation may have any additional implications on the safety of children and young people?

No

Question – Business impacts

Do you think the proposals contained in this Consultation are likely to increase or reduce the costs and burdens placed on any sector? Please be as specific as possible.

No

Question – Privacy impacts

Are there any likely impacts the proposals contained in this Consultation may have upon the privacy of individuals? Please be as specific as possible.

None.

Building Scotland's Low Emission Zones

Q1 Do you support the principle of LEZs to help improve Scottish air quality?

Yes, SWestrans supports the principle of LEZs which should be used within a suite of measures to improve the air quality in our towns.

Q2 Do you agree that the primary objective of LEZs should be to support the achievement of Scottish Air Quality Objectives?

Yes, but as in response to Q1 any LEZ should sit within a suite of improvements for the place and not as an individual measure to achieve this objective.

Q3a Do you agree with the proposed minimum mandatory Euro emission criteria for Scottish LEZs?

Yes, consistent standards across LEZs would ensure clarity for all users.

Q3b Do you agree with the proposal to use the NMF modelling in tandem with the NLEF appraisal to identify the vehicle types for inclusion within a LEZ?

Yes, again LEZs should be consistent and the NMF will assist with such an approach.

Q3c Should emission sources from construction machinery and/or large or small van refrigerated units be included in the LEZ scope, and if so should their inclusion be immediate or after a period of time?

Yes, all such emission sources should be included and it is our opinion that a phased approach is preferable.

Q4 What are your views on adopting a national road access restriction scheme for LEZs across different classes of vehicles?

A "one size fits all" approach is likely to be counter-productive as regional areas within Scotland have differing issues. Therefore, implementation should be a matter for local/regional authorities guided by national standards.

Q5 What are your views on the proposed LEZ hours of operation, in particular whether local authorities should be able to decide on LEZ hours of operation for their own LEZs?

Similar to our response to Q4, implementation should be a matter for local/regional authorities guided by national standards.

Q6 What are your views on Automatic Number Plate Recognition enforcement of LEZs?

The use of ANPR should ensure a significant level of compliance of any LEZ.

Q7a What exemptions should be applied to allow LEZ to operate robustly?

The detail of any exemptions should be a matter for local/regional authorities guided by national standards.

Q7b Should exemptions be consistent across all Scottish local authorities?

A “one size fits all” approach is likely to be counter-productive as regional areas within Scotland have differing issues. Therefore, implementation should be a matter for local/regional authorities guided by national standards.

Q8 What are your views on LEZ lead-in times and sunset periods for vehicle types shown in Table 2?

SWestrans has no particular view on lead-in times or sunset periods and will be guided by national decisions on this.

Q9 What are your views about retrofitting technology and an Engine Retrofitting Centre to upgrade commercial vehicles to cleaner engines, in order to meet the minimum mandatory Euro emission criteria for Scottish LEZs?

SWestrans would fully support this.

Q10 How can the Scottish Government best target any funding to support LEZ implementation?

Funding must be provided to support bus operators and distribution companies to meet the emission criteria, through either retrofitting or fleet upgrades. Funding assistance for any local authority implementing a LEZ and for robust enforcement measures will also be necessary to ensure successful delivery.

Q11 What criteria should the Scottish Government use to measure and assess LEZ effectiveness?

To be implemented a LEZ will have a set of clear objectives, which may vary between LEZs. Therefore, any assessment of effectiveness will require monitoring to be tailored specifically to those objectives.

Q12 What information should the Scottish Government provide to vehicle owners before a LEZ is put in place, during a lead-in time and once LEZ enforcement starts?

Raising awareness before and during the implementation phase will be critical to the success of any LEZ and therefore significant effort and funding should be provided to ensure the fullest information is available, through multiple channels over a period of time. This information should have a consistent, clear and reasoned message and have full details of enforcement criteria/consequences.

Q13 What actions should local or central government consider in tandem with LEZs to address air pollution?

Continuation and support for initiatives to increase active travel and uptake of low emission options. If necessary, intervention in local decisions which are contrary to national or regional objectives to tackle climate change.

Q14 How can LEZs help to tackle climate change, by reducing CO2 emissions in tandem with air pollution emissions?

Any LEZ, should be one element in a suite of complementary improvements that seek to reduce both CO2 emissions and air pollutants.

Q15 What measures (including LEZs) would make a difference in addressing both road congestion and air pollution emissions at the same time?

Implementation should be a matter for local/regional authorities guided by national standards.

Q16 Do you have any other comments that you would like to add on the Scottish Government's proposals for LEZs

No.

Q17 What impacts do you think LEZs may have on particular groups of people, with particular reference to the 'protected characteristics' listed in paragraph 5.2?

None.

Q18 Do you think the LEZ proposals contained in this consultation are likely to increase or reduce the costs and burdens placed on any sector?

There is potential for an increase and/or decrease across all sectors. However, the development of a LEZ must have an accompanying built in robust process that should reduce some of this risk.

Q19 What impacts do you think LEZs may have on the privacy of individuals?

The further use of ANPR as a method of enforcement could be seen by some as having a negative impact on their privacy. However, this is already an established method and necessary for LEZ success.

Q20 Are there any likely impacts the proposals contained in this consultation may have upon the environment?

There is always the potential for unintended negative consequences in other areas if older vehicle fleets are displaced.

PUBLIC SOCIAL PARTNERSHIP UPDATE

1. Reason for Report

To update Members on the Public Social Partnership arrangements for social / community transport.

2. Background

2.1 Throughout 2016/17 progress on the review and development of Community Transport in the region was guided by and reported to both the Community Planning Executive Group (CPEG) and the Dumfries and Galloway Strategic Partnership. This process was led by the Third Sector, Dumfries and Galloway with partnership input from Dumfries and Galloway Council, NHS Dumfries and Galloway, SWestrans, Social and Community Transport operators.

2.2 The third sector and public sector partners co-produced "Community Transport in Dumfries and Galloway: A State of the Sector Report and Improvement Plan" which was agreed by the Strategic Partnership on 17 June 2016. This is considered to be a current reflection of the sector.

2.3 At its meeting on 18 November 2016, the Strategic Partnership agreed to recommend to SWestrans, Dumfries and Galloway Council, NHS Dumfries and Galloway and Third Sector, Dumfries and Galloway that:

- They seek authority through their individual governance/decision-making routes to take a Public Social Partnership (PSP) forward on the basis of both existing relationships and a more wide-ranging selection process (stakeholder analysis), inviting interest from third and public sector representative bodies facilitated through collaborative procurement process.
- They ensure that the PSP remains sustainable and strategically focused by setting up a Memorandum of Understanding between the lead partners.
- They provide support to third sector organisations, to ensure that they are tender ready and have support in completing the paperwork.
- They continue to investigate partnership opportunities between SWestrans and Strathclyde Partnership for Transport and the West of Scotland Community Transport Network.

2.4 On 28 February 2017 Dumfries and Galloway Council, in setting the Council's budget for the financial year 2017/18, agreed to provide policy development funding of £100,000 for the development of a Social/Community Transport Public Social Partnership. The EEI Committee, at its meeting on 9 March 2017, agreed that a strategic grant allocation of £13,595 be utilised for the development of the Public Social Partnership for social/community transport from financial year 2017/18.

3. Key Points

3.1 A PSP differs from other commissioning approaches in that it starts with the needs to be addressed, not the services available. A PSP is a commissioning arrangement, not simply a procurement mechanism.

3.2 The Dumfries and Galloway Social Transport PSP has been established with the aim, in general terms, to improve the design of transport services delivered on behalf of the Commissioner(s) and to develop the capacity of the social/community transport sector. This will be achieved by working in partnership to maximise the benefits to the community.

3.3 The PSP is a multi-agency partnership between Dumfries and Galloway Council, SWestrans, NHS Dumfries and Galloway, Community Transport operators and the Third Sector, Dumfries and Galloway.

3.4 The specific aims of the PSP are to develop a genuine and lasting partnership to support the remodeling of the Commissioner(s) services and to build the capacity of the sector to be able to deliver these services in the future by:

- Understanding the market.
- Increasing capability and capacity.
- Responding to changing demand.

3.5 In conjunction with Third Sector Dumfries and Galloway, the Dumfries and Galloway PSP will engage with third sector organisations to work within the PSP around three work streams:

- Transport Service Developments.
- Health and Social Care Transport Solutions.
- Capability and capacity building.

3.6 Work to redesign and pilot services is on-going with excellent representation from a range of third sector organisations in Dumfries and Galloway that currently provide community transport services. It is fully recognised that these organisations have the ability to provide flexible support and innovative transport solutions to our communities.

3.7 Across the three work streams, indicated in paragraph 3.5, engagement with a wide range of third sector organisations will support two key aims:

- To ensure the voices of third sector organisations are central to planning and delivery of the PSP.
- To ensure 3rd Sector organisations can meaningfully participate in the remodelling and development of innovative, integrated and flexible transport solutions.

3.8 PSP delivery is a co-production model involving stakeholders, providers and commissioners in the design of the service. Partners should be prepared to have sufficient trust between them to be able to review the service critically and make changes if necessary. Forming the partnership is an ongoing process, which should ideally continue beyond the delivery of a service and become embedded in the strategy of partner organisations.

3.9 The inaugural meeting of the PSP Steering Group, which the Community Transport Association's Director for Scotland has agreed to chair, was undertaken on 28 April 2017. The Steering Group has the responsibility to drive the PSP forward and

deliver the outcomes and benefits of the PSP. Members agreed to provide resource and specific commitments to support the development and implementation of the 3 key work streams to deliver the outcomes that are required. The Steering Group has representation from the Community Transport Association, Third Sector Dumfries and Galloway, Dumfries and Galloway Council, NHS Dumfries and Galloway, SWestrans, Annandale Transport Initiative, Strathclyde Partnership for Transport, Wigtownshire Community Transport and Glenkens Transport Initiative.

3.10 There has been 2 further Steering Groups meetings and 3 meetings of the Development Working Groups for each work stream up to October 2017. Representatives from each of the local and national Community Transport groups have been an integral part of the PSP development and will be critical to ensuring the success of the pilot schemes.

3.11 Pilots currently under consideration/development to full Business Case include:

- Out of Region health appointments.
- Demand Responsive Transport (DRT) for Hospital appointments by postcode.
- Community Transport (CT) involvement in low-use local bus routes in the Stewartry and Annandale and Eskdale.
- Low-use bus routes transition to DRT.
- After-school activities access.
- Develop a Health and Social Care Transport Hub.
- Develop a training business case and update mapping exercise.
- Establishment of a CT Network for Dumfries and Galloway.
- Implementation of a Quality Framework for CT in Dumfries and Galloway similar to the West of Scotland CT Network.

3.12 A further pilot update report will be brought to the Board in March 2018.

4. Implications	
Financial	None.
Policy	None.
Equalities	None.
Climate Change	None
Risk Management	None.

5. Recommendations

Members of the Board are asked to note:

- 5.1 the progress on Public Social Partnership development; and
- 5.2 that a further pilot update report will be brought to the Board in March 2018.

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PROGRAMME FOR GOVERNMENT

1. Reason for Report

To advise Members of the Scottish Government's recent Programme for Government 2017-18, and to provide a summary of inclusions within the document which are relevant to the on-going and future work of SWestrans.

2. Background

The Scottish Government's Programme for Government 2017-18 was published on 5 September 2017, and is available online at:

<http://www.gov.scot/Publications/2017/09/8468>

3. Key Points

3.1 The Programme for Government sets out the actions the Government will take in the forthcoming parliamentary year, as well as the Scottish Government's legislative programme, 2017-18.

3.2 A summary of The Scottish Government's Legislative Programme 2017-18 is set out on page 29-33 of The Programme document.

Transport Bill

3.3 Bills for introduction in 2017-18 include the Transport Bill. The Scottish Government state (p.30) that:

'The Bill will contain provisions on smart ticketing on public transport in Scotland and to tackle obstructive and inconsiderate parking. It will also enhance improve the role of the Scottish Road Works Commissioner and the wider regulation of road works and provide local transport authorities with a viable and flexible set of options to influence the provision of bus services in their area to better meet local users' needs.'

3.4 Transport Scotland is in the process of undertaking consultations on a number of issues to be addressed, some of which are set out in a parallel report (Report 10) to this meeting.

Transport Actions

3.5 The Programme for Government includes a section on 'Scotland's travel and transport system'. The section is included as **Appendix 1** to this report.

3.6 Within this section (p.56) is a commitment to start work on the new Strategic Transport Projects Review, and specifically mentions Dumfries and Galloway as an area where work will be undertaken.

'We will also commence work for the second Strategic Transport Projects Review in the Dumfries and Galloway area. This will include looking at the access to the ports at Cairnryan'.

3.7 This follows on from the announcement made at the Dumfries and Galloway Transport Summit by the Minister for Transport and The Islands, Humza Yousaf MSP, to review the National Transport Strategy and undertake a Strategic Transport Projects Review. The final transport summit report was to form part of the initial evidence base that will support these reviews, and a number of actions within the report have already been progressed by Transport Scotland.

3.8 The Programme also sets out proposals to continue the reinvigoration of the Scottish rail network and will take forward work on 'maximising the local benefits of the route between Girvan and Stranraer' (p.59). The SWestrans Board approved, on 17 January 2017, the proposal, as set out in the paper 'Dumfries & Galloway Rail: Potential Strategic Issues for the Stranraer Line', for SWestrans officials to discuss with Transport Scotland the matters raised within the paper and how they might be addressed. These discussions have been positive and officers welcome this inclusion in the Programme for Government.

3.9 On 28 September 2017, Transport Scotland met with representatives of SWestrans and SPT and agreed to produce a position paper confirming the broad scope, purpose, funding and governance of a pre-appraisal study to address the requirement set out within the Programme for Government.

3.10 Further actions relating to transport which the Government has stated it will take in the next year include:

- Creating a Low Emissions Zone (LEZ) in one of Scotland's cities by the end of next year – and working with local authorities to introduce LEZs into the four biggest cities by 2020 and to all Air Quality Management Areas by 2023.
- Double investment in active travel from £40 million to £80 million a year from 2018-19.
- Introducing a Transport Bill to provide local authorities with flexible options to improve bus services in their local areas.
- Identifying a public body to bid for the next ScotRail franchise contract and setting out the next steps in preparation of the bid.

3.11 A number of longer-term ambitions were also included within the Programme. The Government will work on:

- Planning to electrify roads network.
- Phasing out the need for new petrol and diesel cars and vans by 2032.
- Acceleration of procurement of ULEVs in the public and private sectors; and increasing awareness and uptake of ULEVs by private motorists.
- Introducing hybrid electric trains and further tackling overcrowding.
- Extension of the Green Bus Fund.

South West of Scotland

3.12 The Programme for Government also includes a number of non-transport actions relating to the South West of Scotland. These are highlighted below for the Board's information:

Tourism, innovation and our economy: 'Promoting, through digital and traditional methods, the south of Scotland and Ayrshire as a tourism destination for coastal and forest tourism activities, with enhanced visitor experiences, development of walking opportunities and cycling routes, 7stanes mountain biking, the Galloway Dark Sky Park and South West Scotland Biosphere.' (p.47)

Enterprise and Skills Review: 'We recognised the unique challenges facing the south of Scotland. In 2017-18, we will take forward delivery of the Review's recommendations to support community resilience and business growth. This will include:

- Preparing legislation to create a new enterprise agency for the south of Scotland to lead transformational inclusive growth, increase competitiveness and tackle inequality.
- Introducing interim arrangements by the end of this year to ensure that the south of Scotland begins to benefit from a new approach.
- Promoting the south of Scotland and Ayrshire as a tourism destination.
- Investing in measures in the Tweed Valley action plan in the Borders and developing a similar action plan for Dumfries and Galloway' (p.64).

Culture for All – ensuring everyone can access culture: 'Dumfries and Galloway Council and the National Museum of Scotland in their joint work to ensure that there is long-term display of a significant part of the Galloway Hoard in Galloway'. (p.117)

4. Implications	
Financial	None.
Policy	None.
Equalities	None.
Climate Change	None.
Risk Management	None.

5. Recommendation

Members of the Board are asked to note the summary of inclusions within the Scottish Government's Programme for Government 2017-18 which are relevant to the on-going and future work of SWestrans.

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Appendix – Programme for Government – Travel and Transport

Scotland's travel and transport system - cleaner, greener and healthier

While we will increase our focus on the opportunities that technological change is delivering, we will also continue to deliver improvements in traditional infrastructure that deliver real economic benefits and improved connectivity.

We will also commence work for the second Strategic Transport Projects Review in the Dumfries and Galloway area. This will include looking at the access to the ports at Cairnryan.

We are investing more than £1 billion annually in public transport and other sustainable transport options to encourage people to use an alternative to their cars while delivering the largest transport investment programme that Scotland has ever seen.

Active travel

We will build an Active Nation, boosting investment in walking and cycling and putting active travel at the heart of our transport planning. Our actions will include:

- making our towns and cities friendlier and safer spaces for pedestrians and cyclists by increasing investment that supports active travel from £40 million to £80 million per year from 2018-19
- appointing an Active Nation Commissioner to ensure delivery of world-class active travel infrastructure across Scotland
- stepping up promotion of the use of electric bicycles to ensure as many people as possible can benefit from active travel
- delivering projects which help older people benefit from our network of walking and cycling routes

We will work towards delivering a long distance walking and cycling route, offering an experience equivalent to the successful North Coast 500 and continue our investment for walkers, cyclists and equestrians on the A9 corridor, including 35 km of new cycle track to connect the A9 route with the wider National Cycle Network.

Air quality and low emission zones

Air pollution impacts on human health and particularly affects vulnerable groups such as the very young and old, and it exacerbates respiratory and cardiovascular conditions. This has long-term impacts on individuals' wellbeing and on their participation in the labour market and economy. We will take forward our 'Cleaner Air for Scotland' plan to tackle air pollution and ensure that levels are below stringent legal requirements.

With local authorities, we will introduce Low Emission Zones (LEZs) into our four biggest cities between 2018 and 2020 and into all other Air Quality Management Areas by 2023 where the National Low Emission Framework (NLEF) appraisals advocate such mitigation. We will also establish an Air Quality Fund to support local authorities with Air Quality Management Areas to deliver transport-based mitigation as identified by the NLEF. We will work with the commercial and bus sectors, the Energy Saving Trust and the Low Carbon Vehicle Partnership to establish an Engine Retrofitting Centre in Scotland to support the delivery of LEZs, creating new jobs and with the goal of winning business from outwith Scotland.

Roads

We have just seen the Queensferry Crossing open to the public and earlier in the summer the opening of the upgrade to the M8, M73 and M74 motorways. We continue to deliver the Aberdeen Western Peripheral Route and progress the dualling of the A9, underlining our commitment to major infrastructure across Scotland.

This year, we will also focus on maintaining the trunk road network in line with international best practice.

This approach will help to sustain the economic health of our nation and meet the expectations of the travelling public. We will invest in further essential road maintenance schemes, our bridge strengthening programme and ancillary assets and increase the resilience of the network to unplanned events such as flooding and high winds. The Transport Bill will contain provisions on obstructive and inconsiderate parking. It will also enhance and improve the role of the Scottish Road Works Commissioner and the wider regulation of road works.

Smart ticketing

We are continuing with our programme to allow all journeys on Scotland's bus, rail, ferry, subway and tram networks to be made using some form of smart ticketing or payment. The entire ScotRail network is smart-ready and ScotRail continues to develop and deliver smart ticketing products in line with their franchise commitments. The five largest bus operators, covering 74% of journeys, have already introduced multi-operator smart ticketing in the city regions of Aberdeen and Dundee, with Glasgow (late 2017) and Edinburgh (early 2018) to follow.

Transport Scotland will continue its work to deliver a national 'e-purse' system for use on saltirecards allowing cash free travel on public transport across Scotland.

Buses

The Transport Bill will provide local transport authorities with improved options to influence the provision of bus services in their area to better meet local users' needs, through partnerships with operators, franchising, or running their own services.

The National Concessionary Travel Scheme provides great benefits and we will continue to provide free bus travel to those who need it most while ensuring the scheme is sustainable in the longer term. We will pilot free bus travel for Modern Apprentices.

Rail

We continue to demand the level of service which customers expect from ScotRail and, while the improvements we have seen this year are welcome, there is more to do. A key to improvement is realising the investments that we are working with ScotRail and Network Rail to deliver.

We are seeing many of our major projects come to fruition in 2017-18. Some highlights include:

- the Edinburgh to Glasgow via Falkirk High route being served by electric trains in the coming months and adding 26% more seats at peak times
- Dundee Station redevelopment being completed by early 2018
- refurbished high speed trains being introduced into service by ScotRail between the seven Scottish cities from spring 2018
- 75 new sleeper coaches being gradually introduced on overnight services to and from London from April 2018 onwards

We will go further by developing new proposals to continue the reinvigoration of the Scottish rail network and will take forward work on:

- our investment strategy for new track and stations for 2019 onwards
- introducing hybrid electric trains
- further tackling overcrowding
- introducing dedicated carriages for cycles and other outdoor sports equipment on rural routes in the north and west
- maximising the local benefits of the route between Girvan and Stranraer
- service improvements for the line between Inverness and Wick/Thurso

We fundamentally believe, however, that we could do much more if we had stronger levers over the rail network. The rail network in Scotland is already publicly owned - by the UK Government. In the coming year, we will continue to press for the further devolution of Network Rail in Scotland so that it becomes fully accountable to the Scottish people. We will also make full use of new powers provided through the Scotland Act to allow public sector bodies to bid for future Scottish rail franchises.

In 2017-18, we will identify a suitable public body to make a robust bid for the next ScotRail franchise contract and confirm the next steps for the preparation of a bid.

Ferries

In 2017-18, we will continue to maximise the socio-economic development of Scotland's remote and island communities through our support of ferry services. Recent enhancements have supported a major uplift in the numbers travelling by ferry. While that growth in travel provides a welcome boost for the island tourism sector it does present a number of challenges in dealing with increased demand. In response to these challenges, we will continue with a number of initiatives to further enhance and improve Scotland's ferry services, including:

- applying road equivalent tariff fares to all routes in the Clyde and Hebrides Ferry Services network throughout the year
- reducing passenger and car ferry fares to Orkney and Shetland in the first half of 2018
- supporting the town centre to town centre Gourock - Dunoon ferry service
- reviewing ferry services procurement policy and subsequently putting in place arrangements for the long-term delivery of our supported services
- continuing work on the Colintraive and Rhubodach slipways
- building two new major vessels for the Calmac Network, the first of which will be launched during the year

Air Travel

To ensure that air services continue to be more affordable for remote communities in the Highlands and Islands, facilitating accessibility, social inclusion and economic development, we will maintain the existing Air Discount Scheme in 2017-18 at 50%.

The Air Departure Tax (Scotland) Act provides for Air Departure Tax (ADT), which will replace UK Air Passenger Duty (APD) in Scotland. Revenue Scotland will be responsible for collecting and managing the tax.

Tax bands and tax rate amounts for ADT will be brought forward through secondary legislation. We are committed to reducing the overall burden of ADT by 50%, abolishing the tax altogether when resources allow and seeking a fair deal for the Highlands and Islands, where an exemption from APD currently applies.

Leading the way on electric vehicles

We will take the lead in promoting the use of ultra-low emission vehicles (ULEVs) and phase out the need for new petrol and diesel cars and vans by 2032, well ahead of the 2040 target recently announced by the UK Government.

To support this, we will:

- expand our electric charging infrastructure between now and 2022, whether in rural, urban or domestic settings. Easy access to smart and rapid charge points will mean 'range anxiety' will be a thing of the past in Scotland
- work with each of our delivery partners to create Scotland's first 'electric highway' on the A9, including charging points along the route, demonstrating that electric vehicles offer important advantages to motorists in rural, as well as urban, Scotland
- accelerate the procurement of ULEVs in the public and private sectors, transforming public sector car and van fleets by the mid 2020s and commercial bus fleets by the early 2030s
- introduce large scale pilots across the country, to encourage the private motorist to use ULEVs and remove barriers to their use
- provide financial support for local solutions and small scale research and development to address the particular challenges to expanding the charging infrastructure in Scotland, such as charging in tenement properties, and capitalising on opportunities such as better linking electric vehicles with renewable energy and energy storage and systems in Scotland

We recognise that many of the key fiscal levers still rest with the UK Government and we note their 2040 commitment. We will ask them to play their part in meeting our ambitions by making full use of their reserved powers to help shape the market, including through vehicle standards and taxation.

The new Strategic Board for the enterprise and skills agencies will also be expected to work with our agencies to ensure that we are not simply a purchaser of these technologies, but innovators and producers as well.