

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

**Meeting of Friday, 10 May 2019 at 10.30am, Cargen Tower, Garroch
Business Park, Dumfries, DG2 8PN**

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
Adam Wilson	- Dumfries and Galloway Council
David Stitt	- Dumfries and Galloway Council
Alistair McKinnon	- Scottish Enterprise

Future Meetings

28 June 2019

20 September 2019

15 November 2019

Douglas Kirkpatrick

Lead Officer, South West of Scotland Transport Partnership

SOUTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday, 10 May 2019 at 10.30am, Cargen Tower, Garroch
Business Park, Dumfries, DG2 8PN

1. **SEDERUNT AND APOLOGIES**
2. **DECLARATIONS OF INTEREST**
3. **MINUTES OF MEETING ON 8 MARCH 2019 – FOR APPROVAL**
4. **CAPITAL EXPENDITURE PROGRAMME 2019/20 – UPDATE –**
Recommendations – (i) agree to the sale of the electric powered bus asset and
(ii) note the update provided on progress with the Capital Expenditure
Programme 2019/20.
5. **TRANSPORT (SCOTLAND) BILL – STAGE 1 - Recommendation –** note the
progress of the Transport (Scotland) Bill.
6. **BUS PASSENGER SURVEY 2018 – Recommendation –** note the Transport
Focus Bus Passenger Survey Autumn 2018 results for the South West of
Scotland, a presentation of which is included as the Appendix to the report.
7. **STAG APPRAISALS UPDATE – Recommendation -** note the update on the
work towards developing potential rail station re-opening bids.
8. **RAIL UPDATE – Recommendation –** note the update on the rail developments
on the Local Rail Development Fund, the Williams Review and Transport
Scotland’s funding during Control Period 6.
9. **INFRASTRUCTURE COMMISSION – CALL FOR EVIDENCE -**
Recommendation - agree the response to the Infrastructure Commission for
Scotland – Initial Call for Evidence and Contributions as outlined in Appendix 2.
10. **SCOTLAND’S CLIMATE CHANGE ADAPTATION PROGRAMME 2019-2024 -**
A CONSULTATION DRAFT - Recommendation - agree the response to
Scotland’s Climate Change Adaptation Programme 2019-2024 – A Consultation
Draft as outlined in the Appendix.
11. **REGIONAL TRANSPORT PARTNERSHIPS CHAIRS MEETING 5 DECEMBER**
2018 – Recommendation - note the minutes of the Regional Transport
Partnerships Chairs meeting of 5 December 2018.
12. **ANY OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT**
DUE TO THE NEED FOR A DECISION

Douglas Kirkpatrick
Lead Officer

South West of Scotland Transport Partnership

Claire Rogerson
Secretary to the Board

SO^UTH WEST OF SCOTLAND TRANSPORT PARTNERSHIP

Meeting of Friday 8 March 2019
at 10.30am, Cargen Tower, Garroch Business Park, Dumfries, DG2 8PN

Present**Members**

Andrew Wood (Chairman)	-	Dumfries and Galloway Council
David Bryson (Vice-Chairman)	-	NHS Dumfries and Galloway
Richard Brodie	-	Dumfries and Galloway Council
John Campbell	-	Dumfries and Galloway Council
Alistair McInnon	-	Scottish Enterprise
Davie Stitt	-	Dumfries and Galloway Council

Officials and Advisers

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

Apologies

Adam Wilson	-	Dumfries and Galloway Council
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Observers

David Anderson		
Hugh McCreadie	-	Lochside and Woodlands Community Council

In Attendance

Martin Brown	-	Beattock Station Action Group
John Holroyd	-	A76 Action Group
Henry Laidlaw	-	Stagecoach Scotland

1. SEDERENT AND APOLOGIES

6 Board Members present and 1 apology.

2. DECLARATIONS OF INTEREST

NONE declared.

3. MINUTE OF MEETING OF 18 JANUARY 2019**Decision**

APPROVED.

4. DRAFT REVENUE EXPENDITURE BUDGET 2019/2020**Decision**

The Board **AGREED** the draft revenue budget for 2019/20 as set out in Table 1 of the report.

5. CAPITAL EXPENDITURE PROGRAMME 2019/20 – 2021/22**Decision**

The Board **AGREED** the Capital Programme for 2019/20 to 2021/22 as outlined in the Appendix of the report

6. EXTERNAL AUDIT PLAN 2018/19**Decision**

The Board **NOTED** the external audit plan for 2018/19 as outlined in the Appendix of the report.

7. LOCAL BUS SERVICE – NITH VALLEY LATE EVENING JOURNEY**Decision**

The Board:

7.1 **NOTED** the response from Dumfries and Galloway Council on the request for additional funding to provide a late Saturday evening journey; and

7.2 **AGREED** to include the provision of a late Saturday journey on the service 246 Dumfries to Kirkconnel in the procurement of the 2020 local bus network.

8. SWESTRANS ANNUAL REPORT 2017/18**Decision**

The Board **AGREED** the SWestrans Annual Report for 2017/18 as attached at the Appendix of the report subject to an amendment being made on the active travel work section following feedback received from the network strategy team at the Council.

9. STAG APPRAISALS UPDATE**Decision**

The Board **NOTED** the update on the work towards developing potential rail station re-opening bids.

10. PUBLIC SOCIAL PARTNERSHIP UPDATE**Decision**

The Board **NOTED**:

10.1 the progress on the pilot projects within the three Public Social Partnership work streams as highlighted in section 3 of the report; and

10.2 that a further update on the Public Social Partnership would be brought to the Board in June 2019.

11. AN OTHER BUSINESS WHICH THE CHAIRMAN MAY DECIDE IS URGENT DUE TO THE NEED FOR A DECISION**Decision**

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

PROCEDURE – The Board agreed 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 in respect of paragraphs 6, 8, 9 and 10 of Schedule 7A of the Local Government (Scotland) Act 1973.

12. LOCAL BUS CONSIDERATIONS

Report Summary – The report sought agreement to a course of action for officers to follow in preparation for the local bus contracts due to expire in 2020.

Decision

The Board:-

12.1 **NOTED** the response from Dumfries and Galloway Council on future revenue funding following the conclusion of its budget setting for 2019/20;

12.2 having considered the options for discussion presented in the report, **AGREED** not to rule any option out at this stage;

12.3 **FURTHER AGREED** that officers in preparation for the local bus contracts due to expire in 2020 approach the South of Scotland Enterprise Partnership for assistance in undertaking work in support of this; and

12.4 **NOTED** that officers would continue to review the network and that the Board would be kept updated by briefings and by additional Board meetings if required.

CAPITAL EXPENDITURE PROGRAMME 2019/20 – UPDATE

1. Reason for Report

To provide an update to the Board on the Capital Programme for 2019/20.

2. Background

2.1 At its meeting on 8 March 2019, the Board agreed the Capital Programme for 2019/20 as shown in Table 1.

<u>SWestrans Capital Programme 2019/20</u>	Total Budget Allocated 2019/20
Purchase of Accessible Buses	240,000
Bus Infrastructure	50,000
Rail Station Parking	550,000
Active Travel Projects	456,000
TOTAL	1,296,000

Table 1 – SWestrans agreed Capital Programme 2019/20

2.2 The funding allocation for 2019/20 includes the reprofiling of funding (£246K) from 2018/19 and carry forward of rail station parking funding (£250K) as reported to the Board at its meeting on 18 January 2019.

3. Key Points

3.1 Each of the elements of the Capital Programme for 2019/20 is discussed briefly in paragraphs 3.2 to 3.6.

Purchase of Accessible Buses

3.2 A procurement process is underway to replace the 2 existing SWestrans owned 29 seat bus assets which have been assessed as being beyond economical repair and are currently sorned.

3.3 SWestrans has ownership of an electric powered 63-plated bus asset and associated charging infrastructure. This asset has not operated in service for some time due to its limited range ability and the nature of operations undertaken across our subsidised network. Therefore, the Board is asked to agree its sale with the receipts of the sale being utilised to purchase a new Euro 6 engine accessible bus.

Bus Infrastructure

3.4 Spend continues on this element the programme and it is anticipated that the budget available (£50K) will be met by the end of the financial year.

Rail Station Parking

3.5 Land negotiations continue and, subject to their success, full planning permission will be sought for the first element of the phase 3 site (Sydney

Place/Bridge Street). Once planning permission is granted, work will commence on the phase 3 site to enable consideration and development of phase 2 works (existing railway station car parks).

Active Travel Projects

3.6 As previously reported, £150K of funding is earmarked for the SWestrans contribution to the DGRI mitigation works and this will be required in 2019/20.

3.7 As anticipated, grant funding has been made available from the Scottish Government in 2019/20 similar to that provided in 2018/19, the funding is available for the project shown below in Table 2 and is subject to 100% match funding from SWestrans:

Active Travel Scheme	Scottish Government Funding	SWestrans Match funding
Dumfries Learning Town	£30,000	£30,000
Remove Barriers to Active Travel	£39,000	£39,000
Signage Programme	£30,000	£30,000
Cycle parking at Interchanges	£10,000	£10,000
Disabled Programme	£20,000	£20,000
Total	£129,000	£129,000

Table 2 – Active Travel Scheme Proposed Funding Allocation 2019/20

3.8 Work in partnership with Dumfries and Galloway Council is continuing to develop and identify opportunities to assist in improving local walking and cycling schemes across the region including development of short path links between communities. It is intended that a report will be brought to the next meeting of the Board in June 2019.

4. Implications	
Financial	It is intended to bring regular reports to the Board on the progress with the capital programme during 2019/20.
Policy	No change in policy. This work fulfils SWestrans policy objectives.
Equalities	Provision of good quality infrastructure will enhance travel choice and experience for those with protected characteristics.
Climate Change	Provision of good quality infrastructure that enhances opportunity for increased uptake of active and sustainable travel will have a positive impact on climate change objectives.
Risk Management	Progression of the Capital Programme relates to two known risks: R02 – Public image. R04 – Capital Funding.

5. Recommendation

Members of the Board are asked to:

- 5.1 agree to the sale of the electric powered bus asset; and
- 5.2 note the update provided on progress with the Capital Expenditure Programme 2019/20.

Douglas Kirkpatrick - Report Author
Tel: 01387 260136

Date of Report: 30 April 2019
File Ref: SW2/meetings/2019

Approved by: Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
Cargen Tower
Garroch Business Park
Dumfries
DG2 8PN

TRANSPORT (SCOTLAND) BILL – STAGE 1

1. Reason for Report

To inform the Board of progress with the Transport (Scotland) Bill.

2. Background

2.1 The Transport (Scotland) Bill was introduced to the Scottish Parliament on Friday 8 June 2018.

2.2 The aim of the Transport Bill is to make Scotland's transportation network cleaner, smarter and more accessible. The Bill aims to empower local authorities and establish consistent standards in order to tackle current and future challenges, while delivering a more responsive and sustainable transport system for all.

2.3 The Transport Bill is available to view online at:

<http://www.parliament.scot/parliamentarybusiness/Bills/108683.aspx>

2.4 At its meeting on 29 June 2018, the Board received an update on the key measures within the Transport (Scotland) Bill.

2.5 At its meeting on 21 September 2018, the Board agreed a written response to the Rural Economy and Connectivity Committee's invite for views on the Transport (Scotland) Bill.

3. Key Points

3.1 The SWestrans response to the Rural Economy and Connectivity Committee (REC), as a rural RTP with bus powers, focussed on the bus elements of the Bill with the key points raised being:

- the need for the Bill to deliver the step-change necessary to reverse the current decline in bus usage and to enable SWestrans or our constituent Council to intervene effectively to meet the changing transport needs of our citizens or communities;
- the need for significant additional capital and revenue for bus;
- the need for a more robust deterrent on the commercial sector vetoing necessary partnership proposals; and
- the need for the restrictions proposed on local authorities providing services as a municipally owned operator were not necessary and may lead to a failure of local bus provision in rural areas of Scotland.

3.2 The Rural Economy and Connectivity Committee (REC) published its Stage 1 Report on the Bill on 7 March 2019. The full report is available at <https://digitalpublications.parliament.scot/Committees/Report/REC/2019/3/7/Stage-1-Report-on-the-Transport--Scotland--Bill> a summary of the conclusions and recommendations from the report is attached as **Appendix 1**.

3.3 The REC Stage 1 report included the following in respect of the points SWestrans raised with them:

- noted concerns expressed by stakeholders in evidence that the bus service proposals within the Bill are unlikely to make a marked difference in arresting the decline in bus patronage.
- acknowledged the issue of the objections process when creating a Bus Service Improvement Partnership (BSIP) and called on the Government to be mindful that it is not simply a case of the overall number of objections when regulations in this area are made.
- recommended that the Scottish Government bring forward an amendment at Stage 2 to remove the restrictions, required by the Bill, on local authorities providing local bus services.

3.4 The Scottish Government's response to the REC Stage 1 Report was published on 24 April 2019. The response is attached as **Appendix 2** and covers all areas of the Bill. However, in relation to the points highlighted in paragraphs 3.1 and 3.3, the response states:

- Decline of bus passenger numbers (p9) - The Scottish Government notes the Committee's comments and will address this issue in its response below to point 135 of the Committee's report. The response to point 135 (p13) being "It should be observed that a BSIP scheme must contain details of the facilities to be provided and measures to be taken by the local transport authority under that scheme. The facilities to be provided may include infrastructure improvements where there is a need, but it is not desirable to tie the hands of local transport authorities and make it a condition of any BSIP that infrastructure must be improved. The Scottish Government's view is that the quality partnership model under the Transport (Scotland) Act 2001 was too restrictive so it has responded to calls to change that. Through engagement with local transport authorities and bus operators, BSIPs have been designed to be a more flexible tool than quality partnerships. BSIPs present the opportunity for genuine partnership working between local transport authorities and bus operators. Such partnerships will contain obligations on both parties to the agreement to improve the quality of services available in their area."
- Objections to the creation of a BSIP (p13) - The Scottish Government notes the Committee's comments. The question as to what will constitute a sufficient number of operators to prevent a partnership proposal from progressing will be set out in regulations. This reflects that there will be a wide range of possible scenarios that may need to be taken into account. To this end, the Scottish Government will be engaging with local transport authorities and bus operators on the range of possible circumstances that might arise. These discussions will take into account the issues raised by the Committee.
- Local authority run local bus services (p10) - The Scottish Government considers that the legislation as it stands addresses the key issue raised by councils in its consultation, namely, the need to be able to run their own services where they are receiving no or few bids for tendered bus services. However, since the Bill was introduced some local authorities have indicated that they would like to see

these powers extended in the way the Committee suggests. This is of course not a straightforward matter with factors such as competition and State aid restrictions and potentially significant set-up and running costs for councils likely to bear on their ability to operate in the market on a competitive basis. However, the Scottish Government notes the Committee's comments and the views of local authorities and will explore this option further, keeping all matters under consideration.

3.5 The Bill will now progress to Stage 2.

4. Implications	
Financial	The proposals within the Bill may have both positive and negative financial implications
Policy	There will be policy implications from the proposals within the Bill and these are set out within the draft response
Equalities	Any policy or financial change may have equalities implications which will be monitored as the Bill progresses
Climate Change	Any policy or financial change may have climate change implications which will be monitored as the Bill progresses
Risk Management	The Risk Register will be updated as required to mitigate any risk to SWestrans as the Bill progresses

5. Recommendation

Members of the Board are asked to note the progress of the Transport (Scotland) Bill.

Report Author: Douglas Kirkpatrick Lead Officer Tel: 01387 260136 Date of Report: 30 April 2019 File Ref: SW2/Meetings/2019	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Towers, Garroch Business Park Garroch Loaning, Dumfries DG2 8PN
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Appendix 1: Rural Economy and Connectivity Committee Stage 1 Report - summary of the conclusions and recommendations.

Appendix 2: The Scottish Government's response to the Rural Economy and Connectivity Committee Stage 1 Report.

Summary of conclusions and recommendations

Overall conclusion

The Committee supports the general principles of the Bill and recommends to the Parliament that they be agreed to.

Low Emission Zones (LEZs)

Objectives

The Committee agrees that it would be beneficial to include in the Bill a clear definition of what a Low Emission Zone (LEZ) is and what its objectives should be, drawing on those that are set out in the Policy Memorandum. It therefore recommends that the Scottish Government brings forward an appropriate amendment at Stage 2 to insert such a definition.

The Committee is also of the view that effective introduction of LEZs will require steps to be taken in advance to provide improvements in public transport provision and to put in place measures such as park and ride facilities and improved active travel opportunities.

Enforcement and compliance

The Committee acknowledges that challenges could arise should a LEZ contain, for example, healthcare facilities such as hospitals which may need to be accessed by a large number of people but on an infrequent basis. It calls on the Scottish Government to be aware of this potential scenario and seek to address it in the proposed guidance for local authorities.

The Committee recommends that Local Authorities considering the introduction of LEZs should take on board the learning from the experience of the London LEZ and create a strong consumer focus to help increase compliance and public acceptance of the zones. This should include education on why the zone is important and the benefits it will deliver, together with a strong appeals process to address queries on penalties, circumstances when drivers require to access the zone in emergency situations, etc.

The Committee considers that there is merit in several of the points raised in the Law Society of Scotland's submission calling for more detail to be provided on the face of the Bill on emissions standards, penalty charges, offences and appeals which relate to LEZs. It recommends that the Scottish Government reflects on these points and considers bringing forward amendments where appropriate to address these points at Stage 2.

The Committee calls on the Scottish Government to provide a clear indication in advance of Stage 2 of how it intends to take into account the evidence received

during the course of the Stage 1 scrutiny when it is creating the guidance on LEZs. It notes that this guidance will need to be published promptly in order to be of full use to local authorities.

The need for national standards

The Committee believes that to avoid confusion and to encourage compliance there must be consistency across the country as to which vehicles can enter a LEZ and which are exempt. It calls on the Scottish Government to set a national minimum technical emissions standard for vehicles which can enter a LEZ. It notes the Scottish Government's willingness to address this matter in the regulations which will be brought following the implementation of the Bill's provisions.

The Committee also recommends that standardised signage should be developed for LEZs to encourage familiarisation and reduce confusion amongst road users who might visit several different zones across Scotland.

The Committee calls on the Scottish Government to carefully consider how local authorities will effectively communicate the purpose and impact of LEZs to people who live and work in their areas. It believes that a comprehensive package of information should be provided by local authorities at planning, development and implementation stages to allow people to contribute views on proposals and to have sufficient time to prepare for the changes.

The Committee recommends that further work should be done to quantify the financial cost of a life lost to air pollution in a similar way to the calculation that is already available for a life lost in a road traffic accident. It welcomes the Scottish Government's indication that it is willing to consider carrying out this work.

The displacement effect and the need for a holistic approach

It is clear to the Committee that LEZs could potentially have a range of knock-on impacts and unintended consequences for individuals, communities and businesses. They could also impact on traffic management, planning and the environment in other localities around the periphery of zones. The Committee is clear that implementation of LEZs should be planned carefully in order to avoid unintended consequences such as significant displacement of traffic or pollution.

The Committee calls on the Scottish Government to ensure that the regulations and guidance on LEZs are structured in a way which will encourage a wider, holistic approach to public health, place making, traffic management, public transport provision and modal shift.

The Committee is also of the view that LEZs should not be introduced unless appropriate steps are taken in advance to provide improvements in public transport provision and to put in place measures such as park and ride facilities and improved active travel opportunities to incentivise people to make a choice not to take vehicles into the zone.

The Committee believes that Regional Transport Partnerships (RTPs) could have an important role in helping deliver this. Support for planning transport networks and providing appropriate infrastructure, such as bus lanes, must also be available to help ease the transition, reduce congestion, encourage modal shift and help increase public acceptance of LEZs.

Timescales, technology and financial implications

The Committee recognises that there is an urgent need to address the environmental issues around poor air quality given their impact on public health. However, in order for LEZs to be a success they must have public support, understanding and buy in, especially in times of fiscal constraint.

The Committee acknowledges the financial burden that might be faced by businesses and individual motorists should they need to upgrade or replace vehicles to meet the necessary emissions standards. It notes that this is likely to present a particular challenge for those on lower incomes.

It calls on the Scottish Government to consider how those operating in the voluntary and community transport sectors might be supported to either retrofit or upgrade their vehicles so that they are not disproportionately impacted by the introduction of LEZs.

It is also of the view that if a meaningful step change is to occur in the improving the emissions efficiency of commercial vehicles, this needs to be managed in a way which is both realistic and ambitious.

The Committee acknowledges that the Scottish Government is considering how the Low Emission Support Fund might help support users of light good vehicles and that bus retrofit funding is already available. It therefore calls on the Scottish Government to consider how it can develop existing schemes and create additional incentives and support which will encourage commercial vehicle upgrades. The Committee notes that if successful this could, in turn, result in a consequential trickle down effect of environmentally compliant vehicles which will help feed the second hand market.

The Committee notes that the Scottish Government anticipates that approved devices in the form of Automatic Number Plate Recognition cameras will be used to enforce LEZs in the same manner as they do in relation to other existing moving traffic offences. It is reassured that this will deal with concerns about the use of private and foreign number plates raised by the road haulage industry. However, it recommends that clarity on such matters should be provided to the road haulage industry and, in due course, in the relevant regulations and associated guidance.

Finance - low emissions zones

The Committee is aware of the challenging financial circumstances under which local authorities are currently operating. It is of the view that the implementation of LEZs will not be a success unless they have the appropriate finance and staff resources available to them.

While it appreciates that more work is required in order to establish the details of how LEZs will operate, the Committee notes with concern that there is currently no formula or methodology established for how the split between local and central government funding will work in practice. It calls on the Scottish Government to provide clarity on the funding methodology which will apply, in advance of Stage 2.

Bus Services

General decline of bus passenger numbers

The Committee acknowledges the widespread concern at the decline in bus use across Scotland. It notes that there are a variety of factors which are contributing to this decline, such as the reduction of direct bus support in rural areas, and congestion and a lack of appropriate infrastructure in some urban areas.

The Committee notes the concerns expressed by several stakeholders in evidence that the bus services proposals in the Bill are unlikely to make a marked difference in arresting the decline in bus patronage.

The Committee calls on the Scottish Government to work with local authorities to help support an improvement in bus lane and other relevant infrastructure. The Committee notes that Bus Service Improvement Partnerships could play a role in the development of this infrastructure.

Accessibility and quality of bus services

The Committee believes that the ability to access transport can play a fundamental role in how a person can contribute to and participate in society. It notes the suggestions made on the Bill from the Equality and Human Rights Commission and asks the Scottish Government to reflect on and respond to these in detail before Stage 2 of the Bill.

The Committee calls on the Scottish Government to consider whether an appropriate quality assurance framework could be developed and applied to the bus industry to help raise standards and drive improvement in the passenger experience.

Provision of bus services by local authorities

The Committee believes that the current provisions in the Bill to allow councils to run their own bus services may not deliver the desired policy outcome, given that it was strongly suggested in evidence that few local authorities are likely to have the financial resources to take advantage of the options set out in the legislation.

The Committee considers that the requirement in the Bill that local authorities will only be able to provide bus services if they are to meet "an unmet public transport need" creates an unnecessary restriction. It therefore recommends that the Scottish Government brings forward an amendment at Stage 2 to remove this

restriction and provide greater flexibility to local authorities in their ability to provide local bus services.

The Committee calls on the Scottish Government to provide additional information on how it would expect the provisions which will allow councils to run bus services to operate in practice and to indicate what guidance and support will be available to local authorities to ensure that they do not fall foul of competition law.

The Committee notes that the Bill as currently drafted could have implications for local authorities who make significant investment in vehicles, depots and staff to meet unmet need, and then subsequently find that commercial operators seek to run services on the same routes. The Committee calls on the Scottish Government to respond to these concerns and provide an indication as to how local authorities might safeguard their investment in such situations.

The Committee recommends that the Scottish Government consider how any disputes in relation to the interaction between local authority provided services and those provided by commercial operators would be dealt with. For example, if a local authority service uses part of the route on a commercial corridor. It calls on the Scottish Government to bring forward an amendment to this effect or set out how it might address this issue in regulations.

The Committee notes that some local authorities currently lack the experience or expertise which may be required to run their own bus services. It calls on the Scottish Government to consider how appropriate guidance and financial support, possibly redirected from existing monies, might be provided where needed to help build knowledge and capacity.

The Committee notes that several stakeholders are supportive of the use of arm's length companies to run local authority bus services. It calls on the Scottish Government to consider whether an option to this effect should be included in the Bill at Stage 2.

Bus Service Improvement Partnerships

The Committee notes that the proposals in the Bill around Bus Service Improvement Partnerships (BSIPs) are generally welcomed. However, it also notes that a number of local authorities question whether they will be able to take up a partnership in practice. It is acknowledged that this may be for a variety of reasons. However, the Committee is aware that one of the major reasons would be the time and resource required to create a partnership agreement.

The Committee welcomes the further information provided by the Scottish Government which helpfully outlines how BSIPs will work in practice and how they will differ from the previous scheme. However, the Committee notes that this clarity is lacking in the Bill as drafted. It calls on the Scottish Government to ensure that this clarity of structure and purpose is made clear in guidance and any associated regulations.

The practicalities of partnership working

The Committee acknowledges that what is determined to be a "sufficient number" of objections to the creation of a BSIP will be determined in regulations. However, it calls on the Scottish Government to carefully consider how this assessment is made. It notes that the market share of any operators that object, the number of services they operate as well as location and frequency may have a significant impact. It calls on the Scottish Government to be mindful that it is not simply a case of the overall number of objections involved.

The Committee notes the evidence which suggests that the enforcement of compliance with BSIPs may lack balance as the Traffic Commissioner will have jurisdiction to enforce the operators' commitments but not those of local authorities. The Committee believes that in order for a partnership to be truly effective, a level playing field should apply insofar as is possible. It therefore calls on the Scottish Government to reflect on whether the Bill might be amended to address this issue.

The Committee notes concerns expressed in evidence that provisions relating to BSIPs as drafted do not contain the obligation to invest in infrastructure improvements that existed within the Statutory Quality Partnership model. The Committee would again highlight the importance of infrastructure such as bus lanes in facilitating bus service improvement by reducing congestion and encouraging an increase in bus use. It calls on the Scottish Government to bring forward an amendment at Stage 2 to include such an obligation in the provisions which relate to BSIPs .

Local bus service franchising

The Committee notes that, in practice, franchising may only be taken up by a small number of local authorities which have the time and resources to establish a framework.

The Committee notes that local authorities would require access to commercially held route patronage and revenue information in order to fully evaluate whether it would be appropriate and beneficial for it to enter into a franchise. It calls on the Scottish Government to consider whether the service data provisions contained in the Bill might facilitate the provision of this information or whether the Bill might need to be amended to provide for this.

The Committee notes that if franchising is to succeed in areas where routes operate across local authority boundaries, RTPs are likely to have an important strategic and coordinating role.

The Committee notes the concerns of existing commercial operators as to the negative impact franchising may have on their businesses and the people they employ if introduced in areas in which they operate. It calls on the Scottish Government to provide greater clarity in guidance as to how any transition process would be supported and any negative impact mitigated.

The Committee notes concerns raised by stakeholders about the potential lack of democratic accountability and transparency of the independent panel which will take the final decision on a franchising proposal. It also notes the suggestion that

the use of such an approach in England was deemed to be flawed and was subsequently removed from the relevant legislation. The Committee calls on the Scottish Government to provide a response to these concerns prior to Stage 2.

Service data

The Committee acknowledges that the provisions requiring the sharing of certain data by operators are likely to be of benefit to local authorities in allowing them to reduce risks when contemplating the replacement of services that have been withdrawn by operators.

The Committee would encourage the Scottish Government to work with all stakeholders when developing the guidance to establish whether some sort of 'fair use' policy may be helpful in relation to data requests.

The Committee also sees advantage in patronage and revenue information being shared with local authorities by bus operators to aid consideration of whether a local bus service franchising arrangement should be introduced. It calls on the Scottish Government to consider this issue and provide its views on whether it might be appropriate in its response to this report.

The Committee welcomes the Scottish Government playing a coordinating role in the creation and agreement of the format in which service data will be provided. It believes that consistency is essential in how this data is compiled. However, it notes that creating this consistency across the board may mean time and financial resources to reformat data which doesn't conform to the standard. It calls on the Scottish Government to consider this additional burden when setting the parameters for the data collection.

The Committee would encourage the Scottish Government to consider what technological solutions can be made available to help reduce any bureaucracy around the use and provision of data. It believes that the provision of real time information in an easily digestible format will make an important contribution to the increase in bus use.

The Committee also notes the importance of the accessibility of the information that is provided to ensure that all sections of society can access transport effectively. This includes people with disabilities and those for whom English is not their first language.

Finance - bus services provisions

The Committee recognises that the various provisions relating to bus services are intended to provide local authorities with a range of options to assist them in ensuring that efficient and reliable bus services can be provided in a way that best suits their respective circumstances.

However, the Committee is concerned that whilst many of these provisions are broadly considered to be positive steps, the reality may be that few of them are taken up in practice due to a lack of financial resources to facilitate their set up and operation. The Committee calls on the Scottish Government to provide

details of how it intends to monitor take-up and implementation of the various provisions and to indicate whether any additional financial or advisory support will be made available to assist local authorities to prepare and implement the various provisions.

Ticketing arrangements and schemes

The Committee is concerned that whilst the provisions in the Bill may well deliver some improvements, for example by encouraging a greater degree of interoperability through the introduction of a national technical standard, these alone will not deliver the aspirations for ticketing arrangements and schemes that are shared by stakeholders.

The Committee is concerned that the provisions on ticketing arrangements and schemes in the Bill lack ambition and feels that an opportunity has been missed to deliver a meaningful step change in integrated public transport provision in Scotland. The Committee is of the view that this can only be achieved through the introduction of a single ticketing scheme operating across all modes and operators.

The Committee acknowledges that this would require a significant level of commitment by and cooperation between public transport providers, integration of booking and financial systems and other measures. However, the Committee calls on the Scottish Government to show leadership in this area and to bring forward proposals for the development of a single ticket scheme to be inserted into the Bill before it completes its parliamentary passage.

National technical standard for smart ticketing

The Committee notes the intended purpose of the provisions in the Bill for a national standard for smart ticketing. It also acknowledges the broad support for these in the evidence it received.

National Smart Ticketing Advisory Board

The Committee fully subscribes to the views expressed in evidence that the membership of the National Smart Ticketing Advisory Board should consist of a broad representation from all key stakeholder groups, with particular attention paid to geographical spread and accessibility.

The Committee welcomes the commitment from the Scottish Government for the Advisory Board to consider the need for paper and cash methods of payment. The Committee supports the availability of multiple methods of payment. It reiterates the call from the Mobility and Access Committee for Scotland for thorough Equality Impact Assessments to be carried out on ticketing, to ensure that the needs of all potential users, particularly older and disabled people are fully taken into account.

However, the Committee considers that the remit of the Advisory Board should be widened to include a responsibility to bring forward proposals for a single ticketing scheme to apply across all modes of public transport in Scotland as recommended in this report. It calls on the Scottish Government to bring forward an amendment to this effect before the Bill has completed its parliamentary passage.

Directions and reporting

The Committee notes the evidence received which suggests that whilst the provisions in the bill allow Ministers to instruct local authorities to introduce a smart ticketing scheme, a gap exists in that there is no power to allow local authorities to instruct operators to participate. The Committee therefore questions whether local authorities, or indeed the Scottish Government, would have a mandate to instruct operators to do so. If no such mandate exists, the Committee suggests that this could present a significant barrier to the introduction of such schemes, should an operator choose not to participate. It calls on the Scottish Government to provide it with view on how it envisages such issues might be addressed in practice.

The Committee questions the need for additional reporting on smart ticketing at a time when local authority resources are already stretched. It recommends that the Scottish Government should consider whether managing reporting at a regional level or by utilising alternative less resource-intensive technological solutions may be more appropriate to obtain the information it requires.

Finance - ticketing arrangements and schemes

The Committee notes the potential financial impact of Part 3 of the Bill on local authorities and RTPs. Before any power to direct local authorities to set up or vary a scheme is used, the Scottish Government should ensure adequate funding is available. The Committee also recognises that the requirement for local authorities to produce annual reports on smart-ticketing schemes will require staff resources. It therefore calls on the Scottish Government to reconsider the classification of this as negligible within the Financial Memorandum.

Pavement parking and double parking

The Committee acknowledges the vital importance of maintaining clear pavements and walkways. However, it considers that there must also be a recognition that people have a desire to park near their homes, community transport providers require to access their service users and delivery services need to access their customers. The Committee is of the view that the suggestion made by some stakeholders that a limited amount of pavement parking could be permitted in pressured areas provided a minimum of 1.5M pavement space remains for access is worthy of consideration as an additional exemption which might be made available to local authorities. It recommends that the Scottish Government examines this proposal and considers whether such an approach

might be incorporated within the pavement parking provisions and reports back to the Committee.

The Committee notes the exemptions which are available and welcomes the Scottish Government's willingness to consider whether greater clarity can be provided in the Bill or in regulations as to where and how exemptions can be applied. It notes the suggestion in evidence that a better definition of 'obstruction' on pavements could be helpful in this regard and calls on the Scottish Government to consider making an appropriate amendment at Stage 2 .

The provisions in this Part of the Bill apply only to pavements. The Committee heard some concerns in evidence that dedicated cycleways may also be blocked by vehicles. Given that such cycleways are increasingly becoming an integral feature of the urban environment, the Committee calls on the Scottish Government to consider whether it would be appropriate to extend the provisions to cover cycleways.

The Committee also notes that there is no provision in the Bill for additional or alternative parking if pavement parking is made an offence. It heard that this may create a problem in circumstances where a significant number of vehicles are displaced and they have nowhere else to park. It calls on the Scottish Government to provide details of how it anticipates local authorities might address such issues, particularly where availability of suitable land and financial resources might be limited.

Delivery/loading exemption

The Committee believes that the exemption in the bill to allow 20 minutes for loading and unloading of deliveries may have the unintended consequence of creating a national exemption for pavement parking by commercial vehicles. However, more fundamentally, it is concerned that the 20 minute time limit is an arbitrary one and, on that basis, it questions the appropriateness of including this provision in legislation. The Committee also has significant concerns about how workable and enforceable this provision would be in practice.

The Committee therefore calls on the Scottish Government to bring forward an amendment at Stage 2 to remove the 20 minute exemption for deliveries and loading from the Bill. It considers that a more appropriate and workable mechanism for managing commercial delivery and loading arrangements should be developed and included in guidance.

Dropped kerbs

The Committee considers the issue of parking across dropped kerbs at pedestrian and other recognised crossing places to be as significant a barrier to the accessibility of urban streets, facilities and services as pavement and double parking, both of which are being prohibited by the Bill. It considers that supplementing these provisions with a prohibition of parking across such formally recognised crossing points (as distinct from residential driveways) would provide a package of measures which would more comprehensively enhance accessibility in urban areas.

The Committee therefore calls on the Scottish Government to bring forward an amendment at Stage 2 to prohibit parking over pedestrian crossing points and other public access points.

Enforcement and finance

The Committee acknowledges the concerns expressed by local authorities about the cost of implementation, managing the process of exemptions and enforcement in relation to the parking prohibition provisions in the Bill. The Committee believes that without robust and appropriately funded enforcement many of the provisions will be ineffective in practice.

The Committee acknowledges the challenging situation local authorities face in terms of finance and resources. It welcomes the Scottish Government commitment to work with local authorities and COSLA, through a parking standards working group, to develop more robust costs for each of the respective areas. It calls on the Scottish Government to respond to the findings of this working group and to provide additional support to councils should it determine that this is required.

The Committee is concerned that the provisions in the Bill may also lead to an unintentional two-tier system for parking enforcement in areas where there is no decriminalised parking enforcement. It calls on the Scottish Government to consider whether the Bill could be used as a mechanism to speed up and simplify the bureaucracy around the current decriminalisation process which allows the transition of responsibility to local authorities from Police Scotland control.

The Committee seeks clarity from the Scottish Government on whether it intends the parking regulations in the Bill to be a 'power' for use by local authorities, or a 'duty' which they will be required to apply. It considers the provision of such clarity to be necessary as it may have implications for those local authorities that have not as yet opted to decriminalise parking enforcement.

The Committee welcomes the Scottish Government's intention to undertake a nationwide campaign before any parking changes are implemented. It calls on the Scottish Government to ensure that the campaign is as widespread and inclusive as possible and include vulnerable groups and those for which English may not be their first language.

Road works

The Committee welcomes the proposals in the Bill regarding road works and is of the view that they will provide a positive framework to help to continue to improve the quality, safety and performance of roadworks in Scotland.

However, the Committee is concerned, that although there is effective guidance available about how road works should operate there is a problem with inspection and enforcement of that guidance at a local level. As mentioned earlier in this report, the Committee acknowledges the challenging situation local authorities

face in terms of finance and resources. However, it would encourage them to consider how inspection and enforcement practices can be improved where possible in their local areas.

The Committee asks the Scottish Government to reflect on the points raised in the evidence submission by the Law Society in relation to road works and consider bringing forward amendments where appropriate at stage 2.

Regional Transport Partnership finance

The Committee welcomes the proposals in the Bill which bring greater flexibility to the management of RTP finance.

Canals

The Committee notes the provisions in the Bill which will allow for an increase in the number of Scottish Canals board members.

The Committee recognises that the Bill does not contain any proposals to amend the legislation which covers the upkeep and maintenance of canals. It notes that the Scottish Government does not currently have any plans to update the relevant legislation. However, the Committee calls on the Scottish Government to set out in writing how, if no legislative change is required, the current challenges in maintaining Scotland's canal infrastructure might be addressed.

Workplace parking levy - forthcoming amendment to the Bill

The Committee is aware that the Scottish Government has announced that it is to support an agreed Scottish Green Party amendment at Stage 2 of the Bill on the granting of powers to local authorities to introduce a workplace parking levy. It is understood that Scottish Government support for this amendment is contingent on the exclusion of NHS premises.

The Committee is concerned that this amendment, which will seek to make a significant addition to the Bill, is to be brought forward at Stage 2. It therefore considers it to be essential that it has the opportunity to scrutinise the terms of any such amendment. The Committee therefore requires a timetable for Stage 2 consideration which will allow it to take oral evidence on the proposed amendment from key stakeholders, before making a formal decision on the amendment.

Rural Economy and Connectivity Committee - Stage 1 Report on the Transport (Scotland) Bill

Low Emission Zones

Objectives

10. The Committee agrees that it would be beneficial to include in the Bill a clear definition of what a Low Emission Zone is and what its objectives should be, drawing on those that are set out in the Policy Memorandum. It therefore recommends that the Scottish Government brings forward an appropriate amendment at Stage 2 to insert such a definition.

Low Emission Zones (LEZs) are simply areas identified by LEZ schemes within which vehicles may not be driven unless they meet the requirements of that scheme as to emission standards. The term “low emission zone” has, in legal terms, no particular meaning or importance beyond that, so is not considered that creating a statutory definition of the term is necessary.

As far as scheme objectives are concerned, section 9(4) of the Bill already states every scheme’s objectives must include an objective of contributing towards meeting the air quality objectives under section 87(1) of the Environment Act 1995. Existing obligations relating to Air Quality Management Areas will therefore be relevant. Otherwise, the objectives of individual schemes is to be a matter for the local authority or authorities making them. Direction and advice on setting those further objectives, as well as the alignment between objectives and the use of penalty charge revenue will, however, be outlined in subsequent LEZ guidance.

Monitoring of the achievement of objectives is of course important, and section 23 of the Bill obliges a local authority to prepare an annual report on the operation and effectiveness of any LEZ operated by it. A copy of this is required to be submitted to the Scottish Ministers. Section 24 of the Bill then allows the Scottish Ministers, if appropriate, to give a direction to the local authority requiring it to carry out a review of the operation and effectiveness of its LEZ scheme.

As such, the Scottish Government’s view is that the Bill and associated guidance will allow for and provide direction on a range of objectives.

11. The Committee is also of the view that effective introduction of LEZs will require steps to be taken in advance to provide improvements in public transport provision and to put in place measures such as park and ride facilities and improved active travel opportunities.

The Scottish Government agrees with the Committee that in order for the most effective introduction of LEZs to happen, local authorities should look broadly and strategically at transport measures, such as improvements in public transport provision and improved active travel opportunities.

Successful transport planning and provision requires a series of interconnected measures and approaches. The Bill addresses specific areas which have been identified as requiring primary legislation but, outwith these statutory measures, the Scottish Government is taking action on a number of fronts, not least the current review of the National Transport Strategy.

This wide-ranging strategy has seen extensive and sustained engagement with stakeholders and citizens across Scotland. It is forward looking, planning our next set of shared priorities with a draft strategy due for consultation in 2019.

Additionally, the Bill's measures regarding options for local transport authorities on the provision of bus services is an area which can align with LEZs and have mutually-beneficial outcomes.

LEZs clearly have the potential to interact with a host of other transport policies across congestion, place-making and the uptake of ultra-low emission vehicles, ultimately supporting modal shift to greener transport and active travel by foot or cycle. Further direction and advice on such considerations will be outlined in future LEZ guidance.

Further direction and advice on additional transport measures and actions that may be appropriate for local authorities to consider when implementing or considering whether to introduce LEZs will be outlined in LEZ guidance.

Enforcement and compliance

19. The Committee acknowledges that challenges could arise should a LEZ contain, for example, healthcare facilities such as hospitals which may need to be accessed by a large number of people but on an infrequent basis. It calls on the Scottish Government to be aware of this potential scenario and seek to address it in the proposed guidance for local authorities.

The Scottish Government is mindful that there are potential scenarios where individuals may require ad-hoc or infrequent access to a LEZ. The Scottish Government will consider such scenarios when developing regulations on exemptions, as well as in any guidance that may be given to local authorities.

20. The Committee recommends that Local Authorities considering the introduction of LEZs should take on board the learning from the experience of the London LEZ and create a strong consumer focus to help increase compliance and public acceptance of the zones. This should include education on why the zone is important and the benefits it will deliver, together with a strong appeals process to address queries on penalties, circumstances when drivers require to access the zone in emergency situations, etc.

The Scottish Government agrees with the Committee's reflections here. This point has been echoed by a number of stakeholders including Glasgow Chamber of Commerce and the Federation of Small Businesses Scotland, in terms of

communicating the benefits of the LEZs and explaining the reasons why the zone is important.

In relation to communications and consumer focus, a number of tasks are underway. Market research is being conducted by the Scottish Government which will aim to determine a baseline level of understanding around LEZs across Scotland and to further explore the city-level stakeholder understanding on LEZs. The market research will help inform the actions for a future plan, with the aim to increase compliance and public acceptance of LEZs in Scotland.

21. The Committee considers that there is merit in several of the points raised in the Law Society's submission calling for more detail to be provided on the face of the Bill on emissions standards, penalty charges, offences and appeals which relate to LEZs. It recommends that the Scottish Government reflects on these points and considers bringing forward amendments where appropriate to address these points at Stage 2.

The Law Society helpfully offered views in this area and the Scottish Government will reflect carefully on those, some of which were considered in correspondence with, and evidence before, the Delegated Powers and Law Reform Committee during Stage 1. Of the issues not previously raised in those considerations, the Scottish Government has taken particular note of the suggestion that there should be a restriction that only one contravention per day can be committed even if a person with a non-compliant vehicle causes an infringement in more than one LEZ.

However, clearly schemes will be designed for penalties to be returned to the relevant local authority. Should only one Penalty Charge Notice be payable despite infringements across multiple LEZs, there are obviously practical considerations as to which local authority the single charge would be payable.

The Scottish Government is closely listening to views which have been raised as part of the Stage 1 evidence, yet is not currently proposing any Stage 2 amendments based on the Law Society's comments in this area.

22. The Committee calls on the Scottish Government to provide a clear indication in advance of Stage 2 of how it intends to take into account the evidence received during the course of the Stage 1 scrutiny when it is creating the guidance on LEZs. It notes that this guidance will need to be published promptly in order to be of full use to local authorities.

The Scottish Government will take evidence received during Stage 1 into consideration as it continues to work closely with local authorities and wider stakeholders to develop the associated LEZ guidance. The LEZ guidance is being developed in tandem with the Bill, and will be published alongside regulations brought forward subsequent to the Bill receiving Royal Assent. The Scottish Government will run stakeholder workshops to test views on various options and statements to be included in the LEZ guidance, with the workshops being one element in a round of stakeholder engagement on this topic.

The need for national standards

29. The Committee believes that to avoid confusion and to encourage compliance there must be consistency across the country as to which vehicles can enter a LEZ and which are exempt. It calls on the Scottish Government to set a national minimum technical emissions standard for vehicles which can enter a LEZ. It notes the Scottish Government's willingness to address this matter in the regulations which will be brought following the implementation of the Bill's provisions.

There will be nationally consistent emission standards and exemptions, which will be set out in regulations. Also, there will be scope for local exemptions where appropriate according to a local authority's specific needs. The REC Committee and DPLR Committee have both recently heard evidence that the emission standards are likely to be Euro 6 for diesel and Euro 4 for petrol.

30. The Committee also recommends that standardised signage should be developed for LEZs to encourage familiarisation and reduce confusion amongst road users who might visit several different zones across Scotland.

The Scottish Government agrees that nationally consistent signage should be used for all Scottish LEZs. Such signs will be needed at zone entry points, at locations that provide advance / early warning prior to the start of the zone and at locations that help to communicate diversions around the zone.

Development of LEZ signage is already underway. The Scottish Government has already met with local authority representatives to develop early ideas on LEZ signage design. The Traffic Signs Regulations and General Directions 2016 is the legislation setting out the design and conditions of use of traffic signs that can be lawfully placed on or near roads in Great Britain (including Scotland). The Scottish Government is considering what changes to that legislation may be appropriate to incorporate LEZ signage.

31. The Committee calls on the Scottish Government to carefully consider how local authorities will effectively communicate the purpose and impact of LEZs to people who live and work in their areas. It believes that a comprehensive package of information should be provided by local authorities at planning, development and implementation stages to allow people to contribute views on proposals and to have sufficient time to prepare for the changes.

The Scottish Government agrees that strong communications are critical to advise the general public and businesses of the implications of LEZs for them. Communications will be required at both national and local level, and a number of measures are being taken forward:

- A national LEZ website (available at www.lowemissionzones.scot) is now live and the Scottish Government encourages businesses and individuals to visit the website. The website hosts information around the introduction of LEZs

and aims to provide clear, succinct information on the reasons for, and benefits of, LEZs.

- A national LEZ communications plan is being developed to run over an 18 month period and would be expected to work in conjunction with communications by local authorities on their city specific LEZs.
- The LEZ Communications Group has been set up with the four cities connected with the Programme for Government commitment, to share what the Scottish Government is doing at a national level and the work going on at a local level.
- With local authorities at varied stages of LEZ development, we are aware that LEZ Delivery Forums have been established by Glasgow City Council and targeted engagement workshops have been set up for the freight and taxi industries. Such events will help local authorities to seek stakeholder views on the proposals in tandem with allowing sufficient time to take account of stakeholder feedback in order to prepare any required changes to their schemes.

33. The Committee recommends that further work should be done to quantify the financial cost of a life lost to air pollution in a similar way to the calculation that is already available for a life lost in a road traffic accident. It welcomes the Scottish Government's indication that it is willing to consider carrying out this work.

The Scottish Government welcomes the Committee's endeavours around this issue. While attributable deaths from air pollution are not directly comparable to lives lost in road traffic accidents when looking at methodologies for financial calculations, the Scottish Government points to the written response by the Cabinet Secretary for Transport, Infrastructure and Connectivity in relation to his evidence session at the Rural Economy and Connectivity Committee on the 21 November 2018 on this matter.

That written response covered issues such as the 'measurable health impacts of low emission zones' and the methodology of estimating costs (including human costs) of low emission zones. In addition, NHS Health Scotland and Health Protection Scotland are in the early stages of leading an 'evaluability assessment' for the Glasgow LEZ.

The displacement effect and the need for a holistic approach

42. It is clear to the Committee that LEZs could potentially have a range of knock-on impacts and unintended consequences for individuals, communities and businesses. They could also impact on traffic management, planning and the environment in other localities around the periphery of zones. The Committee is clear that implementation of LEZs should be planned carefully in order to avoid unintended consequences such as significant displacement of traffic or pollution.

Local authorities are best placed to design their own schemes and to take account of local issues such as displacement. Should a decision be taken to introduce a LEZ, a local authority should take into account various impacts, such as on any Air Quality Management Areas, outside the zone as well as other areas, for example through displacement of vehicles. Good practice in this area will be provided within the LEZ guidance document.

43. The Committee calls on the Scottish Government to ensure that the regulations and guidance on LEZs are structured in a way which will encourage a wider, holistic approach to public health, place making, traffic management, public transport provision and modal shift.

44. As mentioned earlier in this report, the Committee is also of the view that LEZs should not be introduced unless appropriate steps are taken in advance to provide improvements in public transport provision and to put in place measures such as park and ride facilities and improved active travel opportunities to incentivise people to make a choice not to take vehicles into the zone.

Taking the above two points together, the Scottish Government refers to its response to the recommendation in point 11 above.

LEZs are one approach within a suite of actions to address air pollution in cities. LEZs should interact with a host of other transport policies across congestion, place making and uptake of ultra-low emission vehicles, ultimately supporting modal shift to active travel by foot or cycle. However, there will also be scenarios where there is a pressing need due to air quality which takes precedence in such considerations. Such considerations will be explored within LEZ guidance.

45. It believes that Regional Transport Partnerships (RTPs) could have an important role in helping deliver this. Support for planning transport networks and providing appropriate infrastructure, such as bus lanes, must also be available to help ease the transition, reduce congestion, encourage modal shift and help increase public acceptance of LEZs.

The Scottish Government regularly works with RTPs across a range of issues regarding transport delivery.

Timescales, technology and financial implications

49. The Committee recognises that there is an urgent need to address the environmental issues around poor air quality given their impact on public health. However, in order for LEZs to be a success they must have public support, understanding and buy in, especially in times of fiscal constraint.

The Scottish Government refers to its response to the recommendation in point 20 above. The Scottish Government agrees that the success of LEZs will – in part – rely on public support and that is being factored in to the approach to communications.

60. The Committee acknowledges the financial burden that might be faced by businesses and individual motorists should they need to upgrade or replace vehicles to meet the necessary emissions standards. It notes that this is likely to present a particular challenge for those on lower incomes.

61. It calls on the Scottish Government to consider how those operating in the voluntary and community transport sectors might be supported to either retrofit or upgrade their vehicles so that they are not disproportionately impacted by the introduction of LEZs.

62. It is also of the view that if any meaningful step change is to occur in the improving the emission efficiency of commercial vehicles, this needs to be managed in a way which is both realistic and ambitious.

63. The Committee acknowledges that the Scottish Government is considering how the Low Emission Support Fund might help support users of light good vehicles and that bus retrofit funding is already available. It therefore calls on the Scottish Government to consider how it can develop existing schemes and create additional incentives and support which will encourage commercial vehicle upgrades. The Committee notes that if successful this could, in turn, result in a consequential trickle down effect of environmentally compliant vehicles which will help feed the second hand market.

Taking the four points above collectively, the Scottish Government is cognisant that a balance needs to be struck between the pressing requirement to address air pollution whilst allowing sufficient time for those affected by LEZs to prepare and transition. Grace periods are essential in ensuring that individuals and businesses which would be affected by an LEZ have the opportunity to plan ahead and adapt. The Bill allows local authorities to determine the grace period of between 1 and 4 years for non-residents with an additional 1 to 2 years for residents (these measures are guided by feedback from the Building Scotland's Low Emission Zones consultation).

It is also worth noting that the grace period will work in tandem with how the vehicle fleet using the roads evolves over that time period, with the general trend towards lower emitting vehicles also having an effect.

The Programme for Government 2018 states that the Scottish Government will create a Low Emission Zone Support Fund that will target specific cohorts of both commercial and private vehicle owners affected by the introduction of LEZs. This is to help those who will have the most difficulty in making the transition to LEZ compliant vehicles. Financial support is also available to help with the transition to low carbon methods of transportation via the Energy Saving Trust.

The Scottish Government will consider the community transport sector when creating a Low Emission Zone Support Fund and when developing its views on whether particular exemptions are appropriate at national or local level in this area. The Scottish Government has allocated significant funding to support the bus sector to prepare for LEZs (via the BEAR Programme).

66. The Committee notes that the Scottish Government anticipates that approved devices in the form of Automatic Number Plate Recognition cameras will be used to enforce LEZs in the same manner as they do in relation to other existing moving traffic offences. It is reassured that this will deal with concerns about the use of private and foreign number plates raised by the road haulage industry. However, it recommends that clarity on such matters should be provided to the road haulage industry and, in due course, in the relevant regulations and associated guidance.

Although specific detail on approved devices will be provided within regulations and guidance, the Scottish Government has regular dialogue with a range of stakeholders on this issue to share its thinking. The communications and public awareness approach outlined above will also have a role to play.

Finance – low emission zones

73. The Committee acknowledges the scrutiny of the Bill's Financial Memorandum by the Finance and Constitution Committee.

74. The Committee is aware of the challenging financial circumstances under which local authorities are currently operating. It is of the view that the implementation of LEZs will not be a success unless they have the appropriate finance and staff resources available to them.

The Scottish Government's commitment to providing significant funding to support the four city authorities introducing LEZs by 2020 is clear, and set out in a 2018-19 Programme for Government commitment. Such funding is allocated to the development of LEZ scheme designs, setting up a back-office enforcement regime and providing enforcement infrastructure to support the implementation of LEZs. Capital and resource funding will again be provided in 2019/20 for such actions, to ensure that appropriate finance and staff resources are available to them.

75. While it appreciates that more work is required in order to establish the details of how LEZs will operate, the Committee notes with concern that there is currently no formula or methodology established for how the split between local and central government funding will work in practice. It calls on the Scottish Government to provide clarity on the funding methodology which will apply, in advance of Stage 2.

The Scottish Government is taking a partnership approach with local government regarding LEZ implementation. As outlined above, funding is currently being administered and it is unclear why a prescriptive methodology would subsequently be required. The Scottish Government notes that the Bill does not create a requirement to introduce LEZs and therefore feels this funding approach strikes the right balance.

Bus Services

General Decline of bus passenger numbers

88. The Committee acknowledges the widespread concern at the decline in bus use across Scotland. It notes that there are a variety of factors which are contributing to this decline, such as the reduction of direct bus support in rural areas, and congestion and a lack of appropriate infrastructure in some urban areas.

89. The Committee notes the concerns expressed by several stakeholders in evidence that the bus services proposals in the Bill are unlikely to make a marked difference in arresting the decline in bus patronage.

90. The Committee calls on the Scottish Government to work with local authorities to help support an improvement in bus lane and other relevant infrastructure. The Committee notes that Bus Service Improvement Partnerships could play a role in the development of this infrastructure and will consider these further later in the report.

The Scottish Government notes the Committee's comments and will address this issue in its response below to point 135 of the Committee's report.

93. The Committee believes that the ability to access transport can play a fundamental role in how a person can contribute to and participate in society. It notes the suggestions made on the Bill from the Equality and Human Rights Commission and asks the Scottish Government to reflect on and respond to these in detail before Stage 2 of the Bill.

The Scottish Government agrees that transport plays a crucial role in how people engage and participate with society and will reflect on the suggestions made by the Equality and Human Rights Commission. The Bill supports the retention of bus networks and their associated socio-economic benefits by providing local authorities with options to support bus services in their area.

Of course the implementation of the provisions will vary according to each authority who will take decisions in accordance with their individual policies and the Bill allows for this.

It is important to note that those local authorities who choose to make use of the Bill provisions will also be subject to public sector equalities duties, in particular the Fairer Scotland Duty introduced in April 2018.

95. The Committee calls on the Scottish Government to consider whether an appropriate quality assurance framework could be developed and applied to the bus industry to help raise standards and drive improvement in the passenger experience

The Scottish Government notes the Committee's comments on the issue of a quality assurance framework.

The options presented in the Bill are designed to improve the quality of bus services in Scotland through joint working between local transport authorities and bus operators, whether under the Bus Service Improvement Partnership (BSIP) model or the franchising model. Quality issues are likely to vary from area to area and require different interventions to raise the overall standard. With that local focus in mind, there are provisions for monitoring performance in BSIPs and any franchising arrangements that local transport authorities decide to put in place.

More broadly, the Scottish Government funds Bus Users Scotland (BUS) to monitor compliance with the regulatory regime and to check bus services are running where and when they should be. BUS also work with bus operators to act on complaints and share best practice.

Further, the Traffic Commissioner has powers to investigate complaints and impose sanctions on operators who fail to run their registered services in accordance with any required standards.

103. The Committee considers that the requirement in the Bill that local authorities will only be able to provide bus services if they are to meet "an unmet public transport need" creates an unnecessary restriction. It therefore recommends that the Scottish Government brings forward an amendment at Stage 2 to remove this restriction and provide greater flexibility to local authorities in their ability to provide local bus services.

The Scottish Government considers that the legislation as it stands addresses the key issue raised by councils in its consultation, namely, the need to be able to run their own services where they are receiving no or few bids for tendered bus services.

However, since the Bill was introduced some local authorities have indicated that they would like to see these powers extended in the way the Committee suggests. This is of course not a straightforward matter with factors such as competition and State aid restrictions and potentially significant set-up and running costs for councils likely to bear on their ability to operate in the market on a competitive basis.

However, the Scottish Government notes the Committee's comments and the views of local authorities and will explore this option further, keeping all matters under consideration.

111. The Committee notes the competition concerns voiced by bus operators that the lack of a requirement for local authorities to tender would lack transparency and could distort the commercial bus market. However, it also notes the CMA's Competition Impact Assessment guidelines, which are specifically designed to avoid this. The Committee calls on the Scottish Government to provide additional information on how it would expect these provisions to operate in practice and to indicate what guidance and support will be available to local authorities to ensure that they do not fall foul of competition law.

The provisions in the Bill relating to the operation of local bus services by local transport authorities is on condition that these address a public transport need which

is not being met by the market. Because the operation of a commercial service which meets the need in question would preclude the running by local authorities of their own services, those local authority services will, by definition, not be able to compete with an existing commercially operated service.

The Scottish Government notes that the Competition and Markets Authority has suggested that guidance should be provided to local authorities on how and when to assess a change in circumstances such that a commercial operator may be willing to serve the previously unmet need, and will consider the development of such guidance following the passage of the Bill.

112. The Committee notes that the Bill as currently drafted could have implications for local authorities who make significant investment in vehicles, depots and staff to meet unmet need, and then subsequently find that commercial operators seek to run services on the same routes. The Committee calls on the Scottish Government to respond to these concerns and provide an indication as to how local authorities might safeguard their investment in such situations.

Generally it is unusual for such a service to be subject to direct competition. However it is not unheard of, and the Scottish Government has some sympathy with the concerns raised by local authorities.

That said, the Scottish Government does not support any form of protection which would grant an exclusive right to operate a service to a local authority, or to any other provider, without the necessary assessments and safeguards offered under a franchise.

As suggested by the Competition and Markets Authority, guidance should be provided to local authorities on how and when to assess a change in circumstances such that a commercial operator may be willing to serve the previously unmet need.

The Scottish Government notes the Committee's comments and will engage further with local transport authorities and other stakeholders on how to address these concerns as matters proceed towards implementation of any options within the Bill.

113. The Committee recommends that the Scottish Government consider how any disputes in relation to the interaction between local authority provided services and those provided by commercial operators would be dealt with. For example, if a local authority service uses part of the route on a commercial corridor. It calls on the Scottish Government to bring forward an amendment to this effect or set out how it might address this issue in regulations.

As the Committee is aware, the provisions in the Bill relating to operation of local bus services by local transport authorities is on condition that the services meet an unmet public transport need.

However, the Scottish Government notes the Committee's recommendation and will consider this issue further and will engage further with stakeholders to consider how best it may be addressed.

114. The Committee notes that some local authorities currently lack the experience or expertise which may be required to run their own bus services. It calls on the Scottish Government to consider how appropriate guidance and financial support, possibly redirected from existing monies, might be provided where needed to help build knowledge and capacity.

The Scottish Government believes that local authorities already have an understanding of the existing market in their area. As such, they have a level of experience in assessing risks in relation to their decision to subsidise services.

That said, the Scottish Government notes the Committee's comments and will continue to work closely with local transport authorities and consider what appropriate guidance and support might be required to help them build knowledge and expertise.

115. The Committee notes that several stakeholders are supportive of the use of arm's length companies to run local authority bus services. It calls on the Scottish Government to consider whether an option to this effect should be included in the Bill at Stage 2.

Since the Bill was introduced some local authorities have indicated that they would like to see the powers to run their own bus operations extended further. As noted in the response to the recommendation in point 103 of the Committee's report, the Scottish Government will consider whether it may be desirable and possible to include further options in the Bill.

Bus Service Improvement Partnerships (BSIPs)

126. The Committee welcomes the further information provided by the Scottish Government which helpfully outlines how BSIPs will work in practice and how they will differ from the previous scheme. However, the Committee notes that this clarity is lacking in the Bill as drafted. It calls on the Scottish Government to ensure that this clarity of structure and purpose is made clear in guidance and any associated regulations.

The Bill's provisions allow a foundation for particular BSIPs, but such levels of detail do not lend themselves to primary legislation and the Scottish Government has deemed them more appropriate for regulations and guidance. Following the passage of the Bill, the Scottish Government will ensure that further information on how BSIPs are designed to work in practice will be made available in guidance and associated regulations to provide clarity to those local transport authorities looking to make use of these powers.

130. The Committee acknowledges that what is determined to be a "sufficient number" of objections to the creation of a BSIP will be determined in regulations. However, it calls on the Scottish Government to carefully consider how this assessment is made. It notes that the market share of any operators that object, the number of services they operate as well as location and frequency may have a significant impact. It calls on the Scottish Government

to be mindful that it is not simply a case of the overall number of objections involved.

The Scottish Government notes the Committee's comments. The question as to what will constitute a sufficient number of operators to prevent a partnership proposal from progressing will be set out in regulations. This reflects that there will be a wide range of possible scenarios that may need to be taken into account.

To this end, the Scottish Government will be engaging with local transport authorities and bus operators on the range of possible circumstances that might arise. These discussions will take into account the issues raised by the Committee.

134. The Committee notes the evidence which suggests that the enforcement of compliance with BSIPs may lack balance as the Traffic Commissioner will have jurisdiction to enforce the operators' commitments but not those of local authorities. The Committee believes that in order for a partnership to be truly effective, a level playing field should apply insofar as is possible. It therefore calls on the Scottish Government to reflect on whether the Bill might be amended to address this issue.

The approach taken in the Bill to enforcement of compliance in a BSIP aligns with similar provisions for quality partnerships under the 2001 Act. The BSIP model is designed to be a stronger form of partnership between operators and local transport authorities, where all parties are required to work together to develop the partnership and take responsibility for its delivery.

Although the Bill contains no specific provisions for enforcement of a local transport authority's commitments, it remains the case that if a local transport authority fails to deliver on their commitments they could be subject to judicial review. However, the Scottish Government is aware that legal action would be a significant step to take and will consider the appropriateness of additional oversight in this regard.

135. The Committee notes concerns expressed in evidence that provisions relating to BSIPs as drafted do not contain the obligation to invest in infrastructure improvements that existed within the Statutory Quality Partnership model. The Committee would again highlight the importance of infrastructure such as bus lanes in facilitating bus service improvement by reducing congestion and encouraging an increase in bus use. It calls on the Scottish Government to bring forward an amendment at Stage 2 to include such an obligation in the provisions which relate to BSIPs.

It should be observed that a BSIP scheme must contain details of the facilities to be provided and measures to be taken by the local transport authority under that scheme. The facilities to be provided may include infrastructure improvements where there is a need, but it is not desirable to tie the hands of local transport authorities and make it a condition of any BSIP that infrastructure must be improved.

The Scottish Government's view is that the quality partnership model under the Transport (Scotland) Act 2001 was too restrictive so it has responded to calls to change that.

Through engagement with local transport authorities and bus operators, BSIPs have been designed to be a more flexible tool than quality partnerships. BSIPs present the opportunity for genuine partnership working between local transport authorities and bus operators. Such partnerships will contain obligations on both parties to the agreement to improve the quality of services available in their area.

Local Bus Service Franchising

153. The Committee notes that, in practice, franchising may only be taken up by a small number of local authorities which have the time and resources to establish a framework.

The Scottish Government notes the Committee's comments. Local authorities are accustomed to operating large undertakings, in relation to certain service delivery, and taking significant procurement and investment decisions. Councils also have their own transport experts who have a strong understanding of the needs and issues relevant to services in their areas, and will be able to assess whether additional expertise is required.

154. The Committee notes that local authorities would require access to commercially held route patronage and revenue information in order to fully evaluate whether it would be appropriate and beneficial for it to enter into a franchise. It calls on the Scottish Government to consider whether the service data provisions contained in the Bill might facilitate the provision of this information or whether the Bill might need to be amended to provide for this.

As the Bill undertakes Parliamentary passage, the Scottish Government is liaising with local authorities and operators to consider whether existing information gathering powers in the transport context, in particular under the Transport (Scotland) Act 2001 are sufficient to support the development of a BSIP or franchise in full. As part of that process, the Scottish Government will reflect on whether any amendments are required in that regard at Stage 2.

155. The Committee notes that if franchising is to succeed in areas where routes operate across local authority boundaries, RTPs are likely to have an important strategic and coordinating role.

The Scottish Government will continue to work to ensure close liaison with the Regional Transport Partnerships and local authorities to ensure that transport policy in Scotland is properly co-ordinated.

156. The Committee notes the concerns of existing commercial operators as to the negative impact franchising may have on their businesses and the people they employ if introduced in areas in which they operate. It calls on the Scottish Government to provide greater clarity in guidance as to how any transition process would be supported and any negative impact mitigated.

Under the proposals in the Bill, local transport operators will be able to bid to be included within a franchising framework should they wish to do so. However, it is

important that the local transport authority have the powers to determine which bid will offer best value to them and to the bus passenger.

The Scottish Government notes the Committee's comments and is committed to further engagement with stakeholders to ensure greater clarity on this issue in guidance and regulations.

157. The Committee notes concerns raised by stakeholders about the potential lack of democratic accountability and transparency of the independent panel which will take the final decision on a franchising proposal. It also notes the suggestion that the use of such an approach in England was deemed to be flawed and was subsequently removed from the relevant legislation. The Committee calls on the Scottish Government to provide a response to these concerns prior to Stage 2.

The introduction of a franchise is a significant intervention in the local bus market with serious implications for the local network and passengers if poorly managed. Due to these risks, independent approval is an appropriate and important part of the process.

The Scottish Government sees a franchising panel as the right approach. The panel's task is firstly to consider whether the local authority has taken all the necessary procedural steps, including the preparation of assessment of the proposed franchising framework, obtaining an auditor's report, and carrying out the necessary consultation, before seeking to make the franchising framework.

This approach differs from that in England as it seeks to introduce an independent panel of experts into the process. That panel will not make a value judgement on franchising, but will apply a more focused test, essentially looking at whether the local transport authority has followed the process and has reached a reasonable conclusion. Additional criteria which the panel must follow may be set out in regulations and guidance and local transport authorities will be consulted as part of the development of these criteria.

The franchise model provides for rigorous scrutiny of the decision making process including the requirement for an independent audit of the financial aspects and approval by an independent panel to ensure the process is followed and decisions are reasonably arrived at. These safeguards will protect passengers and the wider bus network from the potential damage of a poorly developed franchise.

Service Data

165. The Committee acknowledges that the provisions requiring the sharing of certain data by operators are likely to be of benefit to local authorities in allowing them to reduce risks when contemplating the replacement of services that have been withdrawn by operators.

166. The Committee would encourage the Scottish Government to work with all stakeholders when developing the guidance to establish whether some sort of 'fair use' policy may be helpful in relation to data requests.

Taking the above two points together, the Scottish Government recognises the importance of working with stakeholders to ensure that policies are fair and consider the needs of all parties.

In developing the Bill's provisions, the Scottish Government was mindful of concerns that an automatic requirement to provide information for every type of variation or cancellation of registration data could go further than was necessary in order to meet the policy intention and could place a disproportionate burden on affected authorities and operators alike.

The provisions therefore start from the premise that an operator is only required to provide prescribed information when requested to do so by the affected authority. Such requests can only be made for the limited purposes set out in the Bill.

The provisions also set out a power for the Scottish Ministers to make regulations excluding or modifying the application of the power to request information in prescribed circumstances, for example in relation to variations of a particular character. This power to make regulations is subject to the express obligation to consult with stakeholders.

167. As discussed earlier in this Report, the Committee also sees advantage in patronage and revenue information being shared with local authorities by bus operators to aid consideration of whether a local bus service franchising arrangement should be introduced. It calls on the Scottish Government to consider this issue and provide its views on whether it might be appropriate in its response to this report.

The Scottish Government considers that the very specific purposes for which revenue and patronage information is required to be disclosed, and can be further shared, under the provisions in new sections 6ZA to 6ZC of the Transport Act 1985 means that it would be inappropriate for any data disclosed under those provisions to be shared in other contexts (such as franchising). However, as noted in the response to the Committee's recommendation in paragraph 154 of its report, the Scottish Government acknowledges the need to ensure the availability of robust service data when considering whether to introduce a franchise and is taking forward further work in that regard.

173. The Committee welcomes the Scottish Government playing a coordinating role in the creation and agreement of the format in which service data will be provided. It believes that consistency is essential in how this data is compiled. However, it notes that creating this consistency across the board may mean time and financial resources to reformat data which doesn't conform to the standard. It calls on the Scottish Government to consider this additional burden when setting the parameters for the data collection.

The Scottish Government recognises the importance of striking a balance so that one particular party is not overburdened in implementing these provisions. Work is already underway to assess how best to support local government and bus operators and consider how technology best be used to assist them.

In doing so, the Scottish Government is closely monitoring the work being undertaken by the UK Government, where similar provisions were introduced through the Bus Services Act 2017. The Department for Transport is currently aiming for service information across all services in England being made available in a consistent format from January 2020.

174. The Committee would encourage the Scottish Government to consider what technological solutions can be made available to help reduce any bureaucracy around the use and provision of data. It believes that the provision of real time information in an easily digestible format will make an important contribution to the increase in bus use.

It is recognised that technology can play a vital role in improving efficiency and accuracy. Consistency is also important to ensure that people are not required to duplicate processes. To this end, Scottish Government officials are monitoring what is being developed to support the data measures in the UK Bus Services Act and, where appropriate, will ensure that a consistent approach is taken.

The Scottish Government fully agrees that real time information can play a significant role in making bus services easier to use and therefore more attractive to new customers. Work is already underway to consider how best to roll this out in a way that provides a consistent service to customers with a range of differing needs.

175. The Committee also notes the importance of the accessibility of the information that is provided to ensure that all sections of society can access transport effectively. This includes people with disabilities and those for whom English is not their first language.

The Scottish Government is committed to ensuring where it can that services are provided in a way that meet the needs of all service users. While certain aspects of this are likely to be reserved to the UK Parliament (for example requirements to provide information for the purpose of facilitating travel by disabled people, which are addressed for Scotland by sections 181A to 181D of the Equality Act 2010), the Scottish Government can play a key role in supporting stakeholders to meet their obligations in that regard.

Finance – Bus Service Provisions

186. The Committee recognises that the various provisions relating to bus services are intended to provide local authorities with a range of options to assist them in ensuring that efficient and reliable bus services can be provided in a way that best suits their respective circumstances.

187. However, the Committee is concerned that whilst many of these provisions are broadly considered to be positive steps, the reality may be that few of them are taken up in practice due to a lack of financial resources to facilitate their set up and operation. The Committee calls on the Scottish Government to provide details of how it intends to monitor take-up and implementation of the various provisions and to indicate whether any

additional financial or advisory support will be made available to assist local authorities to prepare and implement the various provisions.

The Scottish Government provides a range of financial support for bus services which, whilst not directly linked to the new measures in the Bill, may offer support more broadly. The Bus Service Operators Grant (BSOG) is significant in this regard as it aims to benefit passengers, by helping operators to keep their fares down and run services that might not otherwise be commercially viable. The 2018-19 budget for BSOG is £53.5m.

While the Bill provides options for local authorities in regard to bus service provision there is no statutory requirement to implement them and therefore the Bill does not directly mandate any additional costs.

Local authorities spend around £50m a year to support socially necessary bus services in 2016/17, funded through the local government block grant. This is continually reviewed in line with Spending Reviews and Budget settlements, which will in future be set in the context of new powers for bus services created in the future Act.

(Smart) Ticketing Arrangements and Schemes

191. The Committee is concerned that whilst the provisions in the Bill may well deliver some improvements, for example by encouraging a greater degree of inter-operability through the introduction of a national technical standard, these alone will not deliver the aspirations for ticketing arrangements and schemes that are shared by stakeholders.

192. The Committee is concerned that the provisions on ticketing arrangements and schemes in the Bill lack ambition and feels that an opportunity has been missed to deliver a meaningful step change in integrated public transport provision in Scotland. The Committee is of the view that this can only be achieved through the introduction of a single ticketing scheme operating across all modes and operators.

193. The Committee acknowledges that this would require a significant level of commitment by and cooperation between public transport providers, integration of booking and financial systems and other measures. However, the Committee calls on the Scottish Government to show leadership in this area and to bring forward proposals for the development of a single ticket scheme to be inserted into the Bill before it completes its parliamentary passage.

Taking the above points together, the Scottish Government welcomes the Committee recognising the general support for the provisions on ticketing arrangements and schemes. The Scottish Government considers that the Bill's provisions in this area strike the right balance between accelerating progress whilst taking a pragmatic approach to what's achievable in the context of how transport delivery in Scotland is structured.

The Scottish Government's position on smart ticketing is influenced by a number of factors. Firstly, it is the Scottish Government's assessment that a national scheme, even confined to bus provision, would effectively require re-regulation of the whole bus industry – or at least the fares setting element – to be successful. It is notable that Charles Hoskins of Strathclyde Partnership for Transport asserted that view during Stage 1 evidence. There is no wider policy intention to regulate the bus market.

Secondly, evidence from Transport for London is that Oyster costs 14 pence in the pound to run¹ and advice from the Netherlands is that providing a comprehensive national ticketing scheme across modes costs around 10% of the total fares income annually to administer, which, when applied to Scotland, is currently in excess of £1 billion. This suggests an annual running cost of circa £100m for a comprehensive national ticketing scheme with a similar level of take up and functionality to London and the Netherlands.

The Scottish Government's view is that the very significant restructuring of the market and associated burden on the public purse required in order to deliver a national ticketing scheme is not justified.

The Scottish Government notes the Confederation of Passenger Transport's evidence to the Committee in which it suggested that the Bill provisions built on the good work already being done by the bus industry and government working in partnership.

The Bill provisions are therefore aimed at strengthening the existing powers given to local transport authorities in the Transport (Scotland) Act 2001, extending these powers to cover connecting modes of transport and enabling a national technological standard. The combination of these measures will contribute to creating the conditions in which local transport authorities and operators can deliver successful regional ticketing arrangements and schemes, tailored to local ticketing needs.

National Smart Ticketing Advisory Board

200. The Committee fully subscribes to the views expressed in evidence that the membership of the National Smart Ticketing Advisory Board should consist of a broad representation from all key stakeholder groups, with particular attention paid to geographical spread and accessibility.

The Scottish Government welcomes the Committee's reflections here. Following Royal Assent, a consultation on the membership of the National Smart Ticketing Advisory Board (NSTAB) will be undertaken to ensure fair representation of users with differing needs, operators of different scale, location and mode as well as local transport authorities across different regions.

201. The Committee welcomes the commitment from the Scottish Government for the Advisory Board to consider the need for paper and cash methods of payment. The Committee supports the availability of multiple methods of

¹ <https://www.information-age.com/london-assembly-questions-tfls-wave-and-pay-plan-1674393/>

payment. It reiterates the call from the Mobility and Access Committee for Scotland for thorough Equality Impact Assessments to be carried out on ticketing, to ensure that the needs of all potential users, particularly older and disabled people are fully taken into account.

The Scottish Government welcomes the call from the Mobility and Access Committee for Scotland (MACS). Throughout the Bill process MACS have played, and will continue to play, an important role in informing the Scottish Government on a range of accessibility issues.

Where a technological standard is introduced, or a ticketing arrangement or scheme put in place, the Scottish Government would expect an Equality Impact Assessment to be carried out in advance of publication to ensure that the changes meet the needs of all users.

202. However, the Committee considers that the remit of the Advisory Board should be widened to include a responsibility to bring forward proposals for a single ticketing scheme to apply across all modes of public transport in Scotland as recommended in this report. It calls on the Scottish Government to bring forward an amendment to this effect before the Bill has completed its parliamentary passage.

Given the above response in relation to points 191-193, it does not seem appropriate for the Bill to mandate a statutory duty or power for the NSTAB to bring forward proposals in the terms suggested by the Committee. However, the Scottish Government agrees that the NSTAB will be well placed to keep the progress made in this area under review and to provide Ministers with advice and recommendations in relation to the ongoing strategic development of smart ticketing in Scotland. The Scottish Government will give consideration to making this aspect of its role clear on the face of the Bill.

Directions and Reporting

207. The Committee notes the evidence received which suggests that whilst the provisions in the bill allow Ministers to instruct local authorities to introduce a smart ticketing scheme, a gap exists in that there is no power to allow local authorities to instruct operators to participate. The Committee therefore questions whether local authorities, or indeed the Scottish Government, would have a mandate to instruct operators to do so. If no such mandate exists, the Committee suggests that this could present a significant barrier to the introduction of such schemes, should an operator choose not to participate. It calls on the Scottish Government to provide it with view on how it envisages such issues might be addressed in practice.

In relation to local bus services, there is an existing statutory requirement for operators to which a ticketing scheme relates to provide the arrangements required by that scheme. If a local service operator fails to comply with that requirement, the Traffic Commissioner has existing powers to impose a condition on their PSV operator's licence and/or to impose a financial penalty on the operator. These provisions remain unchanged by the Bill.

Regarding modes of transport beyond bus services, there is no legislative requirement compelling these to participate in ticketing arrangements or schemes. That said, much of the provision in Scotland is delivered by way of contract/franchise agreements or with local government/central government funding. As such, it may be possible to make provision about participation in ticketing arrangements and schemes by means of those contracts/agreements.

208. The Committee questions the need for additional reporting on smart ticketing at a time when local authority resources are already stretched. It recommends that the Scottish Government should consider whether managing reporting at a regional level or by utilising alternative less resource-intensive technological solutions may be more appropriate to obtain the information it requires.

Close engagement with local transport authorities has been undertaken on the Bill's provisions and, taking on board feedback about the reporting requirement, the Scottish Government has agreed to provide a standard template for reports and to provide guidance and assistance to authorities in relation to their preparation.

The Scottish Government considers that these measures will minimise any administrative burden on authorities in relation to these reports and that the requirement is justified by the crucial role these reports will play in monitoring and evidencing the impact of the legislative changes and in informing future policy decisions.

Finance – ticketing arrangements and schemes

212. The Committee notes the potential financial impact of Part 3 of the Bill on local authorities and regional transport partnerships. Before any power to direct local authorities to set up or vary a scheme is used, the Scottish Government should ensure adequate funding is available. The Committee also recognises that the requirement for local authorities to produce annual reports on smart-ticketing schemes will require staff resources. It therefore calls on the Scottish Government to reconsider the classification of this as negligible within the Financial Memorandum.

On reports, the response above outlines the measures that will be put in place to minimise any administrative or financial burden on authorities in complying with the requirement to provide the annual report. Local transport authorities are responsible for discharging a range of statutory duties which require an administrative function and receive non-ringfenced central government funding via the block grant. However, in the event that a local transport authority can demonstrate a discrete additional cost, this will of course be considered by Ministers as with any resourcing consideration involving local government.

Pavement Parking and Double Parking

226. The Committee acknowledges the vital importance of maintaining clear pavements and walkways. However, it considers that there must also be a recognition that people have a desire to park near their homes, community transport providers require to access their service users and delivery services need to access their customers. The Committee is of the view that the suggestion made by some stakeholders that a limited amount of pavement parking could be permitted in pressured areas provided a minimum of 1.5M pavement space remains for access is worthy of consideration as an additional exemption which might be made available to local authorities. It recommends that the Scottish Government examines this proposal and considers whether such an approach might be incorporated within the pavement parking provisions and reports back to the Committee.

The Scottish Government has had extensive discussions with stakeholders regarding footway widths as part of the development of the Parking Standards guidance document. The Scottish Government is of the opinion that local authorities should have flexibility in their decision making, which is why it continues to engage with stakeholders through the Parking Standards Working Group. That group is actively engaged in the development of the specific criteria that will be rolled out in the finalised Parking Standards.

The Parking Standards will be based on consideration of the widths defined in the 'Roads for All: Good Practice Guide', published in 2013, and consideration is also being given to addressing such issues as streets with narrow roads and pavements that are historic in nature.

Where exemptions are granted, they will have to be in line with the criteria specified within the Parking Standards guidance. The guidance will also recommend that this is supported by markings on the footway to clearly identify the distance that should be left as a clear space for accessibility.

227. The Committee notes the exemptions which are available and welcomes the Scottish Government's willingness to consider whether greater clarity can be provided in the Bill or in regulations as to where and how exemptions can be applied. It notes the suggestion in evidence that a better definition of 'obstruction' on pavements could be helpful in this regard and calls on the Scottish Government to consider making an appropriate amendment at Stage 2.

Local authorities are best placed to determine whether an exemption order is appropriate and the extent of the application of any exemption order.

The form and procedure for the making and amendment of exemption orders will be clearly set out for local authorities in regulations made under section 44 of the Bill. These regulations will ensure that adequate time is built in for publication and local consultation of the effect of any order to enable objections to be addressed. In addition, the Parking Standards guidance will assist local authorities in their consideration of which roads may be suitable for exemption.

'Obstruction' of a road (which includes the pavement) is already an offence by virtue of sections 59(2) and 129(2) of the Roads (Scotland) Act 1984 and regulation 103 of the Road Vehicles (Construction and Use) Regulations 1986. The Scottish Government does not consider it necessary to further define this offence in primary legislation, but considers that the Parking Standards guidance to be best suited to outlining what types of parking may and may not constitute an obstruction of a pavement.

228. The provisions in this Part of the Bill apply only to pavements. The Committee heard some concerns in evidence that dedicated cycleways may also be blocked by vehicles. Given that such cycleways are increasingly becoming an integral feature of the urban environment, the Committee calls on the Scottish Government to consider whether it would be appropriate to extend the provisions to cover cycleways.

The Scottish Government considers that the provisions within the Bill will have a positive impact on active travel, yet considers it unnecessary to extend the provisions to cover cycle tracks as parking on a cycle track is already prohibited by section 129(6) of the Roads (Scotland) Act 1984 (Miscellaneous summary offences) which provides that "A person who parks a motor vehicle wholly or partly on a cycle track commits an offence". This would therefore include a driver who has 'bumped up' partly on the cycle track. As there is legislation in place there is no legal requirement to include cycle tracks within the provisions of this Bill.

229. The Committee also notes that there is no provision in the Bill for additional or alternative parking if pavement parking is made an offence. It heard that this may create a problem in circumstances where a significant number of vehicles are displaced and they have nowhere else to park. It calls on the Scottish Government to provide details of how it anticipates local authorities might address such issues, particularly where availability of suitable land and financial resources might be limited.

Through the Parking Standards Working Group, the Scottish Government has been undertaking careful consideration and working closely with local authorities to capture their views on the potential impacts of the legislation.

Local authorities have also been invited to identify roads within their respective areas that they would consider problematic. For example, roads with narrow carriageway and footway widths. In relation to these areas the Scottish Government is undertaking a case study of a number of affected streets, to better understand any unintended consequences such as displacement. This study will also consider what options may be available to roads authorities to address such issues.

These options would include the consideration of an exemption order for some or all of the area, the introduction of controlled parking zones, measures to encourage the use of public transport, active travel and support the local parking policy and local transport strategy. More broadly, successful transport planning is contingent on a series of interconnected measures which interact with other community considerations and service delivery and, as with the implementation of any wide-

scale new measures, local authorities should consider such matters in a holistic manner.

Delivery/Loading Exemption

236. The Committee believes that the exemption in the bill to allow 20 minutes for loading and unloading of deliveries may have the unintended consequence of creating a national exemption for pavement parking by commercial vehicles. However, more fundamentally, it is concerned that the 20 minute time limit is an arbitrary one and, on that basis, it questions the appropriateness of including this provision in legislation. The Committee also has significant concerns about how workable and enforceable this provision would be in practice.

237. The Committee therefore calls on the Scottish Government to bring forward an amendment at Stage 2 to remove the 20 minute exemption for deliveries and loading from the Bill. It considers that a more appropriate and workable mechanism for managing commercial delivery and loading arrangements should be developed and included in guidance.

Taking the two points above collectively, the Scottish Government acknowledges that a careful balance has to be struck between making pavements accessible for all and helping businesses to operate efficiently, with the associated benefits for the Scottish economy. In order to strike that balance, the Bill exempts a vehicle from the parking prohibitions where, in the course of business, it is being used for delivering, collecting, loading or unloading from or to a premises.

Two further safeguards have been added to this exemption; firstly, the breach of the prohibition must be necessary (i.e. the delivery or collection couldn't reasonably be carried out without being vehicle being parked in that manner) and secondly, it cannot be parked for any longer than is necessary, up to a maximum of 20 minutes.

In terms of the maximum 20 minute time period, the Scottish Government liaised with stakeholders on an appropriate timescale and it was felt that this maximum timescale was appropriate. This also mirrors a similar provision within the Traffic Management Act 2004 that covers England and Wales. It is therefore felt to strike an appropriate balance.

The Scottish Government notes the Committee's call to remove the 20 minute exemption for deliveries. However, the Government considers that the consequences of removing the maximum length of time that business deliveries can take might tip the balance in favour of commercial deliveries as opposed to pedestrians. This is because no maximum limit would enable loading and unloading for an unspecified/unlimited length of time. The provision as currently drafted means that, if the loading or unloading is likely to take more than 20 minutes, the driver is required to move their vehicle to find a parking space or loading bay.

Dropped Kerbs

242. The Committee considers the issue of parking across dropped kerbs at

pedestrian and other recognised crossing places to be as significant a barrier to the accessibility of urban streets, facilities and services as pavement and double parking, both of which are being prohibited by the Bill. It considers that supplementing these provisions with a prohibition of parking across such formally recognised crossing points (as distinct from residential driveways) would provide a package of measures which would more comprehensively enhance accessibility in urban areas.

243. The Committee therefore calls on the Scottish Government to bring forward an amendment at Stage 2 to prohibit parking over pedestrian crossing points and other public access points.

The Scottish Government notes the Committee's concerns regarding the parking of vehicles at dropped kerbs and at known crossing points. The Scottish Government received powers via the Scotland Act 2016 that enable it to legislate on parking at dropped kerbs and is currently examining the most appropriate legislative route for addressing these concerns, keeping an amendment to the Bill under consideration.

Enforcement Finance

258. The Committee acknowledges the concerns expressed by local authorities about the cost of implementation, managing the process of exemptions and enforcement in relation to the parking prohibition provisions in the Bill. The Committee believes that without robust and appropriately funded enforcement many of the provisions will be ineffective in practice.

The Scottish Government remains in active dialogue with local authorities, SCOTS and CoSLA to assist in gaining a better understanding of the assessment and implementation costs that will result from the legislation coming into force. Through the Parking Standards Working Group, local authorities have been invited to provide financial estimates in relation to both the assessment process and the implementation of exemptions. Once more detailed financial information becomes available this will enable further discussions to take place with CoSLA to inform any future budget considerations

The Parking Standards guidance will also assist local authorities in managing the enforcement process. The Bill enables local authorities to enter into arrangements with any person (including other local authorities) for the exercise of any of the enforcement functions relating to these parking prohibitions (section 54). The sharing of services is likely to significantly reduce the costs of enforcement.

The Scottish Government will continue to monitor progress, as well as the cost for enforcing these new powers, through regular liaison with local authorities via the Parking Standards Working Group.

259. The Committee acknowledges the challenging situation local authorities face in terms of finance and resources. It welcomes the Scottish Government commitment to work with local authorities and COSLA, through a parking standards working group, to develop more robust costs for each of the respective areas. It calls on the Scottish Government to

respond to the findings of this working group and to provide additional support to councils should it determine that this is required.

The Scottish Government remains in active dialogue with local authorities, SCOTS and CoSLA to gain a full understanding of the assessment and implementation costs that would result from the legislation coming into force. Through the Parking Standards Working Group, local authorities have been invited to provide financial estimates in relation to both the assessment process and implementation. Once more detailed financial information becomes available this will enable detailed discussions to take place with CoSLA and inform any future budget considerations.

260. The Committee is concerned that the provisions in the Bill may also lead to an unintentional two-tier system for parking enforcement in areas where there is no decriminalised parking enforcement. It calls on the Scottish Government to consider whether the Bill could be used as a mechanism to speed up and simplify the bureaucracy around the current decriminalisation process which allows the transition of responsibility to local authorities from Police Scotland control.

Local authorities already have powers to apply for decriminalised parking enforcement (DPE) powers under section 43(1) of the Road Traffic Act 1991. It is ultimately a matter for local authorities to consider such powers and apply for them where appropriate. The Scottish Government is actively engaging with those remaining local authorities without DPE powers to alleviate any concerns about the application process. It also keeps under consideration whether the application process could be streamlined through improving the guidance to local authorities.

It should be noted that the majority of the 'bureaucracy' noted by stakeholders connected to the DPE application process results from the requirement that local authorities review and, where necessary, amend their relevant Traffic Regulation Orders. The Scottish Government recognises that this process will always be necessary in order to ensure that any designation order setting out the decriminalised parking area is correct and enforceable

261. The Committee seeks clarity from the Scottish Government on whether it intends the parking regulations in the Bill to be a 'power' for use by local authorities, or a 'duty' which they will be required to apply. It considers the provision of such clarity to be necessary as it may have implications for those local authorities that have not as yet opted to decriminalise parking enforcement.

The pavement parking and double parking provisions in the Bill make it clear that certain types of parking are to be prohibited. Local authorities are given the responsibility of enforcing these prohibitions and cannot disregard the Bill provisions in the exercise of their traffic regulation functions. It is therefore a duty that local authorities are to comply with, albeit with clear discretionary powers. The discretionary powers of local authorities relate to the making of exemption orders, the extent of the application of the exemption orders and the imposition by the local authority of penalty charges.

262. The Committee welcomes the Scottish Government's intention to undertake a nationwide campaign before any parking changes are implemented. It calls on the Scottish Government to ensure that the campaign is as widespread and inclusive as possible and include vulnerable groups and those for which English may not be their first language.

It is the Scottish Government's intention that the nationwide publicity campaign will be launched in good time before the parking prohibitions come into force, ensuring it is fully inclusive, taking cognisance of particular vulnerable groups, and made available in various formats and languages as necessary.

Road Works

276. The Committee welcomes the proposals in the bill regarding road works and is of the view that they will provide a positive framework to help to continue to improve the quality, safety and performance of road works in Scotland.

277. However, the Committee is concerned, but although there is effective guidance available about how road works should operate there is a problem with inspection and enforcement of that guidance at and local level. As mentioned earlier in this report, the Committee acknowledges the challenging situations local authorities face in terms of finance and resources. However, it would encourage them to consider how inspection and enforcement practices can be improved where possible in their local areas.

Although the Committee's reflections here are principally aimed at local authorities, it may help Parliament's considerations for the Scottish Government to outline how national measures and the regulatory framework aim to assist them in this regard. During Stage 1 evidence the Committee heard of the established guidance known as the "red book", which promotes demonstrable good practice amongst those responsible for road works. To ensure accessibility needs are accounted for appropriately, better inspection and enforcement of these is required.

To deliver this improvement, whilst also recognising accessibility needs such as those raised with the Committee by the Mobility and Access Committee for Scotland (MACS), the measures contained within the Bill will make the current "red book" code of practice applicable to both roads authority and utility roadwork sites. Also by giving the Scottish Road Works Commissioner (SRWC) an inspection function and the ability to appoint authorised persons to assist him/her with this function, compliance with the safety standard can be appropriately monitored to ensure a consistent approach. Similarly, the new requirement for a reinstatement quality plan would need to include how that standard will be achieved as part of a quality system to be approved. This two-pronged approach will help ensure that accessibility considerations form an integral part of the planning process prior to the execution of road works, and that there will be an improved inspection regime in place to ensure that standards are maintained once roadwork sites are live.

The SRWC monitors the performance of roads authorities and utility companies in their compliance with the various obligations in relation to the planning and execution

of road works. This includes producing regular statistics on performance. The additional powers provided to the SRWC under the Bill will mean the Commissioner is better able to deal with poor performance and provide a means to ensure that steps are taken to improve performance and help promote a culture where best practice is universally adopted across Scotland's roads authorities.

278. The Committee asks the Scottish Government to reflect on the points raised in the evidence submission by the Law Society in relation to road works and consider bringing forward amendments where appropriate at stage 2.

The Law Society helpfully offered views in this area, particularly in relation to proposed changes in relation to inspection powers. While the Scottish Government undertakes to reflect carefully on whether any improvements might be made to the Bill in light of the Law Society's comments, it may be useful to set out in further detail on the policy justification for some of the provisions on which the Society has expressed a view.

In drafting the provisions in Bill, the Scottish Government has been acutely mindful of ensuring that any information obtained which subsequently requires to be relied upon as evidence in any legal proceedings, has been fairly and lawfully obtained. The Scottish Government is of the view that the Bill as drafted strikes a proportionate balance in this regard, and observes that the approach taken is broadly mirrored in a number of recent Acts of the Scottish Parliament (e.g. the Forestry and Land Management (Scotland) Act 2018, the Wild Animals in Travelling Circuses (Scotland) Act 2018 and the Tobacco and Primary Medical Services (Scotland) Act 2010).

In practical terms, the monitoring of business regulatory compliance is normally undertaken using an enforcement model which requires the consent and cooperation of the businesses whose activities are subject to monitoring. In relation to activity at premises this is normally where appointments have been made for a mutually convenient time. The Scottish Government agrees that warrants should only be sought where that normal process of cooperation has broken down and in relation to serious issues of non-compliance.

The discretion to grant warrants in cases where entry to premises is reasonably expected to be refused is considered particularly appropriate in a context where significant prior engagement is likely to have taken place, and avoids the circumstance of an inspector being required to physically attempt to gain entry where there have been prior indications that it will be refused. This will always be subject to the sheriff's discretion to grant or not grant the warrant in any given case and on the reasonableness of any assertion that entry is likely to be refused. Likewise, the expiry period of a warrant is a matter for the sheriff in the particular circumstances for which it is sought. This is considered preferable to imposing arbitrary time limits (which may indeed exceed what is necessary in individual cases).

It will be for the SRWC to publish a code of conduct setting out how inspections and any enforcement will be carried out. This should provide further reassurance that the inspection powers will be responsibly and be proportionately applied. A code of conduct will also provide the clarity sought by the Law Society on the circumstances

under which fixed penalties and other fines will be applied, and in which a reference will be made to the Procurator Fiscal.

On the issue of immunity, new section 18E of the Transport (Scotland) Act 2005 does not protect from liability in civil or criminal proceedings inspectors who act recklessly or beyond their inspection powers. The Scottish Government agrees that there should be consequences for those who act inappropriately. The provisions will, however, instil a degree of confidence in authorised officers that there is a degree of protection in place where they have acted in good faith, with reasonable care and within the scope of their powers. Nothing in the Bill displaces the liability of the SRWC for the conduct of inspectors (as employees).

The Law Society asks whether the new code of practice required under section 60A of the Roads (Scotland) Act 1984 should be subject to Parliamentary procedure. This question was raised by the Delegated Powers and Law Reform Committee in its letter of 12 September 2018. The Scottish Government refers to its response to that letter of 25 September 2018 which explains why it is not considered appropriate to subject this code to Parliamentary scrutiny.

Canals

288. The Committee recognises that the Bill does not contain any proposals to amend the legislation which covers the upkeep and maintenance of canals. It notes that the Scottish Government does not currently have any plans to update the relevant legislation. However, the Committee calls on the Scottish Government to set out in writing how, if no legislative change is required, the current challenges in maintaining Scotland's canal infrastructure might be addressed.

As the Cabinet Secretary for Transport, Infrastructure and Connectivity pointed out in his evidence to the Committee, the key issue for improving canal infrastructure is not revisiting existing statutory definitions, instead it is one of management approaches, monitoring and resourcing. As a consequence, Scottish Canals have developed their Asset Management Strategy which sets out their plans for managing investment between 2018 and 2030, directing available resources in a targeted fashion to assets on the basis of safety and greatest public value.

Indeed the measures in the Bill allowing for the extension of the Scottish Canals Board will help expand the collective experience and knowledge of its members, in turn helping to steer and monitor the Asset Management Strategy.

The Scottish Government has had, and continues to have, discussions with Scottish Canals on the levels of funding required to maintain and upgrade the assets in future years. The Scottish Government provided an additional £1.625m in capital grant-in-aid funding in 2018/19 to repair and upgrade bridges at Twechar and Bonnybridge to ensure that the lowland canals will re-open to boating traffic in April 2019. The Scottish Government also provided an additional £5.35m in capital grant in aid funding in 2018/19. This additional funding will be used for a number of projects including the replacement and upgrading of lock gates at Fort Augustus and Culloch on the Caledonian Canal.

The Scottish Government has announced in the budget for 2019/20 that Scottish Canals will receive £6.5m in capital grant-in-aid funding, which is an 87.5% increase from 2018/19, and £8.5m in resource grant-in-aid, which is an increase of 5%. This will support asset maintenance and further improvements on the Scottish canals network and is a positive outcome in the current climate for public finances.

The Scottish Government is of the view that this is the right course of action to address the current and future challenges in maintaining and developing Scotland's canals infrastructure.

Workplace Parking Levy

290. The Committee is aware that the Scottish Government has announced that it is to support an agreed Scottish Green Party amendment at Stage 2 of the Bill on the granting of powers to local authorities to introduce a workplace parking levy. It is understood that Scottish Government support for this amendment is contingent on the exclusion of NHS premises.

291. The Committee is concerned that this amendment, which will seek to make a significant addition to the Bill, is to be brought forward at Stage 2. It therefore considers it to be essential that it has the opportunity to scrutinise the terms of any such amendment. The Committee therefore requires a timetable for Stage 2 consideration which will allow it to take oral evidence on the proposed amendment from key stakeholders, before making a formal decision on the amendment.

The Scottish Government is thankful to the Committee for the accommodating nature in which it is approaching this issue. The Scottish Government recognises that the Committee will wish to take evidence from stakeholders before formally considering and voting on a workplace parking levy amendment, and will work with the Committee to agree a Stage 2 timetable on that basis

BUS PASSENGER SURVEY 2018

1. Reason for Report

To provide the Board with a summary of the results of the Bus Passenger Survey 2018 for the South West of Scotland.

2. Background

2.1 SWestrans, is a “Model 3” Regional Transport Partnership (RTP), and has a statutory duty to:

- Determine policies on the provision of local bus services.
- Provide socially necessary local bus services where these are not provided.

2.2 Transport Focus is an independent transport user watchdog, with a mission to get the best deal for passengers and road users. They place a strong emphasis on evidence-based campaigning and research.

2.3 Every two years Transport Focus carry out a Bus Passenger Survey (BPS) to compare and benchmark what passengers in England and parts of Scotland think about their bus service. A summary of the 2018 BPS is available online at:

<https://www.transportfocus.org.uk/research-publications/publications/bus-passenger-survey-autumn-2018-report/>

3. Key Points

Bus Passenger Survey

3.1 Transport Focus is jointly commissioned by six of the seven RTPs in Scotland (along with Transport Scotland and a number of bus operators) to undertake surveys of bus passengers’ journey experiences in each RTP area.

3.2 The BPS is designed to provide results that are representative of bus passenger journeys made within each area, either at the level of a transport authority, or a designated operator area. This has allowed for results specific to the geographical area in SWestrans remit – Dumfries and Galloway.

3.3 The BPS was carried out between 10 September 2018 and 12 December 2018. The number of responses received for South West of Scotland region was 665.

3.4 Transport Focus presented their findings to SWestrans officers on 4 April 2019. The presentation of findings is included as the **Appendix** to this report.

3.5 The survey measured passengers’ satisfaction with their local bus service for a wide range of aspects including the bus stop, waiting for the bus, on the bus, the outside of the bus and the bus driver as well as their overall satisfaction with that bus journey and their rating of value for money. An overview of the methodology used can be found on page 42 of the **Appendix**.

Survey Results

3.6 Though the findings within the BPS do not give an absolute and complete picture of the bus passenger experience in the South West of Scotland, the results do give an indication of who uses local bus services in the region, why they use bus services and what their experiences of being a bus passenger in the region are.

3.7 The survey results, on the whole, are very positive for the region. They are a testament to the value of the ongoing financial support SWestrans provides and the professionalism and hard work of the bus operators in the region. Key performance measures for South West Scotland Transport Region are:

- Overall journey: 94% very or fairly satisfied
- Punctuality: 84% very or fairly satisfied.
- Journey time: 92% very or fairly satisfied.
- Value for money: 66% very or fairly satisfied.
- Bus driver greeting/welcome: 91% very or fairly satisfied.
- Interior cleanliness and condition: 86% very or fairly satisfied.
- Availability of seating or space to stand: 92% very or fairly satisfied.

3.8 The survey highlights a number of areas of concern which will need to be further investigated. These are:

3.8.1 Value for money: There has been an overall 9% decrease in those who are very or fairly satisfied with the value for money of bus services in the region (66% in 2018 and 75% in 2016). This satisfaction rate is 5% lower than the national average (the average satisfaction rate has risen in the last two years whilst we have decreased). The findings seem to suggest that this change is attributed to a greater dissatisfaction in the cost for distance travelled.

3.8.2 Education: 10% drop from 2016 of fare-payers travelling to/from education. This may be because more students have taken up the opportunity of free bus passes or that bus is not being used as much for this trip purpose as 2016.

3.8.3 Connectivity: 12% decrease in bus services being used to connect with other transport. It is unknown if this is due to buses going to the desired start and end destinations or poor transport connections resulting in passengers limiting their travel to eliminate the need for connections. Connections with other forms of transport and the frequency of services is much lower than the national average.

3.8.4 Publicity: The decision in 2016 to withdraw real-time information has resulted in a 22% decrease in next bus display. This is 20% lower than the Scottish average. Oddly, it would suggest that 6% (n.40) of those who answered the question on bus stop facilities have stated that there was a next bus display when there is no real-time information at bus stops within the region (likely to be a misunderstanding of the question).

The decision to decrease the budget for printed timetables, along with the increase in using mobile technology to access service information, has resulted in a 21% swing from passengers checking bus times by paper timetables to checking online timetables. Dumfries and Galloway Council's bus timetable webpage is the most visited page on their website.

3.8.5 Condition of bus shelters: There has been a 7% decrease from 2016 in the satisfaction of the condition/standard of bus shelters in the region. Cleaning and maintenance issues are currently the responsibility of Dumfries and Galloway Council and have been affected by budget and resource constraints.

3.9 Evidence gathered from the survey results will inform future planning of bus services. SWestrans will 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, 56% cited their reason for using the bus as 'no option to travel by other means'. This is 12% higher than the Scottish average (44%).**

3.10 Bus design/comfort/condition, frequency/routes, on-board amenities such as Wi-Fi, and punctuality were the most common areas that passengers stated could be improved. Information on what factors fare-paying passengers consider to make a 'satisfactory' journey, and what makes a 'great' journey can be found on page 37 of the **Appendix**. The important role that a bus driver plays in journey satisfaction is evident by this.

3.11 Satisfaction with bus driver's appearance, greeting/welcome, helpfulness/attitude, and time given to passengers to get a seat all scored extremely highly and favourably compared to the Scottish averages. These results are a testament of the professionalism of the drivers within the region and their employers.

3.12 There are a number of findings which would suggest that recent societal changes have impacted how and why passengers are using bus services. For example, in the last two years there has been a 15% decrease in those with free passes travelling for shopping purposes (11% decrease across all users). This may be attributed to the rise of online shopping.

4. Implications	
Financial	There are no direct financial implications from this report.
Policy	SWestrans has a statutory duty to determine the policy and provision of socially necessary bus services within the budget it has available. Bus service provision is a key priority within the RTS. Evidence gathered from the survey results will inform future planning of bus services.

Equalities	<p>Evidence shows that those with protected characteristics are more likely to rely on bus services.</p> <p>Research indicates that members of society who are on lower incomes rely heavily on public transport for access to all essential services; the findings on cost/value for money will need further consideration.</p> <p>Our services are used by a spread of age groups, but with a high proportion of older people. The different needs of these user types and how they consume information will need to be considered when addressing improved publicity.</p>
Climate Change	<p>Bus service provision can have a positive impact on climate change objectives by reducing emissions associated with car usage.</p>
Risk Management	<p>These results on local bus provision relate to the known risks: R02 – Public Image R05 – RTS Delivery</p>

5. Recommendation

Members of the Board are asked to note the Transport Focus Bus Passenger Survey Autumn 2018 results for the South West of Scotland, a presentation of which is included as the **Appendix** to the report.

<p>Report Author: Josef Coombey Tel: 01387 260372</p> <p>Date of Report: 24 April 2019 File Ref: SW2/Meetings/2019</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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Appendix – Transport Focus – Bus Passenger Survey – autumn 2018, South West Scotland (SWestrans area) results.



Bus Passenger Survey – autumn 2018

South West Scotland (South West (Swestrans)) area

4 April 2019

Introduction



- 1) This is a survey of bus passengers' journey experiences.
- 2) It was carried out between 10 September and 12 December 2018.
- 3) The number of responses received for South West Scotland (Swestrans) was 665.

Results are representative at 'local transport authority' or 'operator defined territory' level.

Authority-type level (e.g. unitary) results are the aggregate of local transport authorities which are of that authority type or operator designated areas whose routes run mainly in that authority type. In calculating the aggregate result, each constituent authority or operator territory counts in proportion to its annual number of passenger journeys.

Further detail is provided in the final two slides of this presentation.

Areas covered by the survey - Scotland



Scottish transport partnership regions

HITRANS (Highlands & Islands - mainland only)
Nestrans (Aberdeen City and Aberdeenshire)
SEStran (South East Scotland)
SPT (Strathclyde Partnership for Transport)
Swestrans (Dumfries & Galloway)
Tactran (Tayside & Central Scotland)

Scottish operator defined territories

First Glasgow
First Scotland East
Lothian Buses

Areas covered by the survey - England



English former metropolitan county authorities

(Passenger Transport Executives - PTEs)

Mersey and Halton (Merseytravel)
South Yorkshire (SYPTe)
Greater Manchester (TfGM)
Tyne and Wear (Nexus)
West Midlands (TfWM)
West Yorkshire Combined Authority (WY Metro)

English unitary authorities

Bournemouth & Poole
Cheshire West & Chester
Cornwall
County Durham
Leicester
Milton Keynes
Northumberland
Swindon
Tees Valley Combined Authority
West of England Combined Authority and North Somerset
York

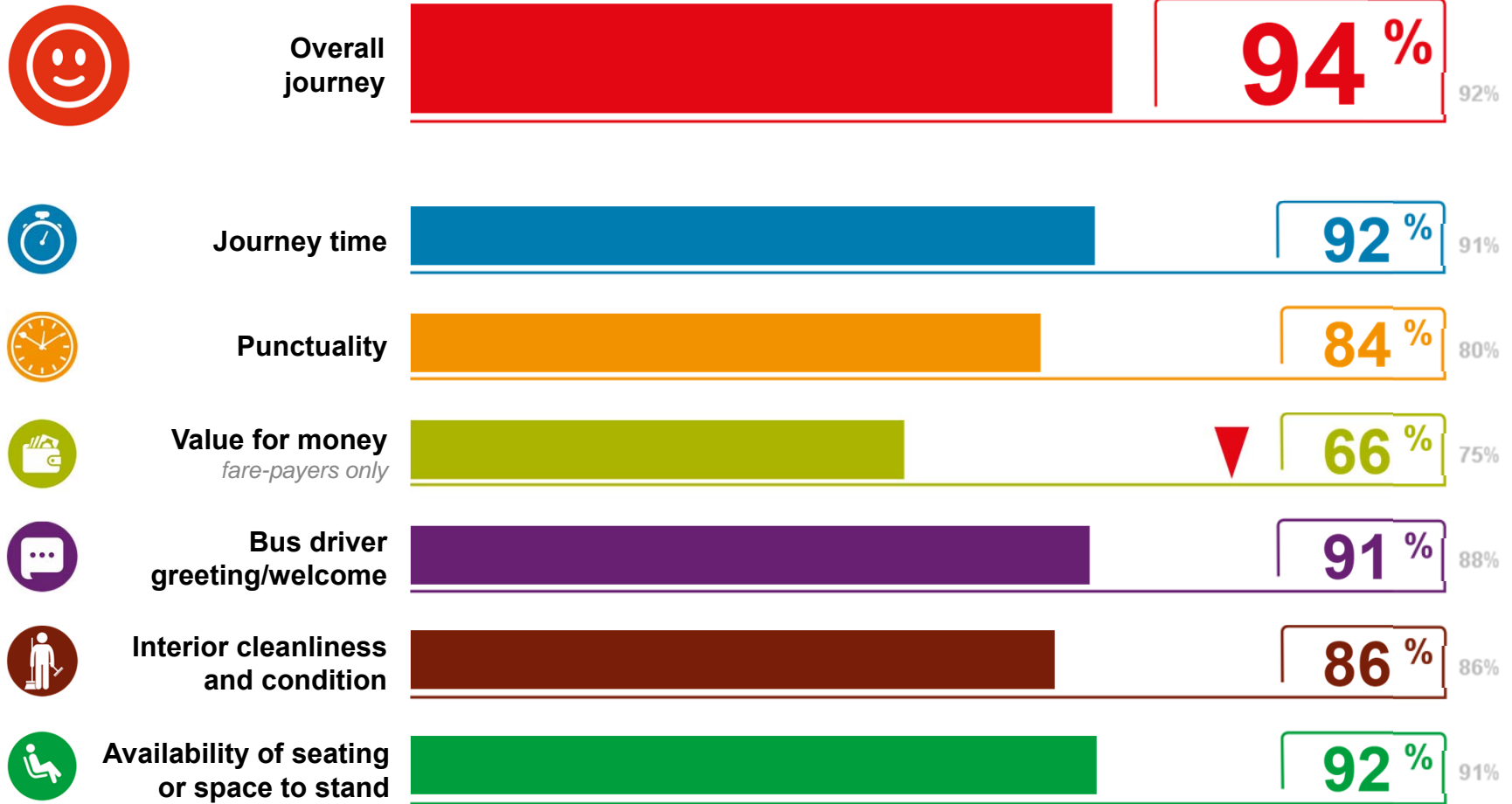
English two-tier authorities

Derbyshire
East Sussex
Essex
Kent
Lincolnshire
Nottinghamshire
Oxfordshire
Staffordshire
Worcestershire

English operator defined territories

Blackpool Transport Services
First South Coast
Go-Ahead Bluestar
Go-Ahead Brighton and Hove Buses
Go-Ahead Carousel Buses
Go-Ahead EYMS Hull City routes
Go-Ahead Konectbus
Go-Ahead Metrobus (outside London)
Go-Ahead Oxford Park and Ride
Go-Ahead Plymouth Citybus
Go-Ahead Salisbury Reds
Go-Ahead Southern Vectis
Nottingham City Transport City routes
Reading Buses
Stagecoach Cumbria & North Lancashire
Stagecoach East - Excluding Cambridge Busway
Stagecoach East - Cambridge Busway
Stagecoach Gloucestershire routes
Stagecoach Midlands Northamptonshire and Warwickshire routes
Stagecoach South
Stagecoach South West
Stagecoach West of England routes
Transdev Blazefield The Blackburn Bus Company
Warrington's Own Buses

Headline results for South West (Swestrans) in 2018



Figures shown are total very or fairly satisfied.
2016 figure shown in grey, where available.

Heading out: journey purpose and reason for choosing bus



Journey purpose

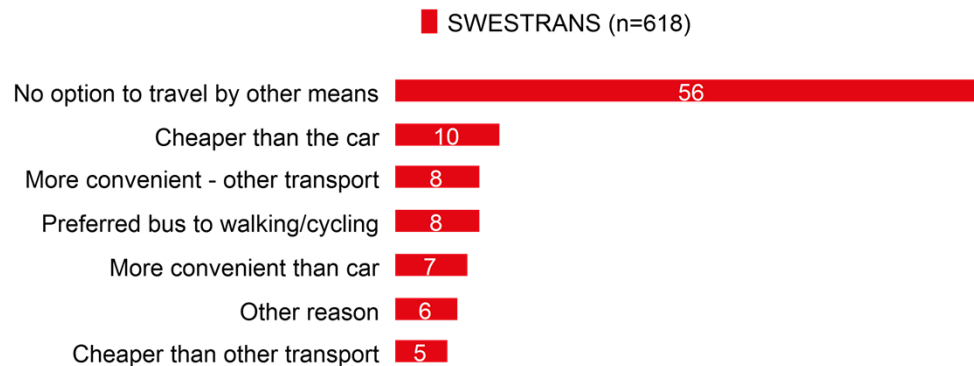


Filter: Year = 2018

South West (Swestrans) Trend figures and Scotland overall figs

	2018		2016	2018
Travelling to/from work	26%	▲	19%	36%
Shopping trip	23%	▼	34%	20%
Visiting friends or relatives	19%	▲	14%	12%
Leisure trip	11%		14%	11%
Other	9%		11%	7%
Travelling to/from appointment^	6%		0%	6%
Travelling to/from education	6%		8%	9%

Reason for choosing to take the bus



Filter: Year = 2018

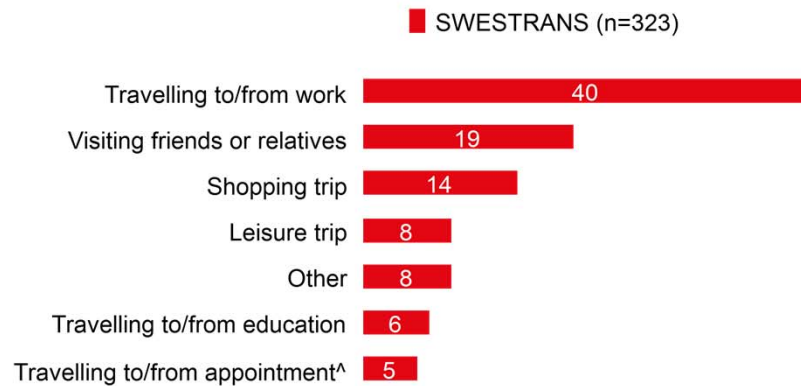
	2018		2016	2018
No option to travel by other means	56%		60%	44%
Cheaper than the car	10%		8%	7%
More convenient - other transport	8%		9%	17%
Preferred bus to walking/cycling	8%	▲	4%	8%
More convenient than car	7%		9%	13%
Other reason	6%		5%	5%
Cheaper than other transport	5%		6%	6%

Q. What is the main purpose of your bus journey today? Items marked ^ were new in 2018
 Q. What was the main reason you chose to take the bus for your journey today?

Heading out: journey purpose - fare-payers vs. free pass



Journey purpose - fare-payers



Filter: Year = 2018 - Multi = Fare-payer

Journey purpose - free pass holders



Filter: Year = 2018 - Multi = Free pass

South West (Swestrans) Trend figures and Scotland overall figs

	2018	2016	2018
Travelling to/from work	40%	39%	48%
Visiting friends or relatives	19%	16%	10%
Shopping trip	14%	11%	10%
Leisure trip	8%	9%	9%
Other	8%	9%	6%
Travelling to/from education	6%	16%	12%
Travelling to/from appointment^	5%	0%	4%

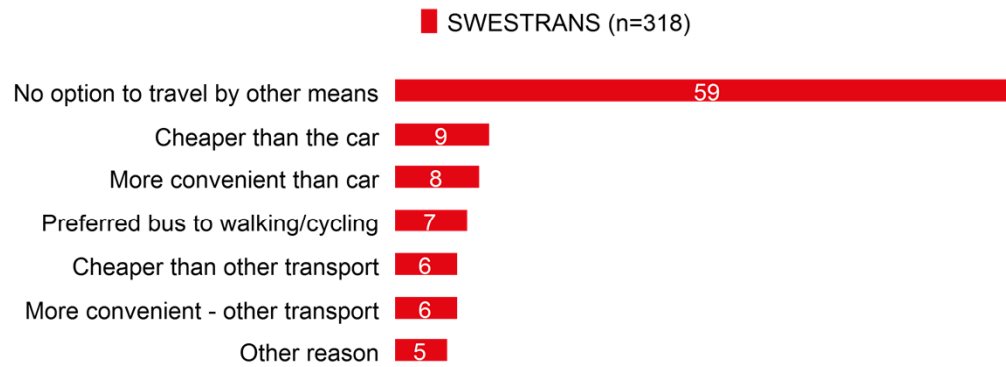
	2018	2016	2018
Shopping trip	35%	50%	37%
Visiting friends or relatives	20%	12%	16%
Leisure trip	15%	17%	13%
Other	10%	11%	8%
Travelling to/from work	9%	7%	13%
Travelling to/from appointment^	8%	0%	10%
Travelling to/from education	3%	2%	2%

Q. What is the main purpose of your bus journey today? Items marked ^ were new in 2018

Heading out: reason for choosing bus - fare-payers vs. free pass



Reason for choosing to take the bus - fare-payers

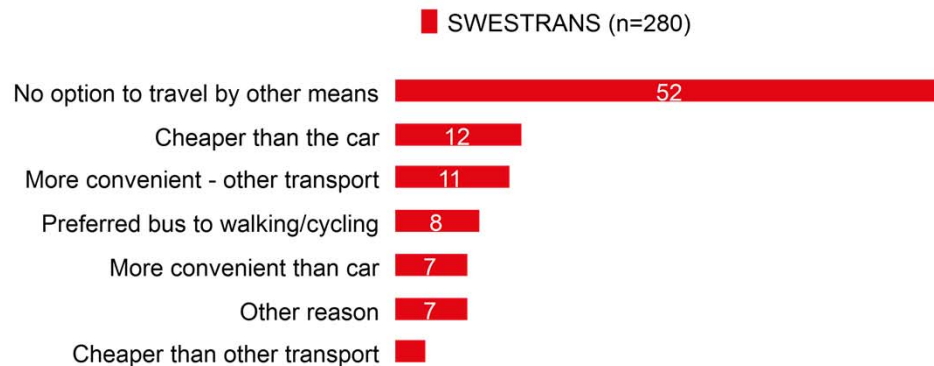


Filter: Year = 2018 - Multi = Fare-payer

South West (Swestrans) Trend figures and Scotland overall figs

	2018	2016	2018
No option to travel by other means	59%	65%	45%
Cheaper than the car	9%	9%	7%
More convenient than car	8%	4%	12%
Preferred bus to walking/cycling	7%	4%	9%
Cheaper than other transport	6%	4%	7%
More convenient - other transport	6%	10%	15%
Other reason	5%	3%	5%

Reason for choosing to take the bus - free pass holders



Filter: Year = 2018 - Multi = Free pass

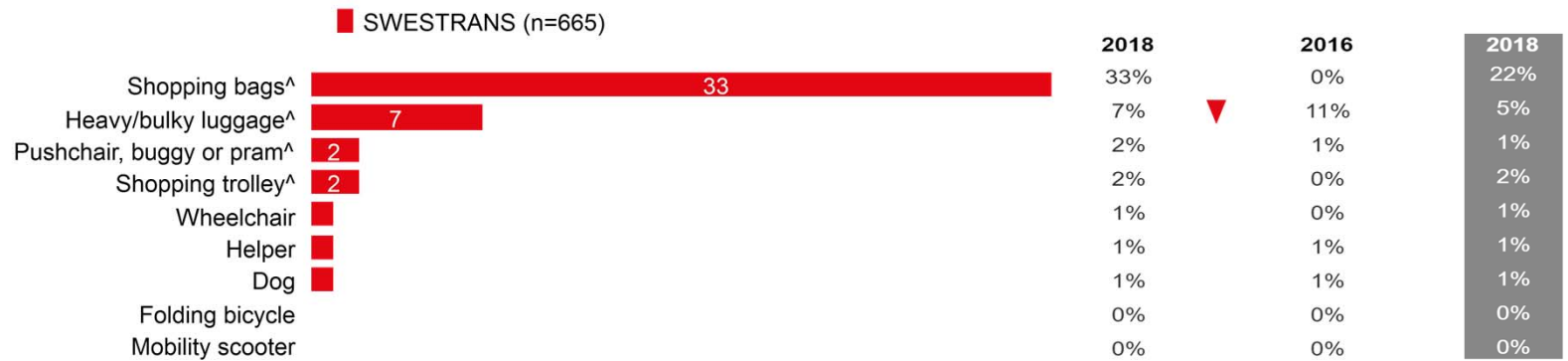
	2018	2016	2018
No option to travel by other means	52%	56%	43%
Cheaper than the car	12%	8%	7%
More convenient - other transport	11%	8%	18%
Preferred bus to walking/cycling	8%	4%	7%
More convenient than car	7%	12%	14%
Other reason	7%	6%	5%
Cheaper than other transport	3%	6%	5%

Q. What was the main reason you chose to take the bus for your journey today?

Heading out: further context to the journey



Travelled with...



Filter: Year = 2018

Weather



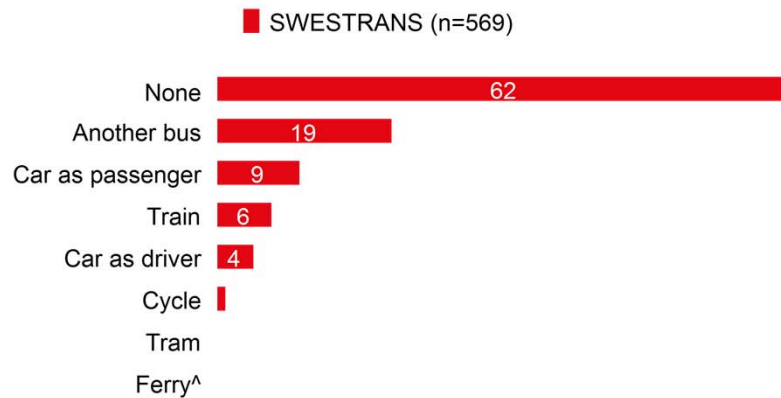
Filter: Year = 2018

Q. Were you travelling with...? Items marked ^ were new or amended in 2017 Q. What was the weather like when you made your journey, was it...?

Heading out: connections with other transport



Used other transport as part of journey



Filter: Year = 2018

South West (Swestrans) Trend figures and Scotland overall figs

	2018		2016	2018
None	62%	▼	74%	66%
Another bus	19%	▲	13%	19%
Car as passenger	9%		7%	5%
Train	6%		4%	6%
Car as driver	4%		3%	4%
Cycle	1%		1%	1%
Tram	0%		0%	1%
Ferry^	0%		0%	0%

Items marked ^ were new or amended in 2018 Q. Did you use any other form of transport as part of your journey?

Heading out: whether passengers checked bus arrival times



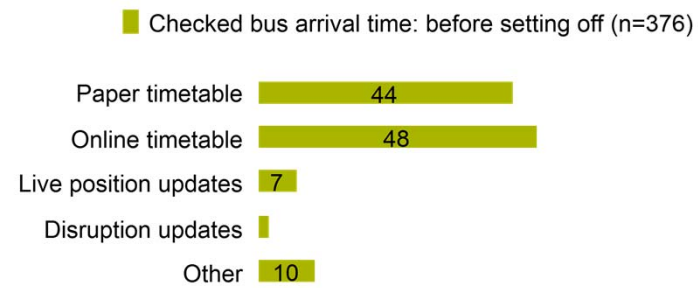
Passengers checking bus arrival times (%)

2018 results



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

What checked: % of all those checking beforehand

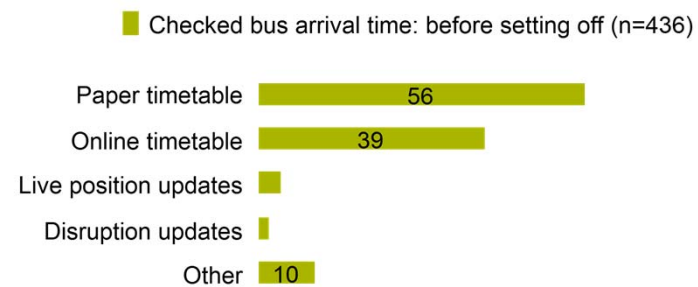


Filter: Hierarchical Filter = SWESTRANS - Year = 2018

2016 results for reference



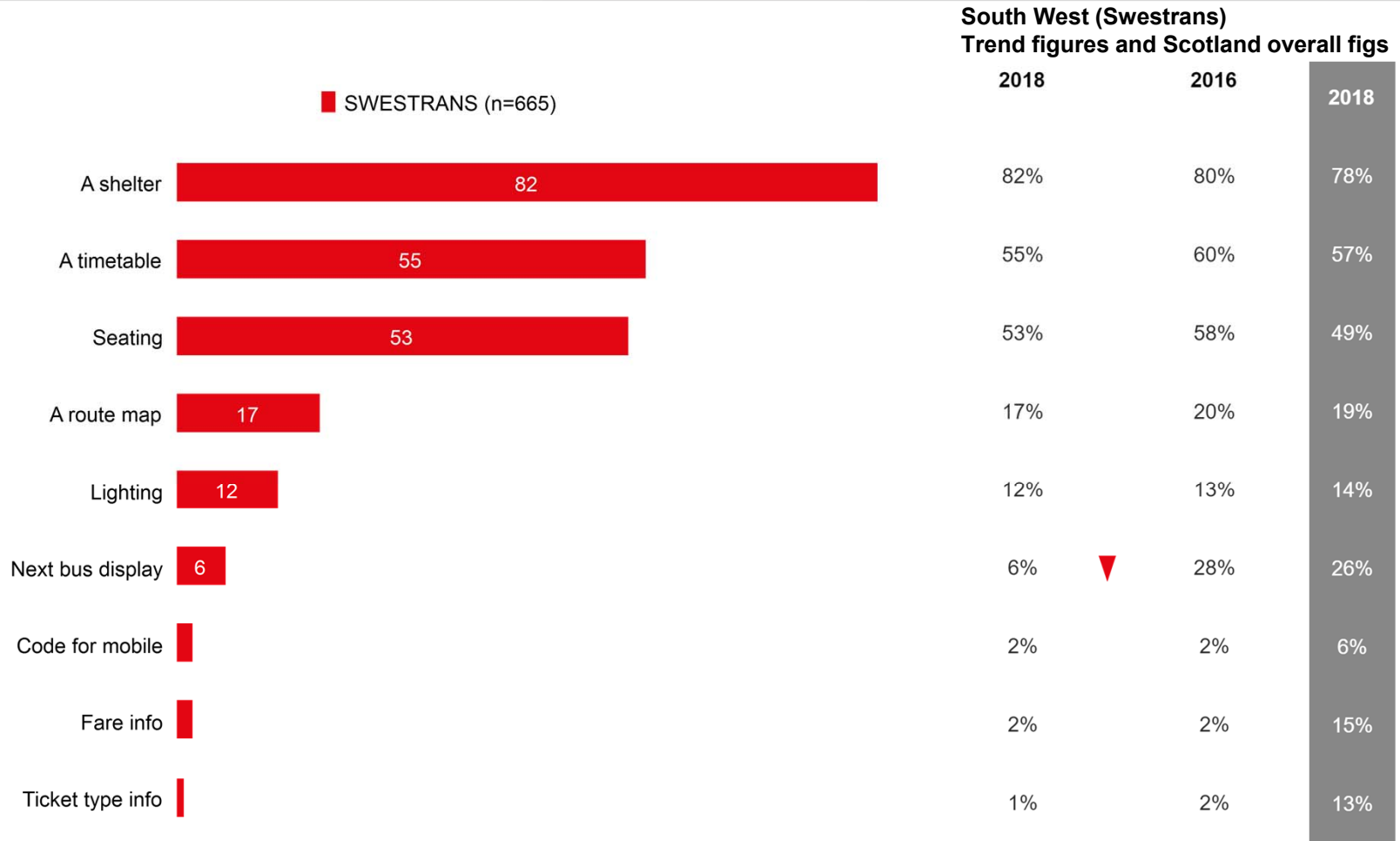
Filter: Hierarchical Filter = SWESTRANS - Year = 2016



Filter: Hierarchical Filter = SWESTRANS - Year = 2016

Q. Did you check any of the following to find out when the bus was meant to arrive?

At the stop: presence of bus stop facilities



Filter: Year = 2018

Q. Which of the following were provided at the stop where you caught the bus?

At the stop: satisfaction with the bus stop



South West (Swestrans)

Total very and fairly satisfied

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied

	2018	2016
Distance from jny start (n=583)	88%	90%
Convenience/accessibility (n=530)	90%	92%
Condition/std of maint. (n=527)	69% ▼	76%
Freedom: graffiti/vandalism (n=526)	69%	74%
Freedom: litter (n=535)	72%	76%
Information provided (n=523)	73%	75%
Personal safety (n=531)	85%	86%
Bus stop: Overall sat (n=574)	78%	82%

Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Scotland overall figs

	2018	2016
Distance from jny start - Scottish RTPs	88%	87%
Convenience/accessibility - Scottish RTPs	91%	89%
Condition/std of maint. - Scottish RTPs	78%	77%
Freedom: graffiti/vandalism - Scottish RTPs	78%	78%
Freedom: litter - Scottish RTPs	77%	76%
Information provided - Scottish RTPs	77%	75%
Personal safety - Scottish RTPs	84%	82%
Bus stop: Overall sat - Scottish RTPs	84% ▲	81%

Q. Thinking about the bus stop itself, how satisfied were you with the following?

- A) Its distance from your journey start e.g. home/shops; B) The convenience/accessibility of its location within that road/street;
- C) Its general condition/standard of maintenance; D) Its freedom from graffiti/vandalism; E) Its freedom from litter; F) The information provided at the bus stop;
- G) Your personal safety whilst at the bus stop; H) Overall, how satisfied were you with the bus stop?

Waiting: whether passengers checked bus arrival times



Passengers checking bus arrival times (%)

2018 results



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

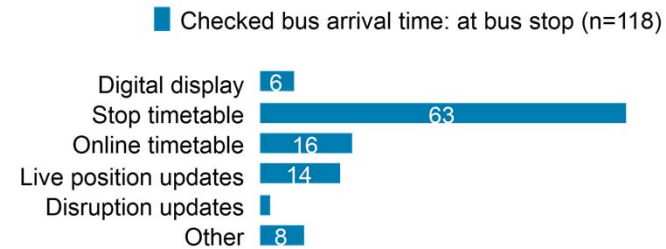
2016 results for reference



Filter: Hierarchical Filter = SWESTRANS - Year = 2016

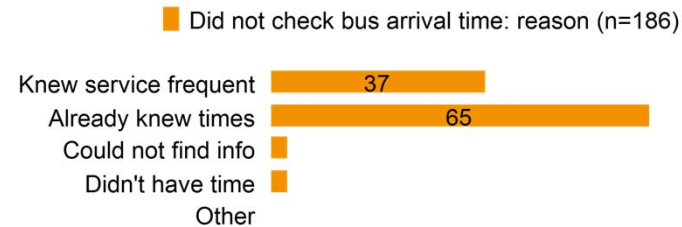
Q. Did you check any of the following to find out when the bus was meant to arrive?

What checked: % of all those checking at stop

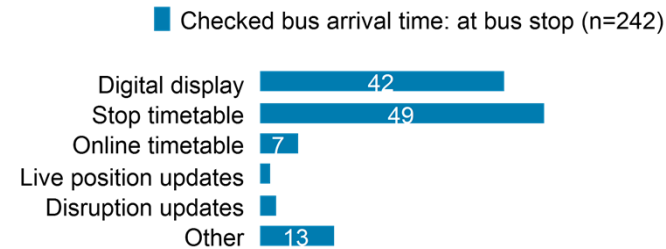


Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Why not checked: % of all those not checking



Filter: Hierarchical Filter = SWESTRANS - Year = 2018



Filter: Hierarchical Filter = SWESTRANS - Year = 2016

Waiting: waiting time and punctuality



Satisfaction with waiting time and punctuality

Total very and fairly satisfied

South West (Swestrans)

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Scotland overall figs



Q. How satisfied were you with the following at the bus stop: A) The length of time you had to wait for the bus; B) The punctuality of the bus (arriving on time).

How actual wait time compared with expectation

■ Much less
 ■ A little less
 ■ About expected
 ■ A little longer
 ■ Much longer



Filter: Hierarchical Filter = SWESTRANS

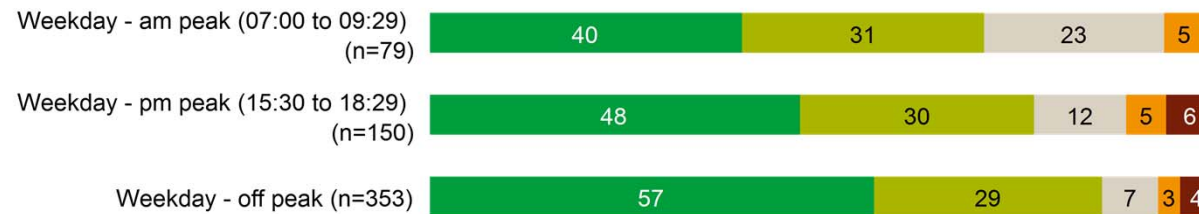
Q. Thinking about the time you waited for the bus was it: much longer than you expected; a little longer than you expected; about the time you expected; a little less time than you expected; a lot longer than you expected.

Waiting: waiting time and punctuality by travel time



Satisfaction with waiting time

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



Weekend (n=36) **

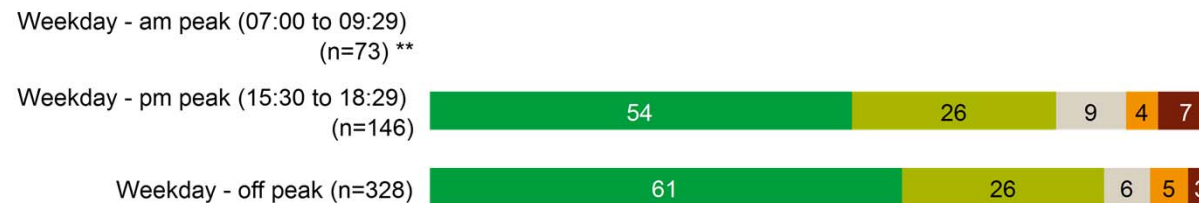
Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

Total very and fairly satisfied

	2018	2016
Weekday - am peak (07:00 to 09:29) (n=79)	71%	-
Weekday - pm peak (15:30 to 18:29) (n=150)	78%	71%
Weekday - off peak (n=353)	86%	84%
Weekend (n=36) **	-	-

Satisfaction with punctuality



Weekend (n=30) **

Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

Q. How satisfied were you with the following at the bus stop: A) The length of time you had to wait for the bus; B) The punctuality of the bus.

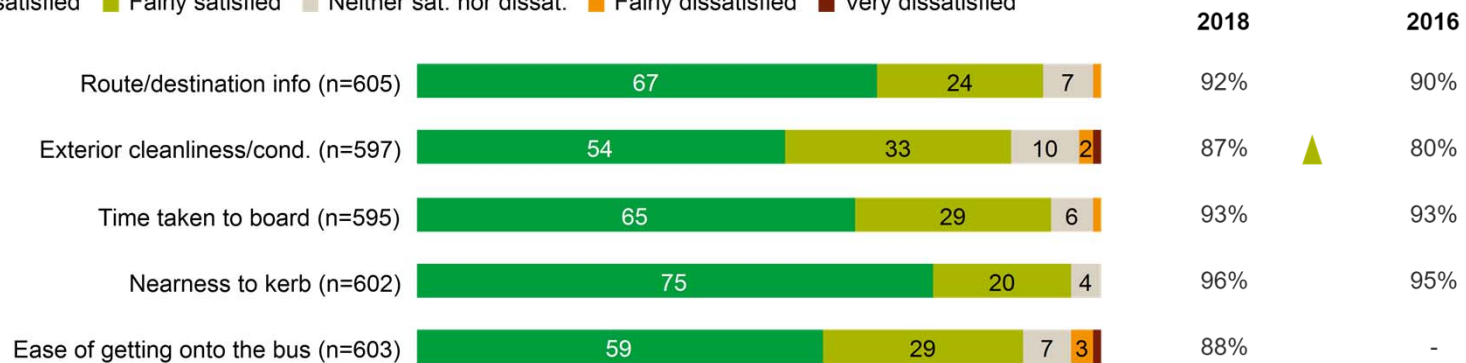
Boarding: bus satisfaction



South West (Swestrans)

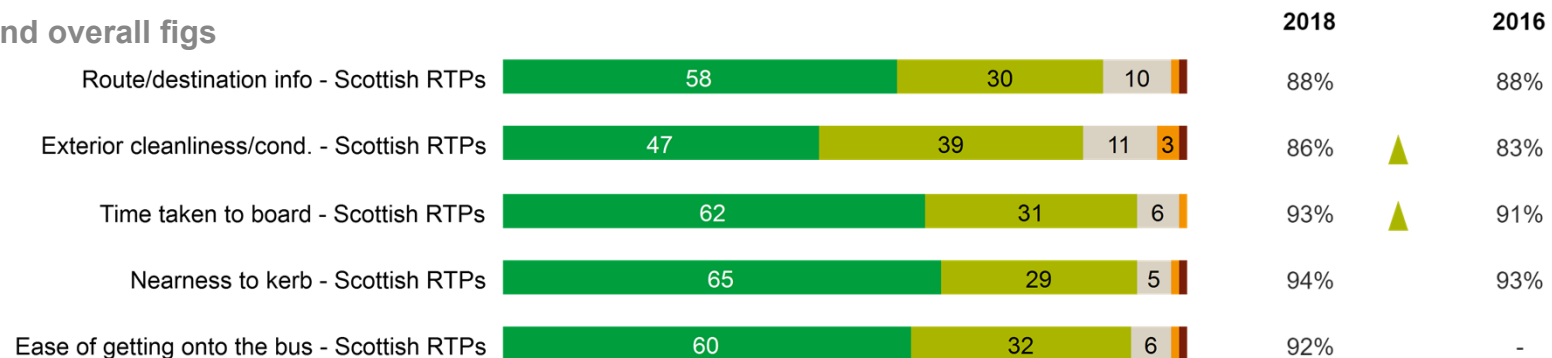
Total very and fairly satisfied

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Scotland overall figs

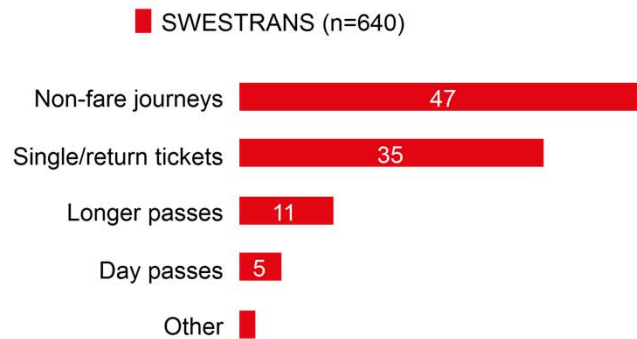


Q. Thinking about when the bus arrived, please indicate how satisfied you were with the following?
 A. Route/destination information on the outside of the bus; B. The cleanliness and condition of the outside of the bus
 C. The ease of getting onto the bus; D. The length of time it took to board the bus
 Q. Thinking about the driver, please indicate how satisfied you were with each of the following?
 A) How near to the kerb/stop the bus stopped

Boarding: ticket type and format



Ticket type

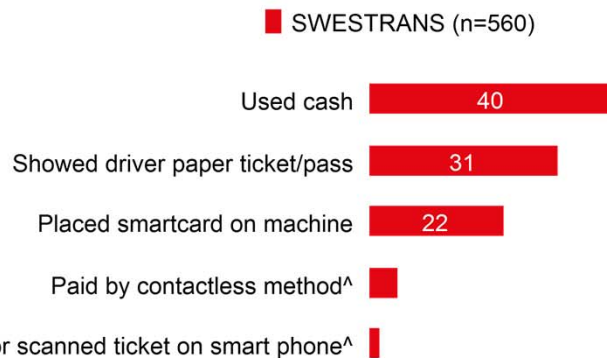


Filter: Year = 2018

South West (Swestrans) Trend figures and Scotland overall figs

	2018		2016	2018
Non-fare journeys	47%	▼	60%	37%
Single/return tickets	35%	▲	26%	24%
Longer passes	11%		9%	24%
Day passes	5%	▲	3%	12%
Other	2%		3%	3%

Ticket format used when boarding the bus



Filter: Year = 2018

	2018		2016	2018
Used cash	40%	▲	34%	34%
Showed driver paper ticket/pass	31%		36%	28%
Placed smartcard on machine	22%	▼	30%	23%
Paid by contactless method^	5%	▲	0%	5%
Showed driver or scanned ticket on smart phone^	2%	▲	0%	9%

Q. What type of ticket did you use for that journey? Items marked ^ were amended in 2017
 Q. On boarding the bus, did you..?

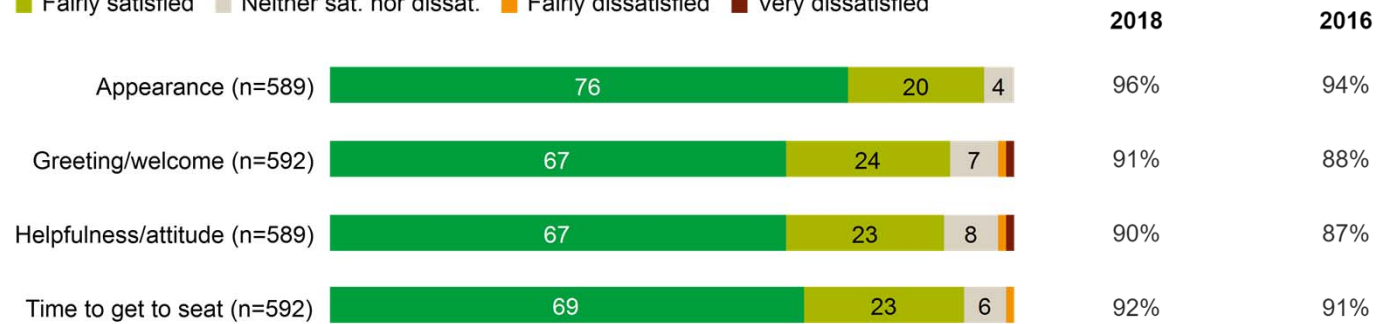
Boarding: bus driver interaction



South West (Swestrans)

Total very and fairly satisfied

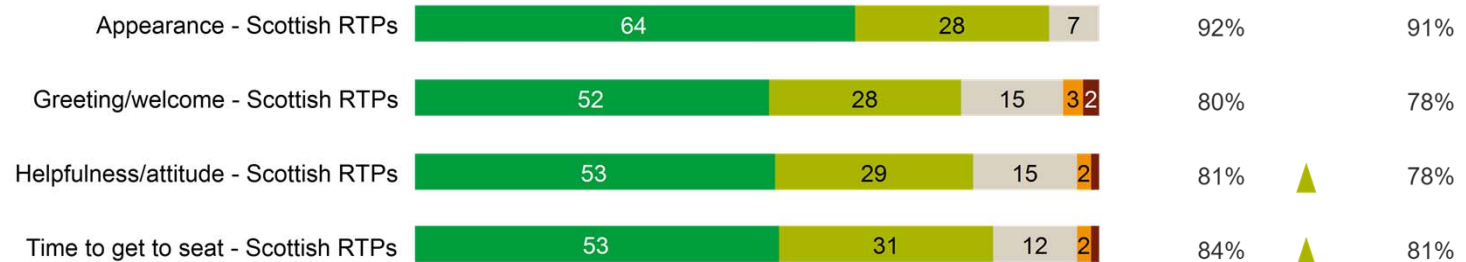
■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Scotland overall figs

2018 2016



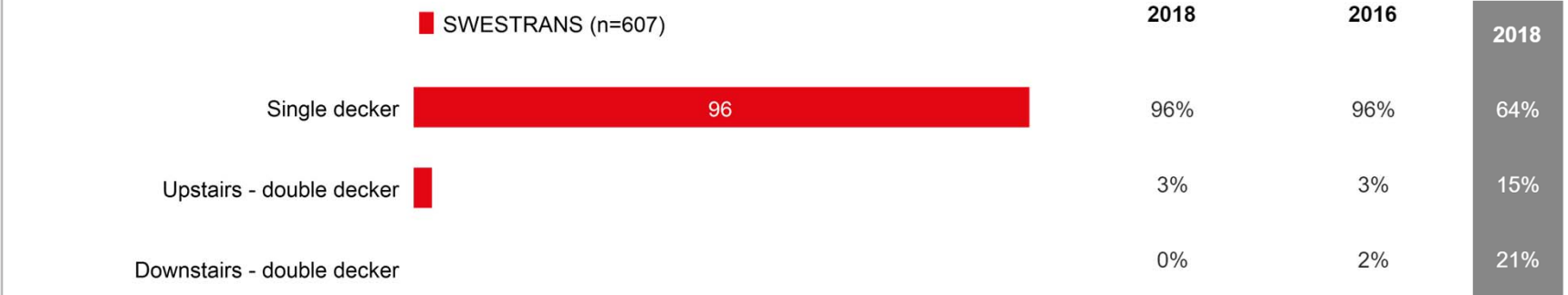
Q. Thinking about the driver, please indicate how satisfied you were with each of the following?

- B) The driver's appearance;
- C) The greeting/welcome you got from the driver;
- D) The helpfulness and attitude of the driver;
- E) The time the driver gave you to get to your seat.

Boarding: bus type and getting a seat

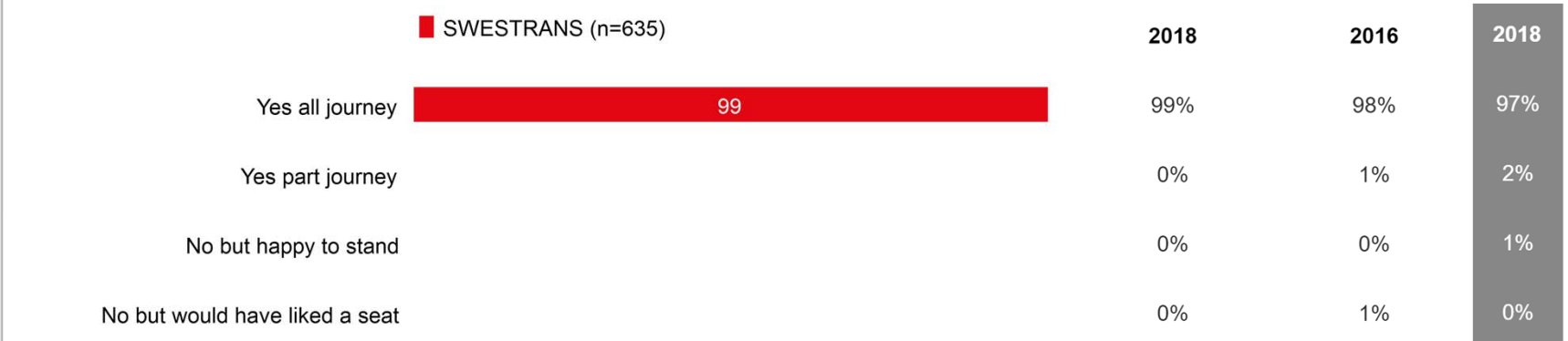


Bus type



Filter: Year = 2018

Getting a seat



Filter: Year = 2018

Q. Please tell us whether your journey was...?
Q. Did you get a seat on the bus?

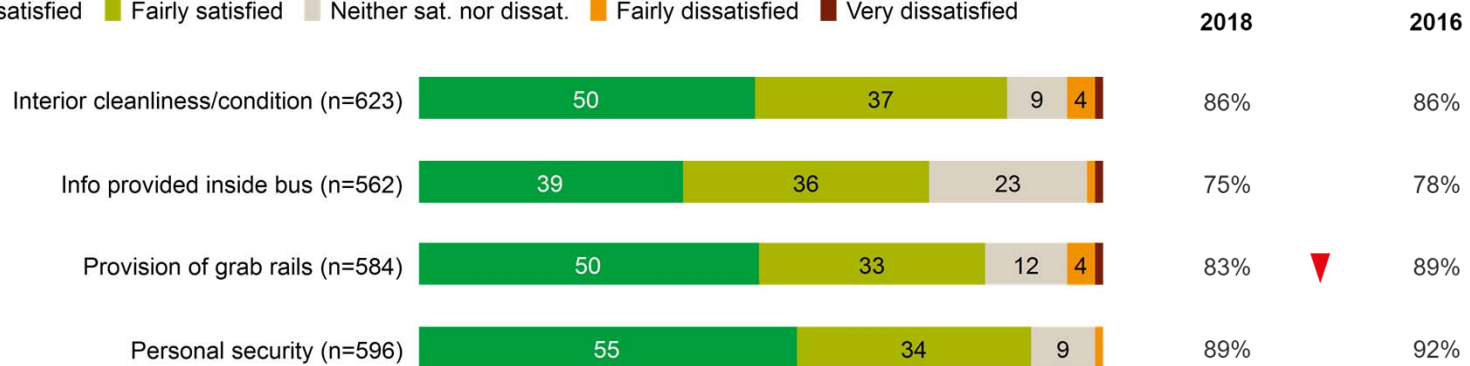
On the bus: features and condition



South West (Swestrans)

Total very and fairly satisfied

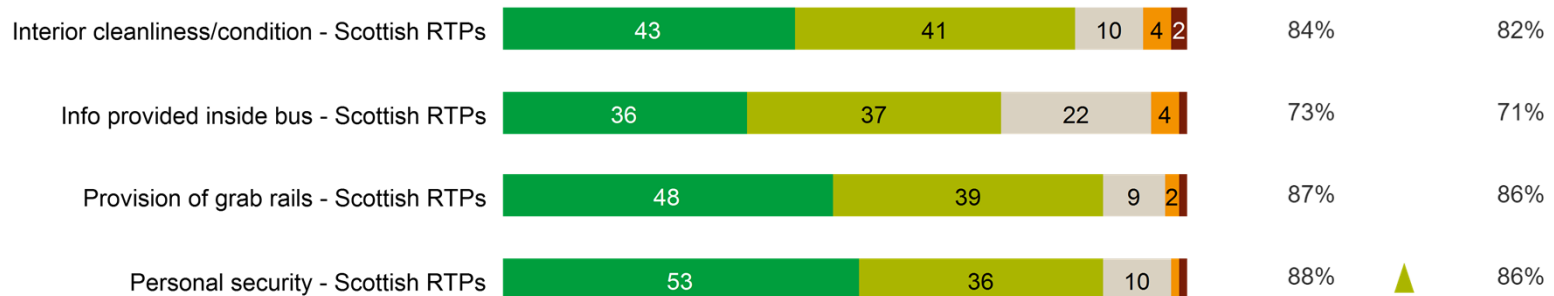
■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Scotland overall figs

2018 2016

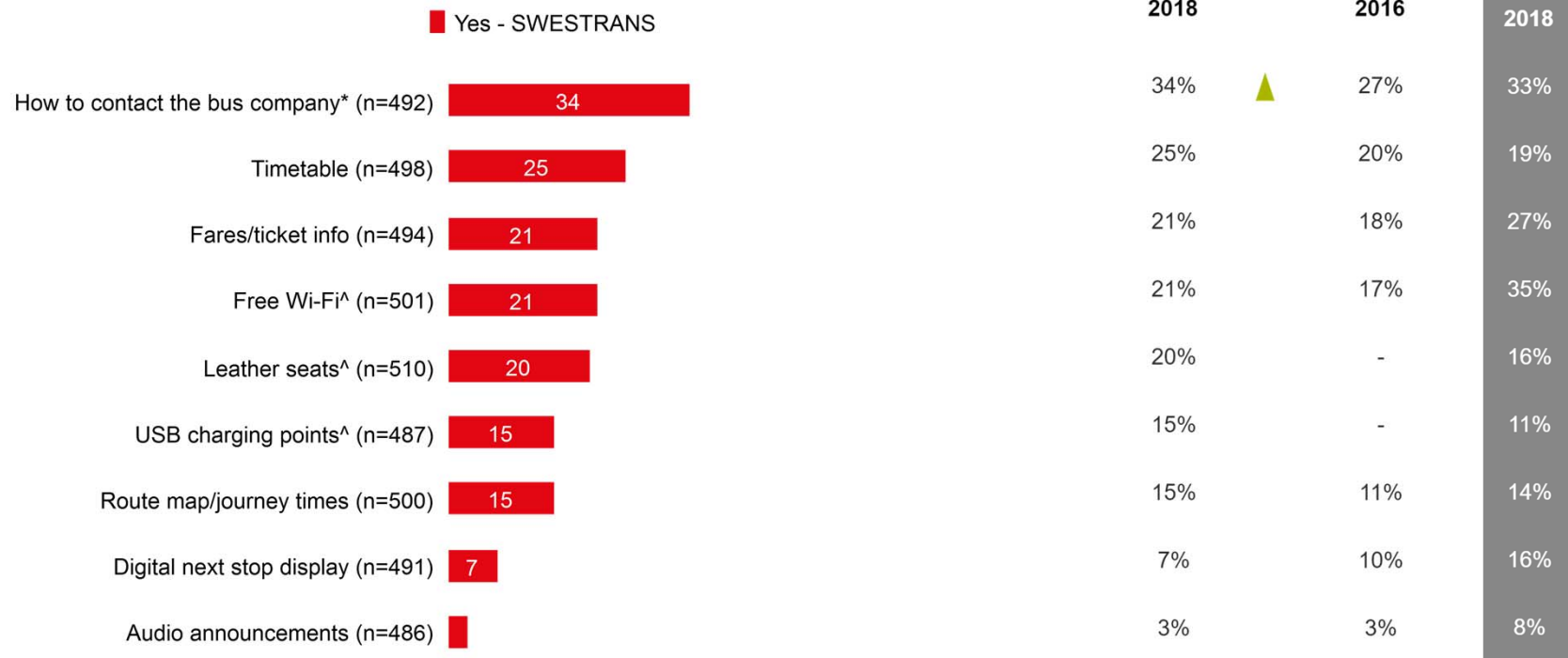


Q. Thinking about whilst you were on the bus, please indicate how satisfied you were with the following?
 A) The cleanliness and condition of the inside of the bus; B) The information provided inside the bus;
 F) Provision of grab rails to stand/move within the bus; H) Your personal security whilst on the bus.

On the bus: availability of info inside the bus



South West (Swestrans) Trend figures and Scotland overall figs



Filter: Year = 2018

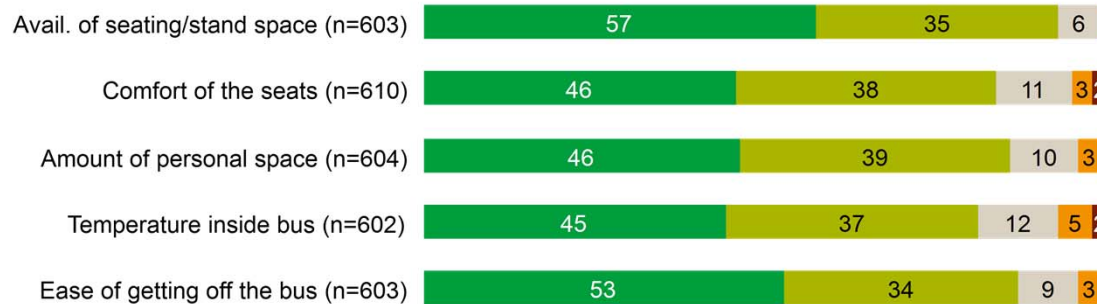
Q. Were any of these items of information present on the bus?
 A) A map of the bus route/journey times; B) Audio announcements e.g. saying the next stop; C) An electronic display e.g. showing the next bus stop; D) Information about tickets/fares; E) A timetable; F) Details of how to contact the bus company, for example, to make a complaint or find out information *(prior to 2016 was only how to make a complaint); G) Free Wi-Fi H) USB charging points; Leather seats ^new items in 2018.

On the bus: comfort and space



South West (Swestrans)

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



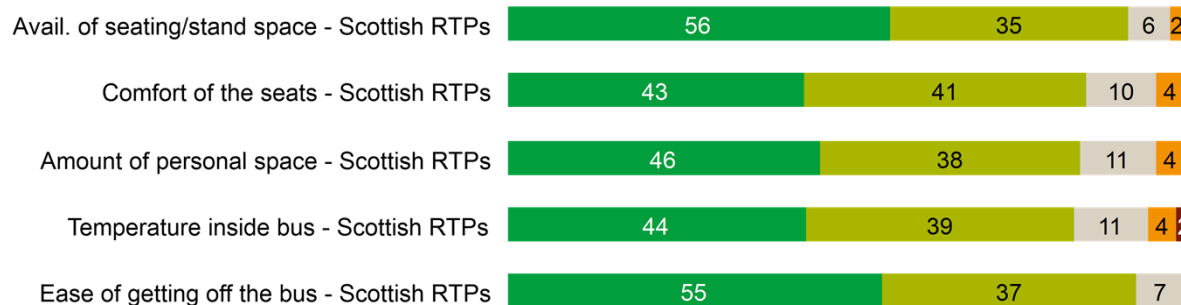
Total very and fairly satisfied

2018 **2016**

Avail. of seating/stand space	92%	91%
Comfort of the seats	84%	83%
Amount of personal space	85%	85%
Temperature inside bus	81%	84%
Ease of getting off the bus	87%	-

Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Scotland overall figs



2018 **2016**

Avail. of seating/stand space - Scottish RTPs	91%	▲	89%
Comfort of the seats - Scottish RTPs	84%	▲	81%
Amount of personal space - Scottish RTPs	84%	▲	80%
Temperature inside bus - Scottish RTPs	84%	▲	79%
Ease of getting off the bus - Scottish RTPs	91%		-

Q. Thinking about whilst you were on the bus, please indicate how satisfied you were with the following?

- C) The availability of seating or space to stand; D) The comfort of the seats; E) The amount of personal space you had around you;
- G) The temperature inside the bus; I) The ease of getting off the bus.

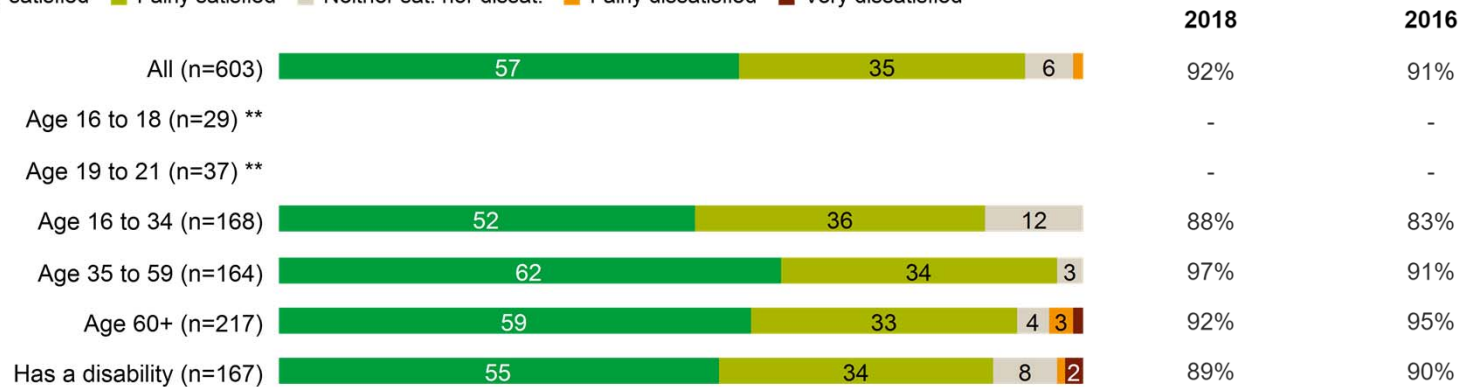
On the bus: availability of seating and space by passenger type



Satisfaction with availability of seating or space to stand

Total very and fairly satisfied

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied

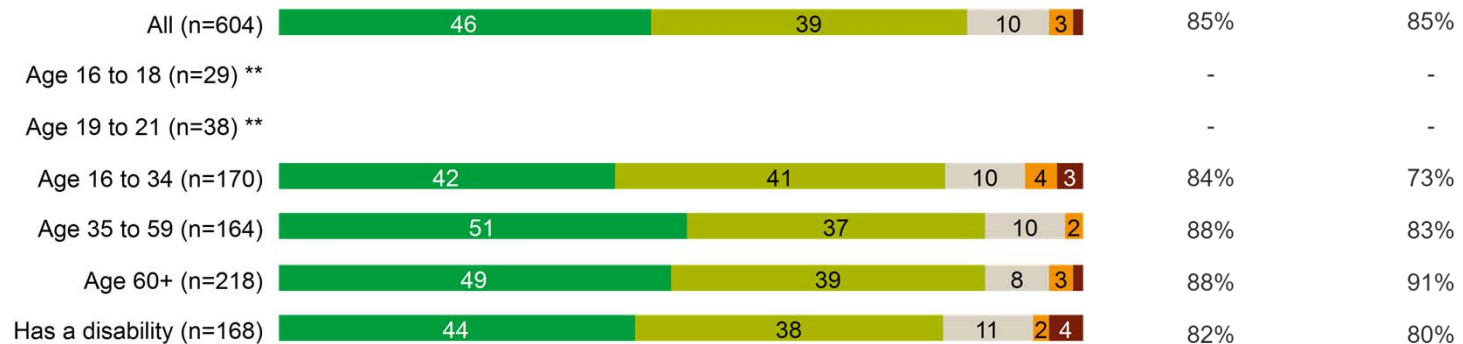


Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

Satisfaction with amount of personal space

2018 2016



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

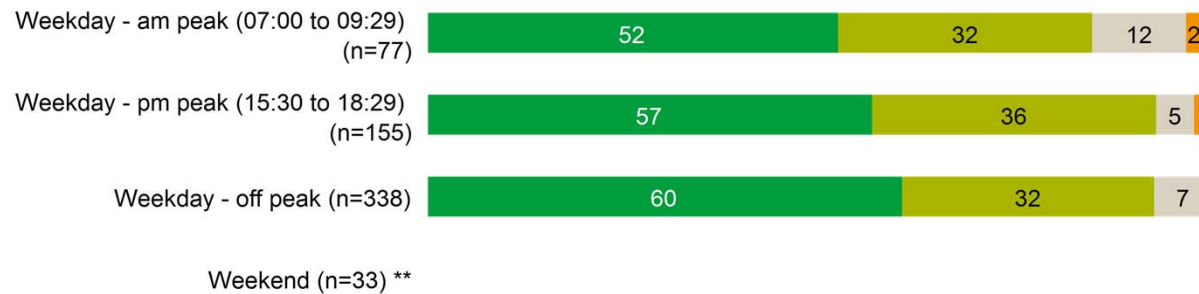
Q. Thinking about whilst you were on the bus, please indicate how satisfied you were with the following?
 C) The availability of seating or space to stand;; E) The amount of personal space you had around you

On the bus: availability of seating and space by travel time



Satisfaction with availability of seating or space to stand

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



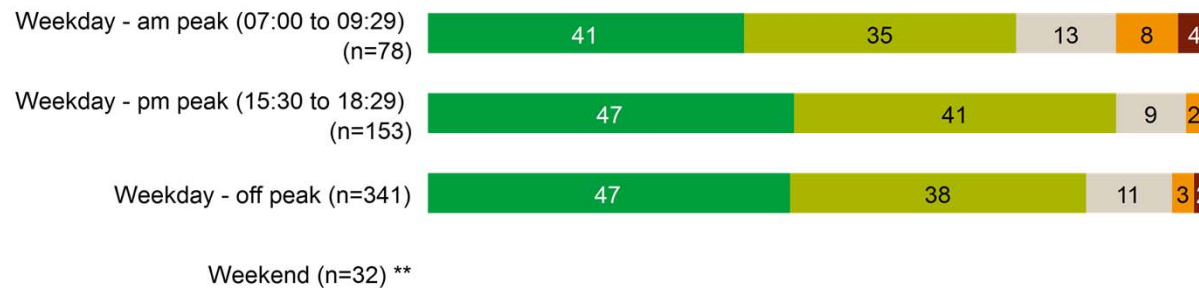
Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

Total very and fairly satisfied

Year	2018	2016
Weekday - am peak	85%	-
Weekday - pm peak	93%	91%
Weekday - off peak	93%	92%
Weekend	-	-

Satisfaction with amount of personal space



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

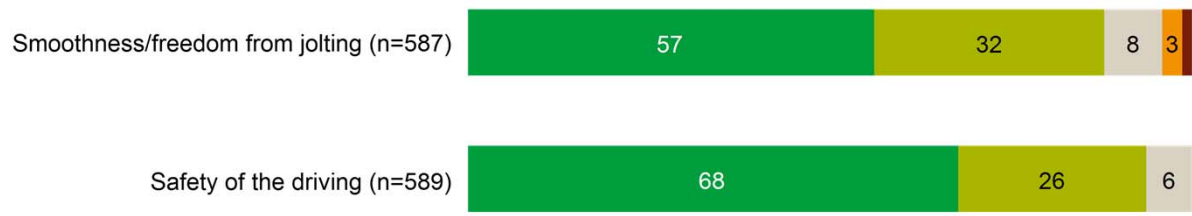
Q. Thinking about whilst you were on the bus, please indicate how satisfied you were with the following?
 C) The availability of seating or space to stand; E) The amount of personal space you had around you.

On the bus: bus driver - the driving



South West (Swestrans)

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Total very and fairly satisfied

2018 2016

89% ▲ 84%

94% 92%

Scotland overall figs



2018 2016

82% ▲ 79%

91% ▲ 89%

Q. Thinking about the driver, please indicate how satisfied you were with each of the following?

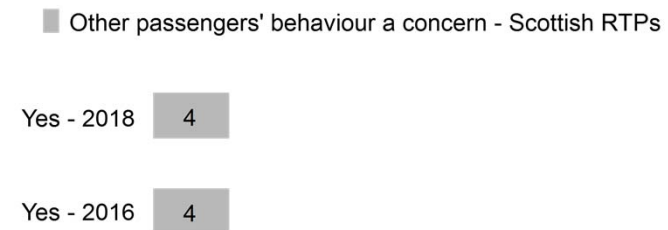
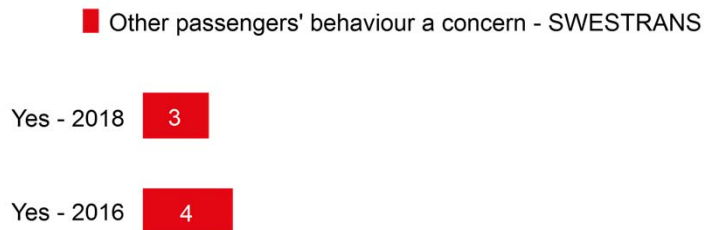
F) Smoothness/freedom from jolting during the journey;

G) The safety of the driving (i.e. appropriateness of speed, driver concentrating).

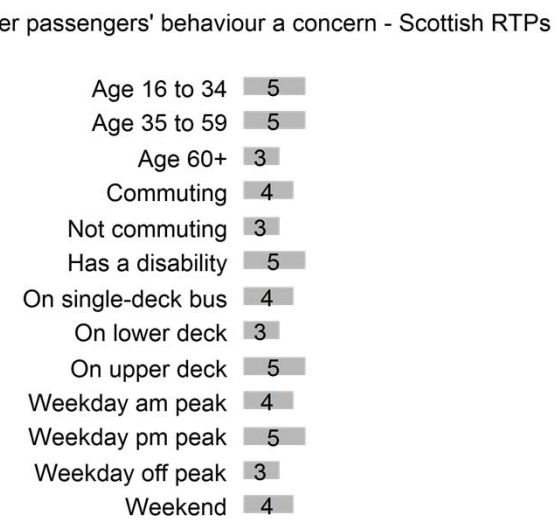
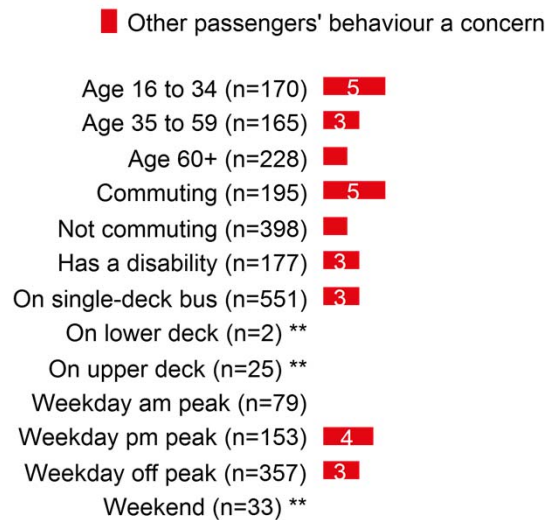
On the bus: worry or concern from other passengers' behaviour



Incidence of concern - all passengers



Incidence of concern - for different passenger groups and journey types



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

Filter: Year = 2018

Q. Did other passengers' behaviour give you cause to worry or make you feel uncomfortable during your journey?

On the bus: journey time



Satisfaction with on-bus journey time

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



Total very and fairly satisfied

Year	2018	2016
SWESTRANS	92%	91%
Scottish RTPs	88% ▲	85%

Filter: Year = 2018

Q. How satisfied were you with the length of time your journey on the bus took?

What affected journey time?



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

South West (Swestrans) Trend figures and Scotland overall figs

Year	2018	2016	2018
Congestion/traffic jams	10%	13%	16%
Road works	9% ▼	15%	12%
Passenger boarding time	7%	10%	12%
Poor weather conditions	4%	4%	5%
Waiting too long at stops	2%	1%	4%
Bus driver driving too slowly	1%	2%	2%

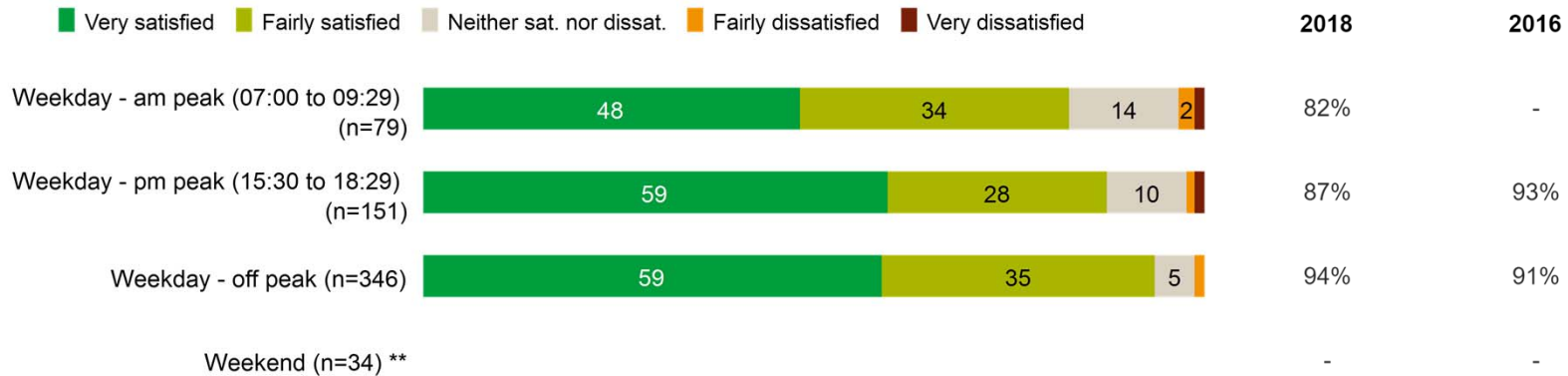
Q. Was the length of time your journey took affected by any of the following? [note: multiple responses permitted]

On the bus: journey time by travel time



Satisfaction with on-bus journey time

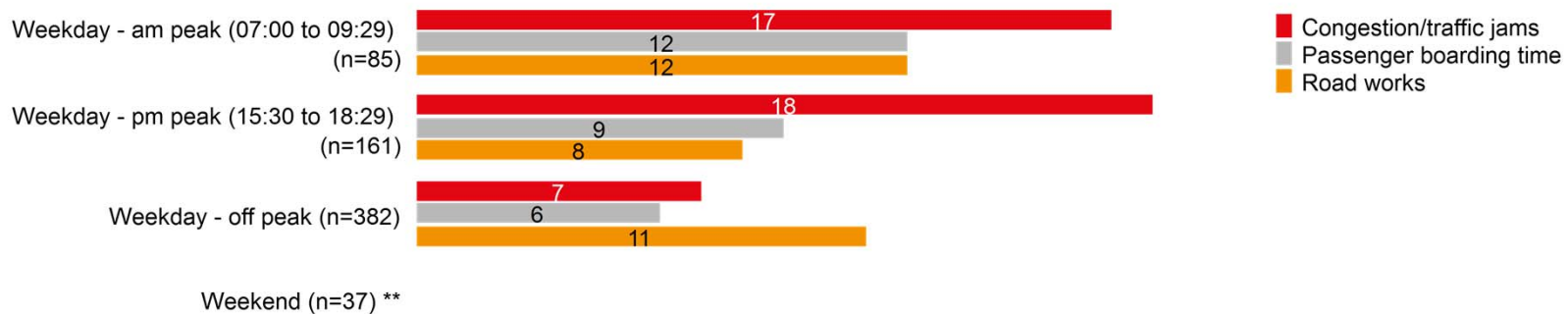
Total very and fairly satisfied



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

What affected journey time?



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

Q. How satisfied were you with the length of time your journey took?

Q. Was the length of time your journey took affected by any of the following? [note: multiple responses permitted]

Overall experience: journey satisfaction by passenger type



South West (Swestrans)

Total very and fairly satisfied

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied

	2018	2016
All (n=615)	94%	92%
Age 16 to 18 (n=28) **	-	-
Age 19 to 21 (n=37) **	-	-
Age 16 to 34 (n=167)	90%	86%
Age 35 to 59 (n=169)	96%	91%
Age 60+ (n=232)	96%	95%
Has a disability (n=181)	93%	90%

Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

Scotland overall figs

	2018	2016
All - Scottish RTPs	91% ▲	90%
Age 16 to 18 - Scottish RTPs	89%	81%
Age 19 to 21 - Scottish RTPs	89%	87%
Age 16 to 34 - Scottish RTPs	89%	86%
Age 35 to 59 - Scottish RTPs	91%	91%
Age 60+ - Scottish RTPs	95%	94%
Has a disability - Scottish RTPs	89%	90%

Q. Overall, taking everything into account from start to end of the bus journey, how satisfied were you with your bus journey?

Overall experience: journey satisfaction by journey types



South West (Swestrans)

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied

Total very and fairly satisfied

	2018	2016
All (n=615)	94%	92%
Fare-payer (n=315)	93%	89%
Free pass (n=282)	96%	95%
Commuting (n=193)	90%	85%
Not commuting (n=394)	96%	95%
Seat - all journey (n=606)	94%	93%
Seat - part journey (n=2) **	-	-
No seat - did not mind (n=1) **	-	-
No seat - prefer one (n=1) **	-	-

Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Scotland overall figs

	2018	2016
All - Scottish RTPs	91%	90%
Fare-payer - Scottish RTPs	90%	88%
Free pass - Scottish RTPs	94%	93%
Commuting - Scottish RTPs	89%	87%
Not commuting - Scottish RTPs	93%	92%
Seat - all journey - Scottish RTPs	92%	90%
Seat - part journey - Scottish RTPs	87%	73%
No seat - did not mind - Scottish RTPs **	-	-
No seat - prefer one - Scottish RTPs **	-	-

**Response numbers too low

**Response numbers too low

Q. Overall, taking everything into account from start to end of the bus journey, how satisfied were you with your bus journey?

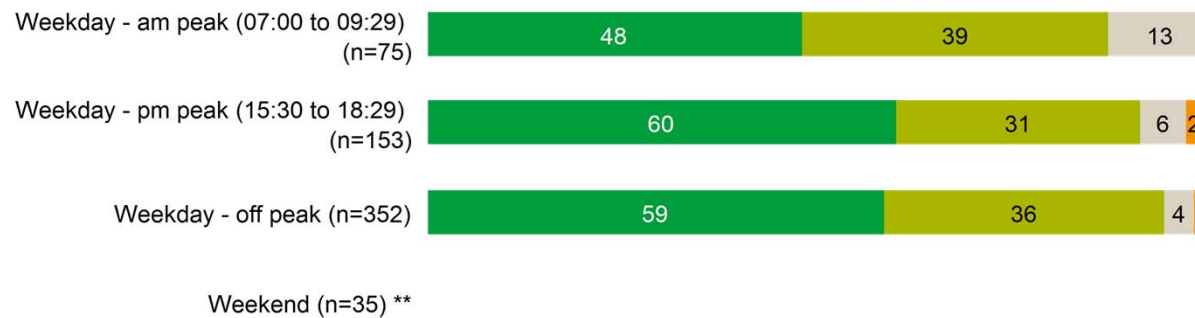
Overall experience: journey satisfaction by travel time



South West (Swestrans)

Total very and fairly satisfied

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



2018 2016

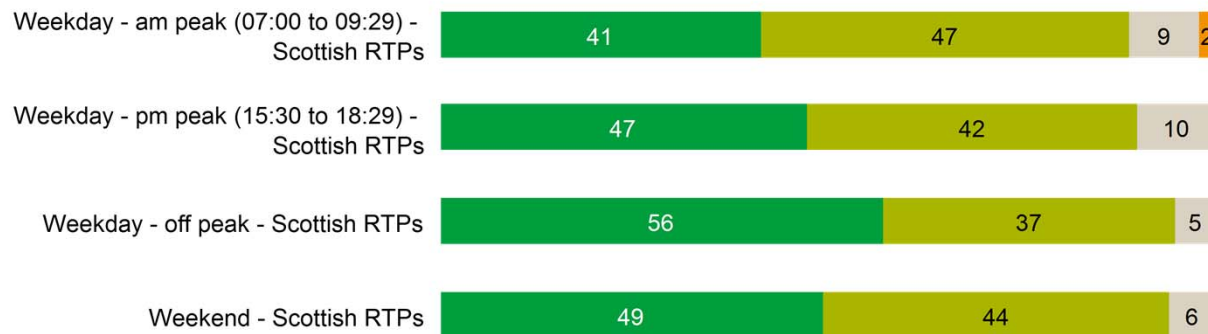
87%	-
91%	92%
95%	94%
-	-

Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

2018 2016

Scotland overall figs



88%	88%
88%	86%
93%	91%
93%	91%

Q. Overall, taking everything into account from start to end of the bus journey, how satisfied were you with your bus journey?

Overall experience: journey satisfaction by frequency of bus use



South West (Swestrans)

Total very and fairly satisfied

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied

	2018	2016
5 or more days a week (n=208)	92%	91%
3 or 4 days a week (n=158)	94%	91%
Once or twice week (n=142)	95%	95%
Once a fortnight (n=22) **	-	-
Once a month (n=27) **	-	-
Less frequently (n=21) **	-	-

Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

Scotland overall figs

	2018	2016
5 or more days a week - Scottish RTPs	90%	88%
3 or 4 days a week - Scottish RTPs	92%	91%
Once or twice week - Scottish RTPs	95%	92%
Once a fortnight - Scottish RTPs	89%	93%
Once a month - Scottish RTPs	95%	96%
Less frequently - Scottish RTPs	95%	93%

Q. Overall, taking everything into account from start to end of the bus journey, how satisfied were you with your bus journey?

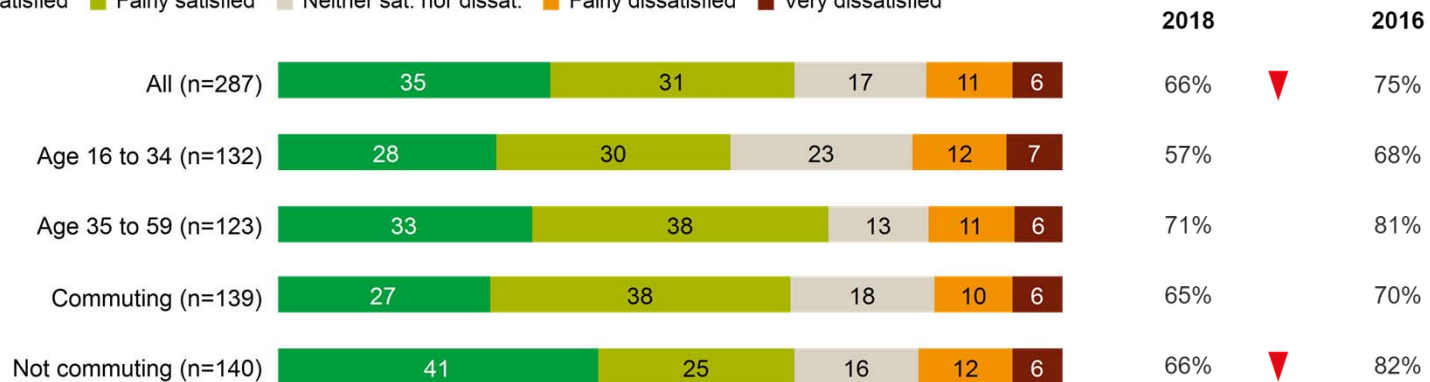
Overall experience: satisfaction with value for money (VFM)



South West (Swestrans)

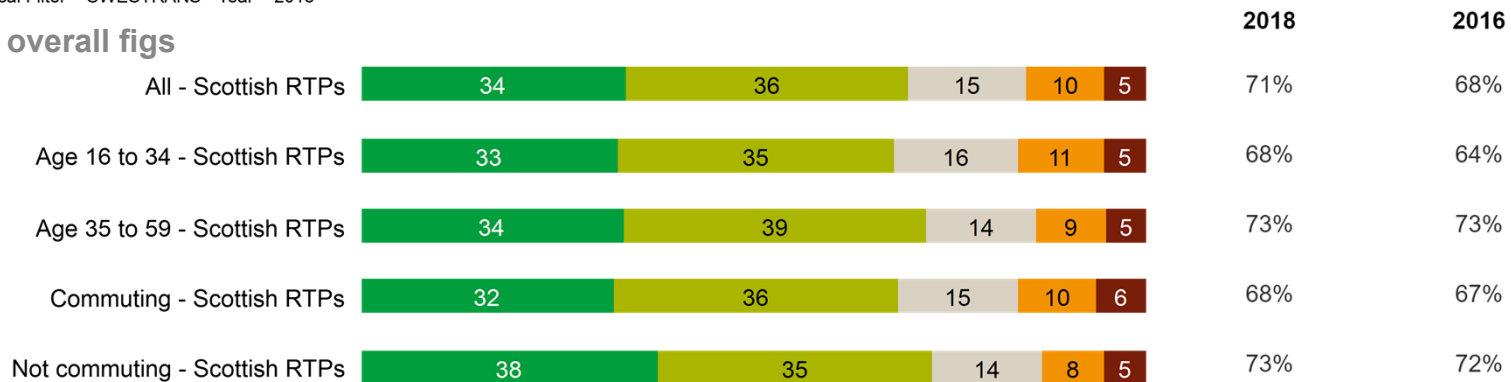
Total very and fairly satisfied

■ Very satisfied
 ■ Fairly satisfied
 ■ Neither sat. nor dissat.
 ■ Fairly dissatisfied
 ■ Very dissatisfied



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Scotland overall figs

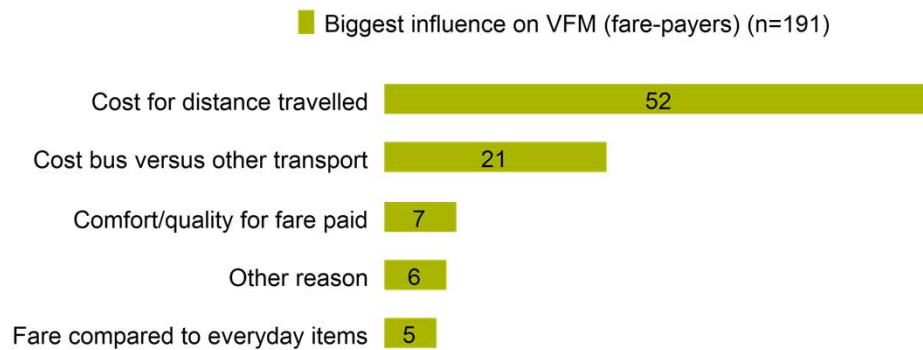


Q. How satisfied were you with the value for money of your journey?
Base: Fare-payers only

Overall experience: VFM - biggest influence for rating given



Those satisfied with VFM



Filter: Hierarchical Filter = SWESTRANS - Year = 2018 - VFM net = All satisfied

Those not satisfied with VFM (includes neither/nor)



Filter: Hierarchical Filter = SWESTRANS - Year = 2018 - VFM net = Those not satisfied (includes neither/nor)

South West (Swestrans) Trend figures and Scotland overall figs

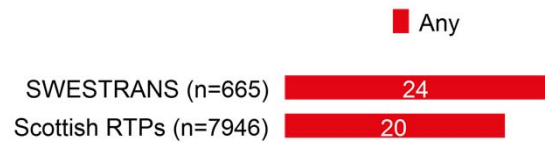
	2018	2016	2018
Cost for distance travelled	52%	46%	45%
Cost bus versus other transport	21%	21%	27%
Comfort/quality for fare paid	7%	10%	7%
Other reason	6% ▼	17%	9%
Fare compared to everyday items	5%	4%	8%

Q. What had the biggest influence on the 'value for money' rating you gave in the previous question?

Overall experience: what could be improved?



% passengers who wrote an improvement comment



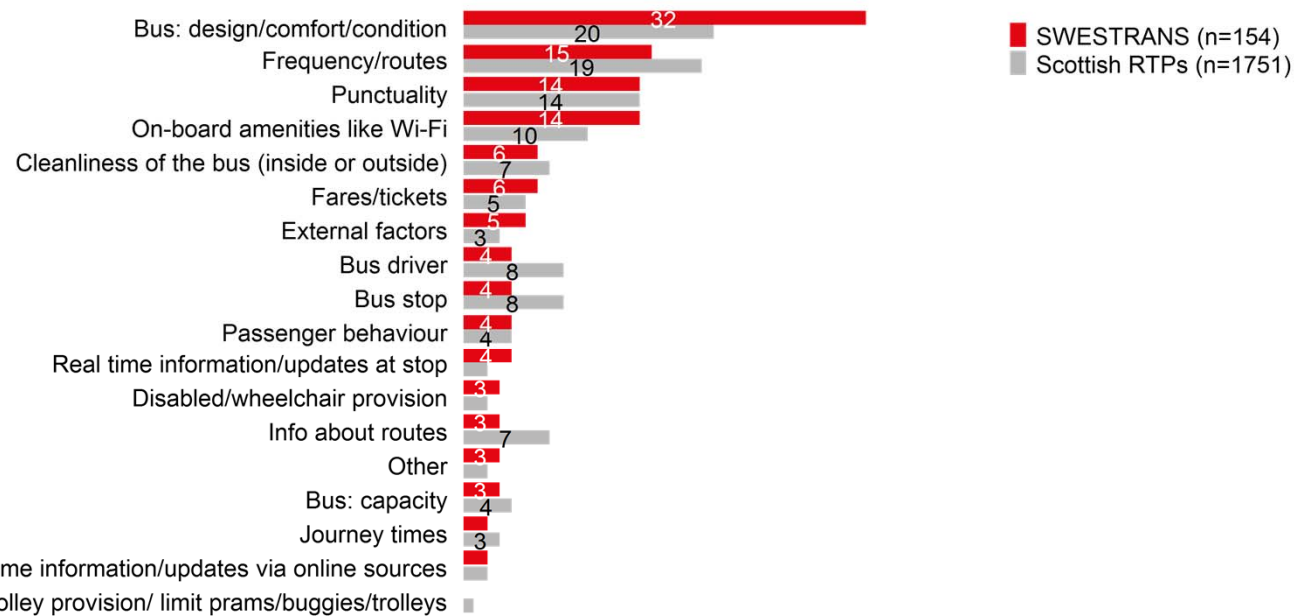
Filter: Year = 2018

% passengers who wrote nothing could be improved



Filter: Year = 2018

What could be improved - proportion of all those stating an improvement area



Filter: Year = 2018

Q. If something could have been improved on your journey, what would it have been?

Overall experience: what makes a satisfactory or great journey?



South West (Swestrans)



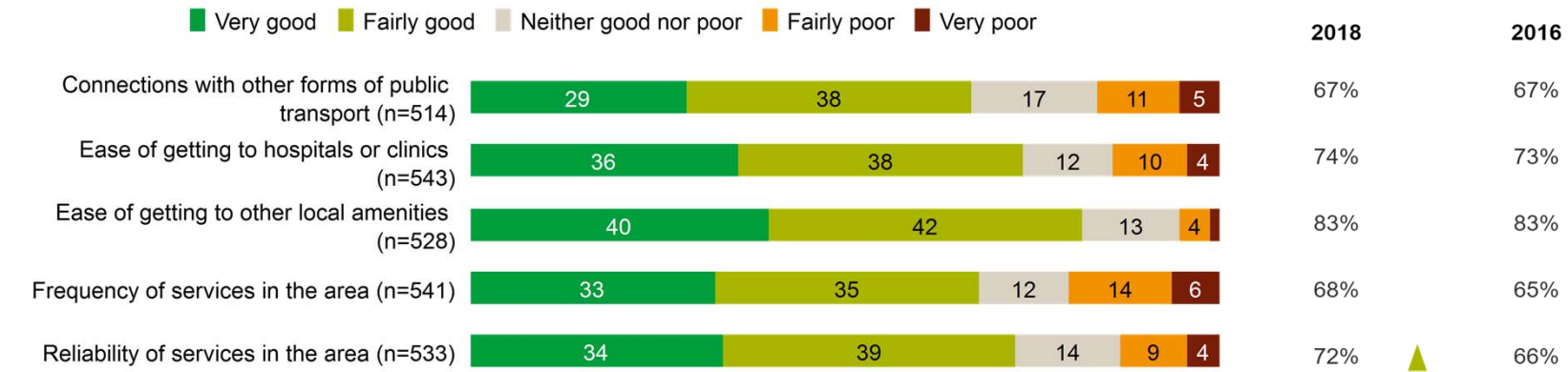
Key Driver Analysis' looks at **fare paying passengers'** overall journey satisfaction response and their response to the 31 individual satisfaction measures in the survey (including value for money), which have been grouped into 10 themes based upon a statistical analysis of the responses. The left hand chart shows which themes most differentiate between those not satisfied and satisfied overall – making a journey 'satisfactory'. The right hand chart shows which themes most differentiate between those fairly and very satisfied overall – making a 'great' journey.

The bigger picture: ratings of bus services in general



South West (Swestrans)

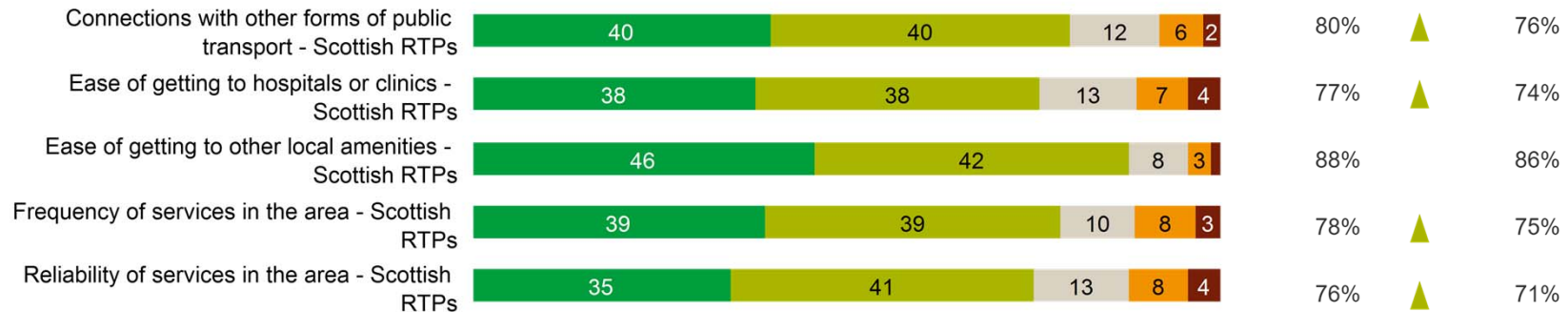
Total very and fairly good



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Scotland overall figs

2018 2016



Q. How would you rate your local bus services for the following?

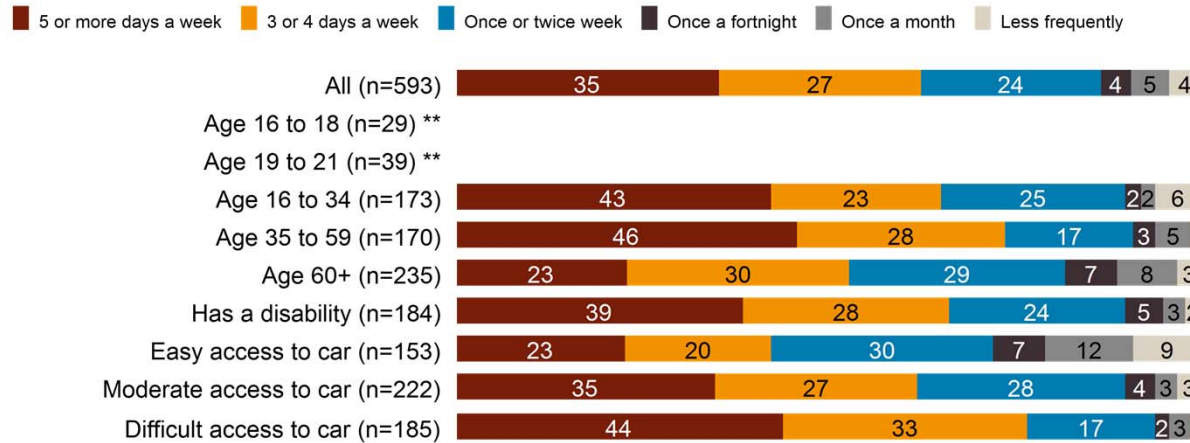
A) Ease of getting to hospitals or clinics; B) Ease of getting to other local amenities (e.g. shops, libraries);

C) Connections with other forms of public transport (e.g. trains); D) The frequency of services in your area; E) The reliability of services in your area.

The bigger picture: frequency of bus travel



South West (Swestrans)



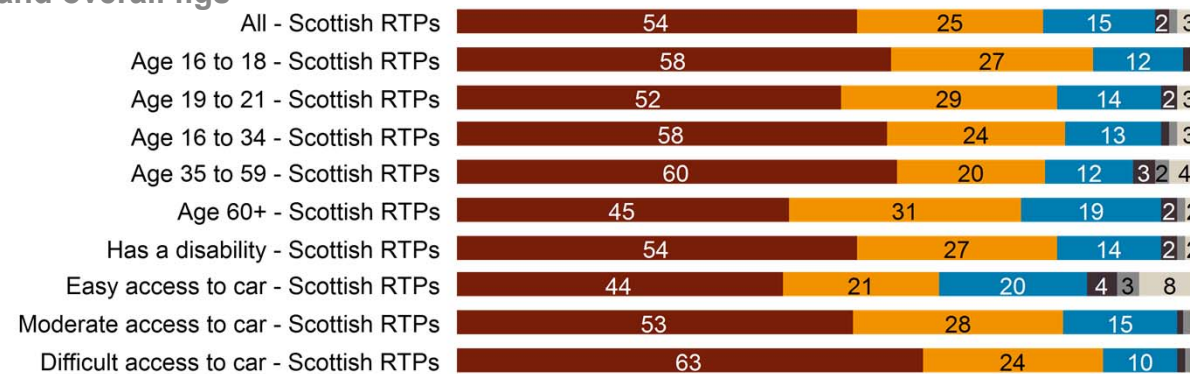
At least three days a week

Group	2018	2016
All (n=593)	62%	64%
Age 16 to 18 (n=29) **	-	-
Age 19 to 21 (n=39) **	-	-
Age 16 to 34 (n=173)	66%	66%
Age 35 to 59 (n=170)	74%	68%
Age 60+ (n=235)	53%	61%
Has a disability (n=184)	67%	67%
Easy access to car (n=153)	43%	35%
Moderate access to car (n=222)	63%	63%
Difficult access to car (n=185)	77%	80%

Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

Scotland overall figs



Group	2018	2016
All - Scottish RTPs	79%	79%
Age 16 to 18 - Scottish RTPs	85%	77%
Age 19 to 21 - Scottish RTPs	82%	86%
Age 16 to 34 - Scottish RTPs	81%	83%
Age 35 to 59 - Scottish RTPs	79%	80%
Age 60+ - Scottish RTPs	76%	74%
Has a disability - Scottish RTPs	81%	82%
Easy access to car - Scottish RTPs	65%	62%
Moderate access to car - Scottish RTPs	81%	82%
Difficult access to car - Scottish RTPs	86%	88%

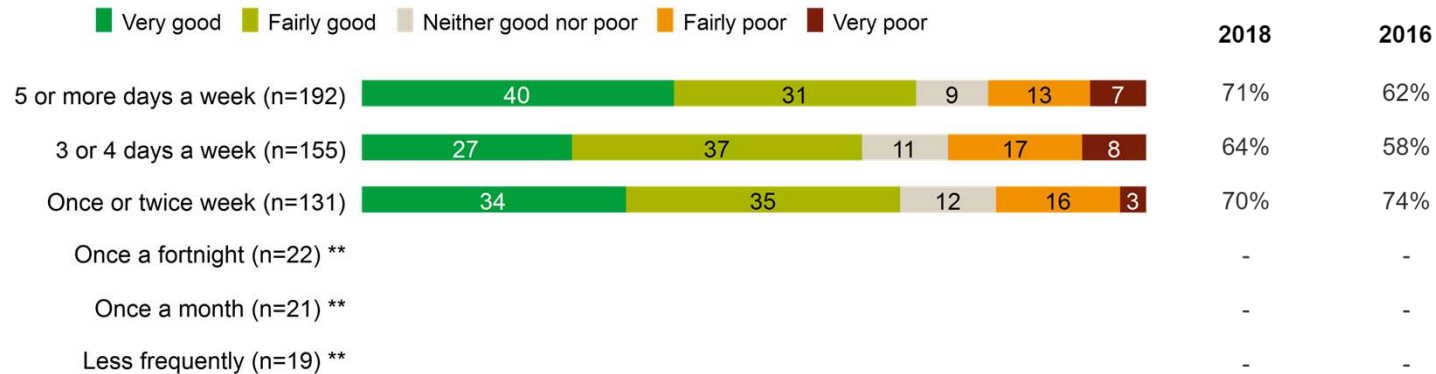
Q. How often do you typically travel by bus?

The bigger picture: frequency & reliability by frequency of bus use



Rating of frequency of services in the area

Total very and fairly good

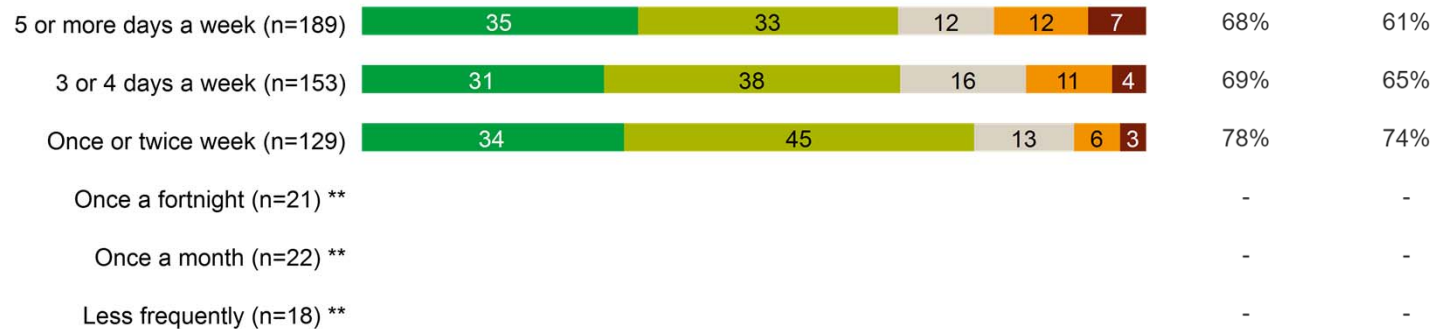


Filter: Hierarchical Filter = SWESTRANS - Year = 2018

**Response numbers too low

Rating of reliability of services in the area

2018 2016



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

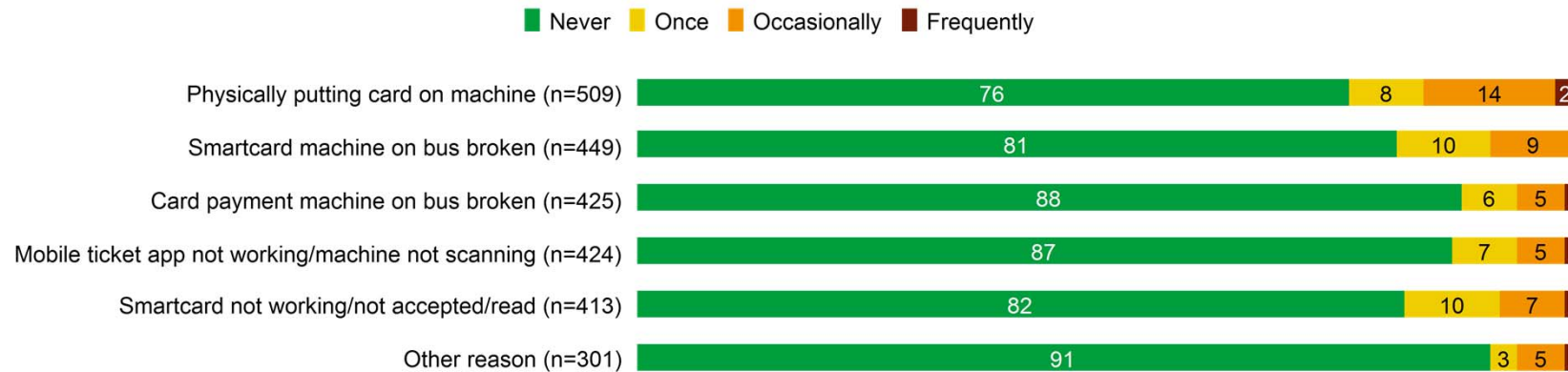
**Response numbers too low

Q. How would you rate your local bus services for the following?
 D) The frequency of services in your area; E) The reliability of services in your area.

The bigger picture: problems experienced with ticket machines on buses



South West (Swestrans)



Filter: Hierarchical Filter = SWESTRANS - Year = 2018

Scotland overall figs



Q. Have you ever experienced any of the following problems when travelling by bus?

A) Problem physically putting your card on the machine; B) Smartcard machine on the bus broken; C) Card payment machine on the bus broken; D) Mobile ticket app not working/machine not scanning; E) Smartcard not working/not accepted/read; F) A reason not mentioned above.

Further detail (1)



Overview of methodology

The survey has been designed to provide results that are representative of bus passenger journeys made within each area, that is at the level of a transport authority, or a designated operator area.

The sampling method is 'systematic', derived from the list of the area's bus services and the times that they run (sourced from ITO World Ltd which makes available the data used on Traveline). The bus service/start times selected from the sampling process formed the mid-point for a three-hour fieldworker shift; that is, the shift started one and a half hours earlier (or as close to this as was practicable) on the same route and from the same start point as the service selected. During this three-hour shift, field workers made as many return trips as possible on that selected service. They discussed the survey with the boarders of that bus service and gave all passengers the chance to participate.

Those wishing to take part were offered two options: to take a self-completion paper questionnaire together with a reply-paid envelope, or to provide their email address so that an online version of the questionnaire could be emailed to them. All questionnaires referred to the journey they were making at the time.

Fieldwork was conducted between 10 September and 12 December 2018 (excluding the half term holiday period). Services available for selection were those running between 6am to 10pm, seven days of the week; only school bus services were systematically excluded. The survey was conducted among passengers aged 16 or over.

Response data were weighted in two stages: the first was to weight to the age, gender and 'daypart' profile of bus passengers within each area ('dayparts' are morning peaks, weekday offpeaks, evening peaks, and weekends). As there was no available data at area level on the age/gender/daypart profile of passengers this was estimated: for age and gender the profile of passengers was recorded on two occasions during each fieldwork shift. For daypart, the total number of boarders was counted on a representative sample of all surveyed bus services (in a separate exercise) and this was used in a model which predicts the number of passengers on all services; from this it was possible to establish the proportion of passengers travelling in each daypart for each area. The second stage was at area level to ensure that in the final data each participating area (within the survey) was represented in proportion to its total annual journey volume. Journey volume information was sourced from the DfT's published statistics, and in a minority of cases with input from operators.

Transport Focus was supported by BDRC Continental Ltd in conducting the autumn 2018 survey. There is an accompanying methodology document that provides more detail on the survey process, available at www.transportfocus.org.uk.

Further detail (2)



Interpreting results

Throughout the report, behavioural results are based on all survey respondents, and passengers' opinion ratings are based on those respondents that gave an opinion. All results are based on weighted values. In the report where numbers in brackets are shown after the question/category text these are the actual numbers of passenger responses generating the answer value shown.

For ease of use BPS data are reported rounded to whole numbers, that is, without decimal places. Note: 'all satisfied' results are the sum of the 'very satisfied' and 'fairly satisfied' and calculated on the underlying values which include decimal places. As a consequence these true summations can appear up to one per cent different to the sum of the individual rounded 'very satisfied' and 'fairly satisfied' numbers.

Percentages quoted at 'grouped area' level that is: PTEs, Unitary authorities, or Two-Tier authorities, are the aggregate scores achieved across all the areas surveyed in that group. Each individual area counts towards the area group aggregate score in proportion to the number of passenger journeys made annually in that area.

Throughout the report, where comparable data is available, changes in scores between years have been tested for statistical significance (at the 95% confidence level). Where results have increased significantly, this is indicated by an upward green arrow; where results have decreased significantly, this is indicated by a downward red arrow.

Waiver

Transport Focus has taken care to ensure that the information contained in the BPS is correct. However, no warranty, express or implied, is given as to its accuracy and Transport Focus does not accept any liability for error or omission.

Transport Focus is not responsible for how the information is used, how it is interpreted or what reliance is placed on it. Transport Focus does not guarantee that the information contained in BPS is fit for any particular purpose.

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STAG APPRAISALS UPDATE

1. Reason for Report

To update the Board on the work towards developing potential rail station re-opening bids.

2. Background

2.1 SWestrans and Dumfries and Galloway Council have aspirations for the re-opening of the following stations:

- Thornhill
- Eastriggs
- Dunragit/Glenluce
- Beattock

2.2 At its meeting on 22 September 2017, the Board agreed to progress with Scottish Transport Appraisal Guidance (STAG) Part 2 (Detailed Options Appraisal) studies for the Thornhill, Eastriggs and Beattock areas. Peter Brett Associates (PBA) were commissioned to undertake this work.

2.3 At its meeting on 10 November 2017, the Board agreed to receive updates on the STAG 2 progress at each Board meeting.

3. STAG Studies

3.1 PBA have completed the three draft STAG Part 2 studies and have provided a report for each study to SWestrans officers for comment.

3.2 Officers are in the process of reviewing each of the reports and will feed back to PBA before the draft reports are finalised.

4. Next steps

4.1 Whilst the STAG process is multi-modal and should not be pre-judged (a robust STAG should be an objective-led study and not solution-led), however the process was undertaken to understand if there was a case for rail station re-openings and it is important that the next steps in the process of re-opening stations are fully understood.

4.2 A briefing paper outlining the potential options available to progress this work has been produced for the Board's information and is included as an **Appendix** to this report.

4.3 It is intended that the final STAG Part 2 reports will be presented to the Board at its meeting on 28 June 2019.

5. Implications	
Financial	No financial implications at this stage.
Policy	No change in policy. This work fulfils SWestrans and Dumfries and Galloway Council policy objectives.
Equalities	Opportunities to enhance travel choice and experience for those with protected characteristics will emerge from the study findings.
Climate Change	Opportunities for modal shift will emerge from study findings.
Risk Management	Continuation and completion of STAG 2 studies relates to two known risks: R02 – Public image R05 – Failure to progress RTS Delivery Plan

6. Recommendation

Members of the Board are asked to note the update on the work towards developing potential rail station re-opening bids.

Report Author: Josef Coombey SWestrans Policy & Projects Officer	Approved by: Douglas Kirkpatrick SWestrans Lead Officer South West of Scotland Transport Partnership Cargen Tower Garroch Business Park Dumfries DG2 8PN
Date of Report: 25 April 2019 File Ref: SW2/Meetings/2019	

Appendix: Briefing Paper - Rail Station Re-openings

Briefing Paper - Rail Station Re-openings

1. Overview

This paper has been prepared to summarise the work undertaken to date on rail station re-openings and to set out the current options for progression.

2. Background

2.1 Regional Transport Policy

The South West of Scotland Regional Transport Partnership (SWestrans) and Dumfries and Galloway Council both have an aspiration for the re-opening of the following rail stations at:

- Beattock
- Dunragit/Glenluce
- Eastriggs
- Thornhill

A commitment to complete Scottish Transport Appraisal Guidance (STAG) studies for each area is made within the Regional Transport Strategy and its accompanying Delivery Plan in 2008 (last revised 2010).

Dumfries and Galloway Council currently have a commitment to invest in key infrastructure as part of their priority to build the local economy. This includes a commitment to 'campaign for a train station at Beattock' and to 'work with Transport Scotland and Network Rail on the prospects of stations at Thornhill and Eastriggs'.

Dumfries and Galloway Council's Economy, Environment and Infrastructure Committee considered the Scottish Stations Fund at its meeting on 14 January 2014. The Council determined that the order of priority for potential re-opening of stations should be Thornhill and Eastriggs stations as a joint first priority, followed by Dunragit / Glenluce Station and Beattock Station as second and third priority respectively.

It should be noted that this order was set for the purposes of prioritising available funding spend on STAG studies and possible future station costs associated with the Scottish Stations Fund (SSF). Since then, the funding process for station re-openings has changed and the SWestrans Board has treated each area on an equal footing. As the STAG work which funding was being prioritised for has been undertaken any new prioritisation, if needed, should be based on the findings of the STAG studies.

There is a high level of community interest and support for station re-openings at Thornhill, Eastriggs and Beattock. Each of these three areas have a Station Action Group:

- Beattock Station Action Group (BSAG)
- Eastriggs Rail Station Action Group (ERSAG)
- Thornhill Station Action Group (TSAG)

BSAG was established a number of years ago to promote the benefits of station reopening and to campaign for this. Since the recent appraisal work, and perhaps following the success of the Borders Railway, there are now also action groups in Thornhill and Eastriggs.

2.2 History

Dumfries & Galloway was one of the affected regions during the Beeching rail cuts of the 1960s. The 73 miles stretch from Dumfries through to Stranraer was one of the longest stretches of railway to be closed in the UK. On other regional lines, a high proportion of local stations were also closed, primarily due to comparatively low population density and utilisation.

Thornhill, Eastriggs and Dunragit all closed in 1965 as part of the Beeching cuts. Beattock Station avoided the cuts of the 1960s but closed in 1972 following electrification of the West Coast Mainline.

At the time of the Beeching report, rail travel was expected to decline as a result of increased car ownership. However, in recent decades this trend has reversed. In light of the increased demand, a modest number of rail lines and stations in the UK have been opened or re-opened within the last 40 years (including Sanquhar and Gretna). It is expected that rail travel will continue to increase steadily in the foreseeable future and that long term investments into the rail network, including the re-opening of viable stations, will be required.

Dumfries & Galloway has three main rail networks operating within its administrative boundary.

The West Coast Main Line (WCML) runs between Carlisle and Glasgow/Edinburgh and currently has a functioning station at Lockerbie. There is a disused station at Auchencastle, **Beattock**, Wamphray, Dinwoodie, Nethercleuch, Ecclefechan, Kirtlebridge and Kirkpatrick. No ScotRail services currently operate on the West Coast Main Line, with the UK Government specifying and procuring the Transpennine and West Coast services.

The Glasgow South West (GSWL) line operates between Glasgow and Kilmarnock and then branches off taking the line into Dumfries & Galloway in two directions (both served by Scotrail):

- Towards Stranraer where there is a functioning station. There are disused stations at Glenwhilly, New Luce, **Dunragit** and Castle Kennedy.
- Towards Carlisle with functioning stations at Kirkconnel, Sanquhar, Dumfries, Annan and Gretna Green. There are disused stations at Carronbridge, **Thornhill**, Closeburn, Auldgirth, Hollywood, Racks, Ruthwell, Cummertrees, Dornock and **Eastriggs**.

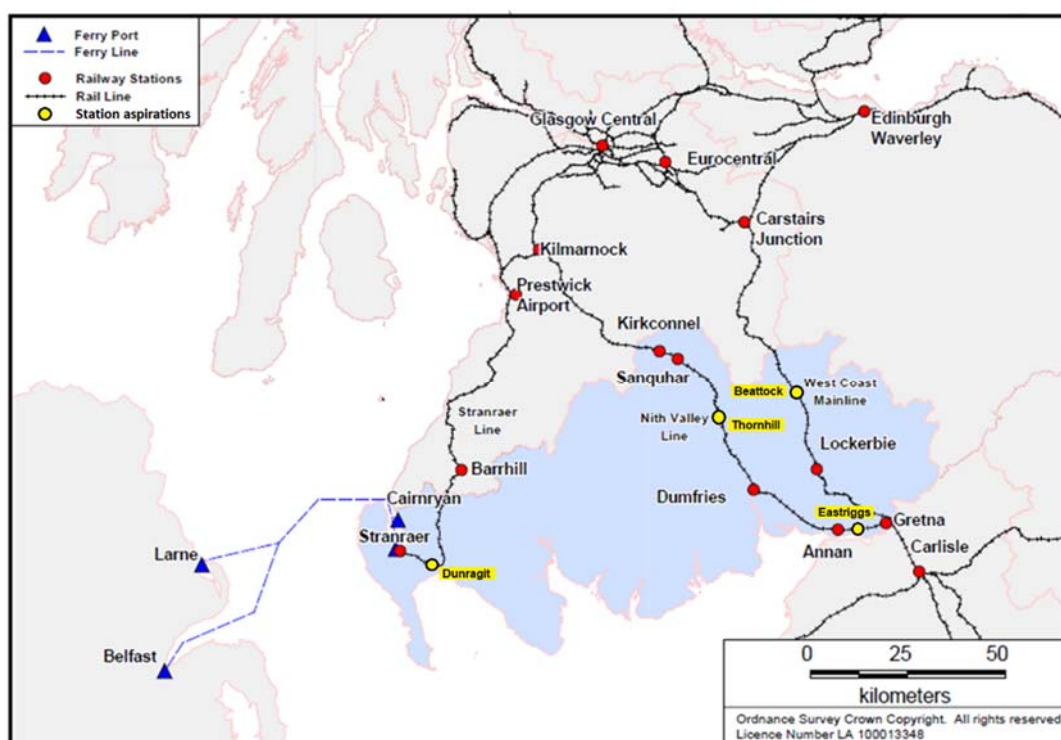


Figure 1. Rail stations within Dumfries & Galloway, including station aspirations

2.3 National Policy and Funding

Infrastructure costs, especially those within the rail industry, have risen considerably since the development of the Regional Transport Strategy and the decision to start work on reopening stations. When SWestrans started this current work the re-opening of rail facilities at these sites was identified to be a significant capital project with an estimated cost of around £3 million per station (March 2015). Advice from consultants suggest this figure is nearer £8 - £11 million per station (March 2019).

Given the ongoing local authority budget constraints it is highly unlikely that Dumfries and Galloway Council or SWestrans could fund the cost of re-opening, alone or as a partnership, and as such Scottish Government funding would be required either in full or as a part-contribution. It is also worth considering whether there are external sources of funding to assist with potential station re-openings through other avenues.

The initial intention of this appraisal work was with a view to applying to the Scottish Stations Fund (SSF). This was a £30 million Transport Scotland resource to encourage investment in Scotland's rail network and facilities, aiming to facilitate improvements to existing stations, re-open disused stations and open new stations. It was not intended to fund any development in its entirety but to act as a top up or supplementary resource (roughly 50%). If applying for SSF funding to assist in the reopening of disused stations, promoters of new rail facilities were required to:

- a) Demonstrate that there is a need for improved transport connectivity and facilities in the respective area (this must be done through the recognised STAG process). Scottish Transport Appraisal Guidance (STAG) studies are required for all major transport related proposals which require Government funding.
- b) Demonstrate that the proposed rail investment is the most appropriate solution (this must be done through the recognised STAG process).

Transport Scotland's Rail Enhancement and Capital Investment Strategy, published in March 2018, set out a change in the process for securing Scottish Government funding for reopening rail stations. This change has meant that there is no longer a dedicated fund for stations but that any investment case for reopening a station should be fed into a 'pipeline' process in which all enhancements and capital investments are considered (the new process is explained further in this paper). Whilst this may well change the opportunity and time taken to reopen a station, the process for making the case is largely unchanged. Promoters are still required to use Scottish Transport Appraisal Guidance (STAG) where Government funding support or approval is sought. More information on STAG is available further in this paper.

There are national transport policy developments which should be considered. There is ongoing work on a new National Transport Strategy (NTS2). Developing concurrently with the NTS2 but not due to be completed until a later date to ensure it takes into account the outcomes of the NTS2, is Transport Scotland's second Strategic Transport Projects Review (STPR2). Any major transport interventions/projects for Dumfries and Galloway that require Scottish Government funding should emerge as an option for consideration for STPR2 inclusion. Transport Scotland are currently undertaking a study of how South West Scotland is served by the strategic transport network (The South West Scotland Transport Study). This initial appraisal work will ensure the needs and priorities of the South West are clearly identified and inform STPR2. This work, which will include recommendations of possible transport interventions that merit further consideration, is due to be published in summer 2019. It is hoped that station re-openings feature as one of the recommendations.

3. Scottish Transport Appraisal Guidance

3.1 Process

Rail projects can be promoted by a number of parties including local authorities, community action groups, developers, rail freight interests, Regional Transport Partnerships, or franchisees as well as by Transport Scotland on behalf of the Scottish Ministers. Promoters are required to use Scottish Transport Appraisal Guidance (STAG) where Government funding support or approval is sought.

STAG supports the Scottish Government's objectives by providing a framework for transport appraisal that is robust, impartial and objective-led and can be consistently and proportionally applied in all transport planning contexts.

A completed and robust transport appraisal in line with STAG provides evidence for decision-makers to inform transport investment decisions. It comprises four sequential phases and is applied proportionally and comprehensively with the level of detail determined by the extent of the study area, the nature and scale of transport problems, potential transport options and the impact of options in the study area.

The four sequential stages are:

1. Initial Appraisal: Case for Change (Pre-Appraisal)
2. Preliminary Options Appraisal (STAG Part 1)
3. Detailed Options Appraisal (including proposals for monitoring and evaluation) (STAG Part 2)
4. Post Appraisal

The purpose of the initial stage of a STAG study is to identify the problems, issues, opportunities and constraints within the current and future transport system. These terms are defined within STAG as follows:

- Problems: Existing and future problems within the transport system, e.g. unreliable journey times
- Opportunities: Chances to improve the current situation by making changes to the transport system, e.g. improve journey times
- Issues: Uncertainties that the study may not be in a position to resolve, but must work in the context of, e.g. impact of LDP
- Constraints: The bounds within which the study is being undertaken, e.g. available funding

A key principle of STAG is proportionality. The scope and level of detail involved in a transport appraisal will depend on the identified transport problems and the nature and scale of potential transport options considered and the impacts of these options in the study area. If a rail option emerges from a transport appraisal there may be aspects of work undertaken as part of the transport appraisal which contribute to elements of the early stages of the GRIP process, particularly GRIP stages 1 and 2.

3.2 Work undertaken

A number of previous studies have been undertaken over the years looking at the case for reopening. The most recent before this current work was when Dumfries and Galloway Council commissioned Colin Buchanan and Partners to review options to improve transport links to Eastriggs and Thornhill in accordance with Scottish Transport Appraisal Guidance (STAG) on behalf of SWestrans. A report for each area was produced in 2009.

To fulfil RTS commitments, the SWestrans Board agreed in 2015 to a review and refresh of the existing STAG Appraisals prepared for Thornhill and Eastriggs stations in 2009. However, following an initial review of the

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existing studies by transport consultants and Transport Scotland, the clear advice was that they would not consider the 2009 documents as valid STAGs under current guidance and therefore any refresh would be counter-productive, a poor use of funding and would not meet the requirements for any future Scottish Station Fund bid. This was due, in the main, to the lack of a clear evidence base (pre-appraisal) before concluding rail as the solution. STAG is an objective-led framework and should not be driven by pre-determined solutions.

Peter Brett Associates LLP (PBA) (now part of Stantec) was commissioned in January 2016 to undertake new STAG Pre-Appraisals of sustainable transport options for three areas and their surrounding communities: Thornhill; Eastriggs; and Dunragit/Glenluce. PBA was also commissioned in November 2015 by Beattock Station Action group (with modest funding support (£2,400) from SWestrans), to undertake a similar pre-appraisal for the Beattock/Moffat area.

The outcomes and recommendations from the STAG Pre-Appraisal work were presented to the SWestrans Board at its meeting on 15 July 2016. The Board agreed that STAG Part 1 Appraisal studies would be progressed for Thornhill, Eastriggs and Beattock as each had the potential for a station project to emerge that could support a bid to the Scottish Stations Fund (which was still open at the time). SWestrans then became the 'promoter' for each of these three studies. As promoter, SWestrans made the decision to not progress Dunragit/Glenluce through the rest of the STAG process.

At its meeting on 30 June 2017 the Board were presented the outcomes of the STAG Part 1 Appraisals, and then at its meeting on 22 September 2017 agreed to progress Thornhill, Eastriggs and Beattock areas to STAG Part 2.

3.3 STAG 2 studies

PBA are undertaking work on the three STAG Part 2 studies, with all three due to be complete before the next scheduled SWestrans Board meeting on 10 May 2019.

The Part 2 Appraisal phase requires a more detailed appraisal of options taken forward from Part 1 and includes detailed analysis of an option's performance against:

- Transport Planning Objectives;
- STAG Criteria (Safety; Economy; Integration; and Accessibility and Social Inclusion);
- Cost to Government; and
- Risk and Uncertainty.

Feedback from Transport Scotland on the STAG Part 1 studies, as well as the further evidence PBA had available from the data-gathering and engagement processes from the South West Scotland Transport Study allowed for the focusing and revisiting of the Transport Planning Objectives (TPOs) and viability of options set out in STAG Part 1.

These STAG appraisals are multi-modal and seek to identify and evidence the transport problems and opportunities within each of the study areas, and the most appropriate opportunities for addressing them through the consideration of all sustainable transport modes.

A completed and robust transport appraisal in line with STAG provides evidence for decision-makers to inform transport investment decisions. It is not the role of STAG 2 reports to make recommendations on

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what, if any, transport options should be pursued but to provide evidence and assessment on these transport options so that the promoters and decision-makers can make an informed decision. Rail station re-openings may or may not be identified as an appropriate transport solution to fulfil the transport objectives identified for each of the study areas. It is also worth considering that Transport Scotland has stated that any investment in rail interventions (e.g. services or infrastructure) will only occur where they clearly represent the optimum value for money solution in terms of economic, social and environmental outcomes.

Experience has taught us that STAG studies are an appraisal of the study area and situation at the time of production – whilst much of the transport problems and opportunities remain the same they have been described as a snapshot in time due to the changing nature of public transport timetables etc. Furthermore, changes to appraisal guidance has proven to result in previous studies being obsolete, i.e. the case with the previous 2009 studies. Therefore if any case for station reopening emerges as an acceptable way forward for the SWestrans Board it would be prudent to use these studies to make that case sooner rather than later.

3.4 Equity lobbying position

Rural Scotland receiving an equitable share of infrastructure investment is required if the Scottish Government are to deliver inclusive economic growth.

Making a Business Case for transport investment through STAG is extremely challenging due to our rurality and low population catchment. Therefore, it is likely that any Business Case will need to focus on the social outcomes that a station reopening would provide.

There are a number of studies and campaigns for station re-openings throughout Scotland. Those that have undertaken an element of STAG is shown in the image below.



Figure 2. Map of station aspirations which are currently being appraised with the STAG process. Credit: Campaign for Better Public Transport & RailFuture

4. Pipeline

4.1 Capital Investment Strategy

In March 2018, Transport Scotland published their 'Rail Enhancements & Capital Investment Strategy'. It sets out a new approach to planning and funding rail projects, moving from the traditional 5-year railway industry planning cycle to a 'pipeline-based approach'. This aims to tackle the cost increases and programme delays affecting projects and coincides with the change to grant-funded arrangements (from 2019). It is available at: <https://www.transport.gov.scot/public-transport/rail/rail-policy-and-strategy/#>

New rail projects/proposals (such as re-opening stations) will now need to go through a 'Pre-pipeline' process before accessing a 'Pipeline' process. No non-rail related projects will be allowed in the pipeline.

No rail station re-opening work has reached this point of the new pre-pipeline process. This process is both new to SWestrans and Transport Scotland.

The diagram on the next page provides an overview of the process which is in two parts: 'Pre-pipeline' and 'Pipeline'. These diagrams show the process in relation to STAG and Transport Scotland's Guidance on the Development of Business Cases and Network Rail's GRIP (Governance for Rail Investment Projects) processes.

The top half of the diagram on the following page shows the stages in the pre-pipeline process aligned to STAG and the Strategic Business Case (SBC) Stage. The bottom half shows the pipeline process which is aligned to the final stages of the GRIP and the Outline and Final Business Case Stages.

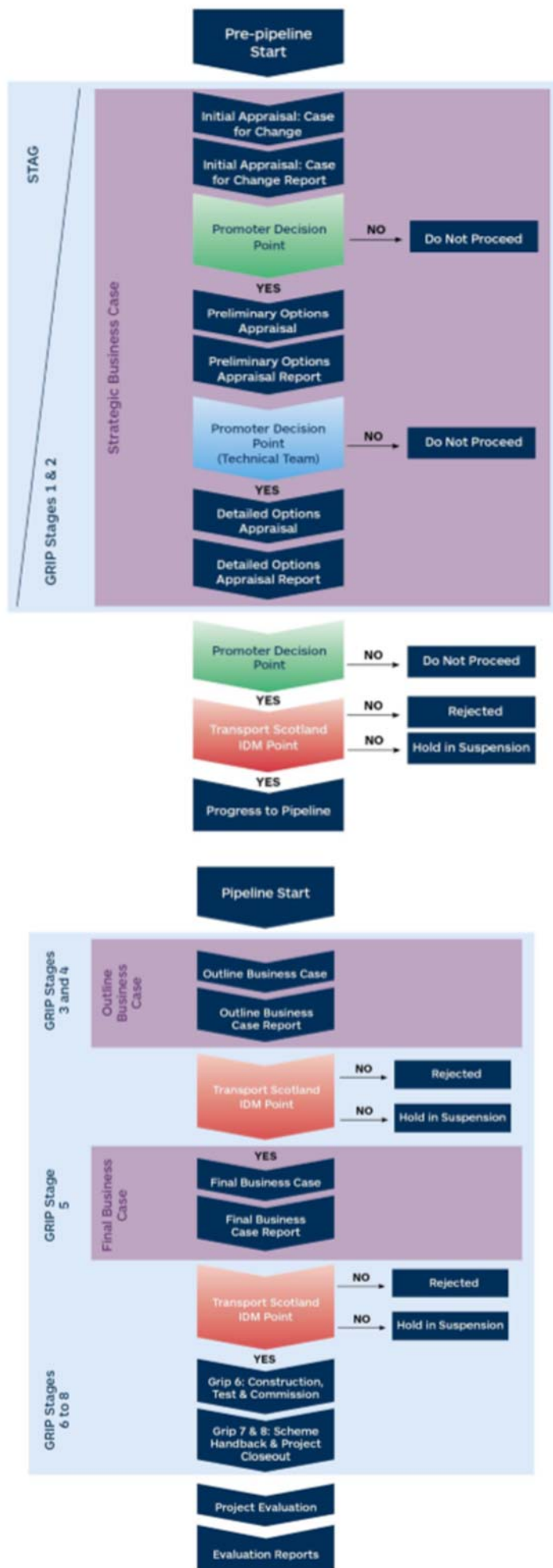


Figure 3. Pre-pipeline and Pipeline – taken from Transport Scotland’s Rail Enhancements & Capital Investment Strategy

4.2 Getting on the Pipeline

SWestrans, as the 'Promoter' has completed the Initial Appraisal: Case for Change (Pre-Appraisal), the Preliminary Options Appraisal (Part 1) and is about to complete the Detailed Options Appraisal stages (Part 2).

The findings from the Detailed Options Appraisal, and all previous appraisal findings at each of the three stages, are required to inform the Strategic Business Case (SBC).

The SBC will give the promoter (SWestrans) robust evidence to enable a decision to be made either to proceed to make an application for consideration into the rail pipeline process (to secure government funding and pursue further development of the proposition) or not to proceed. This is the point at which SWestrans will be at once the STAG Part 2 studies have been received and assessed.

Where a rail station has been identified as a viable transport solution, for any of the three on-going appraisals, and this is supported and approved by SWestrans as the Promotor, the appraisal (Strategic Business Case) will then be submitted to Transport Scotland for review and decision.

It is SWestrans officers current understanding, based on advice from Transport Scotland, that a separate SBC does not need to be produced and that a robust completed STAG 2 appraisal report suffices as a SBC.

If an application is made, Transport Scotland will consider in detail and either accept or reject the SBC. At this stage (as outlined on page 9 of the Rail Enhancement Capital Investment Strategy) the options to Transport Scotland are to accept and 'Progress to Pipeline', to accept and 'Hold in suspension', or to 'Reject'.

If rejected it will be for the promoter (SWestrans) to decide whether to revise the SBC.

A decision to accept will have two outcomes: either an Agreement to Proceed to Outline Business Case (OBC); or an Agreement in Principle to Proceed to OBC. The Agreement in Principle means that the project has merit but when set against competing priorities, affordability and available funding it cannot at that time be progressed. Transport Scotland will provide an explanation as to the reasons for the assignment of SBCs to Agreement in Principle to Proceed.

Those proposals designated as being Agreement in Principle will be held pending until a decision is made that they can proceed to the next stage. There has been no indication from Transport Scotland as to how long a project can be held as 'pending'.

4.3 Progression through Pipeline

If any application to Transport Scotland is agreed to progress to Outline Business Case (OBC) then it will discuss with promoters (in this case SWestrans) the balance of resource contribution between the promoter and the Scottish Government and whether the promoter should retain or Transport Scotland assume responsibility for the promotion of the project, the production of the OBC and any subsequent activity. If Transport Scotland assume responsibility it will therefore become the promoter of the scheme or project.

On the basis that the decision is to proceed to OBC then Transport Scotland or the promoter will initiate the development and design work necessary to inform the Outline Business Case (OBC). That development and design work could be undertaken by Network Rail or by Network Rail in conjunction with another party or another party with more limited Network Rail engagement.

Appendix

The purpose of the OBC is to revisit the SBC to identify a preferred option which optimises and demonstrates value for money. In GRIP terms this stage, particularly if a single option has not been determined at SBC, may incorporate both GRIP 3 (Option Selection) and GRIP 4 (Single Option Development).

Once the OBC has been produced it will be considered and a decision made to reject, proceed or hold it in suspension due to competing priorities and funding considerations. A key consideration of Transport Scotland's investment decision-makers (IDM) will be the extent and attribution of funding between parties required to deliver the scheme or project. Investment decision-makers may, particularly when schemes or projects are of high value, of high risk or are novel, request a Gateway Review to help inform their decisions. A Gateway Review delivers a "peer review" in which independent practitioners use their experience and expertise to examine the progress and likelihood of successful delivery of the scheme or project.

A decision to proceed to Final Business Case (FBC) means that activity may proceed to undertake detailed design (GRIP 5) and the appropriate procurement and contracting strategy.

Once the FBC has been produced it will be considered by the investment decision-makers and again a determination made whether to reject, proceed or hold in suspension.

Any decision taken to approve means the proposed project will enter the construction, test and commission phase (GRIP 6) and then the handback phase (GRIP 7) at which time the proposal is incorporated as part of Scotland's railway infrastructure. The promoter will require confirmation that contracts have been settled, and all operational warranties are in place before final close out of the scheme or project (GRIP 8).

The promoter will also undertake a post project evaluation, including the assessment of benefits delivered, in terms consistent with the SBC, OBC and FBC.

The prioritisation of projects once in the pipeline will be determined by the following criteria:

- the ability to derive maximum utility from the existing network through whole industry measures that can make best use of existing railway assets, fully exploiting timetable/service-based opportunities and rolling stock options
- the ability to derive maximum utility from the existing network from opportunities (such as asset renewals or timetable exercises), fully exploiting these to ensure maximum value for money
- efficient and affordable, targeted investment in our infrastructure, in the right location and at the right time centred around whole industry measures to unlock additional capacity on the network
- targeted investment to help reduce inequality and increase inclusive economic growth

Each project will be assessed against the criteria set out above at each stage of its development in order to optimise the progression of all projects. The criteria broadly aligns with the investment hierarchy that applies in the Strategic Transport Projects Review.

5. Strategic Transport Projects Review (STPR2)

5.1 South West Scotland Transport Study

Each of the station re-openings will be considered as part of the initial appraisal which forms the South West Scotland Transport Study (SWSTS). It is not possible to say at this stage if they will be sifted out or listed as recommendations to be taken forward for further assessment within STPR2, however publication of the SWSTS should be over the summer of 2019.

The recently published 'Scotland's Railway (Control Period 6: 2019 – 2024)' states that if a viable rail option emerges from area/regional multi-modal studies that are underway, including the South West Scotland Transport Study, then once the appraisals have been completed, Transport Scotland will consider this for potential funding or support through the pipeline processes outlined in the 'Rail Enhancements & Capital Investment Strategy'.

If the recommendations of the SWSTS (when available) do not contain some/all of the stations identified then SWestrans, as Promoter, would still have the option to submit the appraisals as SBCs to Transport Scotland for review. However it is likely that if the case for a station has not been identified as a strategic transport intervention within the SWSTS then it will be unlikely to be progressed by Transport Scotland at this time.

5.2 Timescales

The STPR2 is programmed for completion during the lifetime of this parliament (i.e. by March 2021). Given that the SWSTS is at the Initial Case for Change stage, and that further appraisal work will be undertaken during STPR2 on all of the options identified (if these proposals are recommended for consideration in STPR2), there is no guarantee the stations will be delivered.

6. Next steps

6.1 Summary of work undertaken to date

We have reached a critical point of this work on station re-openings. Getting to this point has been a relatively costly and time-consuming exercise – it has taken over three years and some £200k of spend. This spend is justified, given the role of SWestrans to undertake its Delivery Plan, and it is important that we use the study findings appropriately. The objectivity which the study has been undertaken should be recognised and we should be respectful of its findings when decision-making.

This latest work has been a culmination of efforts with each of the station action groups, Dumfries and Galloway Council, Transport Scotland and our consultants undertaking the work, Peter Brett Associates.

6.2 Considerations

Interest within the three communities is high and the work is known to Transport Scotland, Network Rail and Dumfries and Galloway Council - this has not always been the case. Once the studies have been assessed, these parties will be expecting a decision/action from the SWestrans Board on how they believe it should be progressed. It is recognised by officers that locally the political interest in strategic transport investment is high.

It would seem sensible to, where it is deemed acceptable to SWestrans to submit the SBC to Transport Scotland, to do so timeously. As one of the few major projects on SWestrans' RTS Delivery Plan not to have reached a conclusion or a point which it can be progressed by decision-makers, it would be preferable to do this before work on a new Regional Transport Strategy is developed. This does not mean that further work on station re-openings would not form part of a future Regional Transport Strategy.

There is a considerable amount of public expectation within the three communities that SWestrans does all within its gift to reopen these stations. Advice from Transport Scotland is that each SBC will be assessed on its own merit, and that the number of SBC's submitted will not have any bearing on the decision of Transport Scotland. However, the credibility of SWestrans and Regional Transport Partnerships will be affected if any decision to lobby for major transport investment is not based on sound evidence or stands up to scrutiny. The wider impact on the transport network, both regionally and nationally, will need to be considered when making any decision.

SWestrans is the current promoter of these rail station re-openings. If SWestrans decide there is not a SBC to be made then it could allow other parties to submit the appraisal work to Transport Scotland if those parties were to believe that a SBC could be made. That party would then become the 'promoter'.

Progressing through the Pre-pipeline and the outcomes of the SWSTS are not mutually exclusive, meaning work towards each could conceivably continue separately until one or both work streams arrive at a conclusion on each of the proposed stations.

6.3 Next steps

- Receive STAG reports (April 2019)
- Assess STAG reports (April/May 2019)
- Determine most appropriate outcomes to take forward (June 2019)
- Submit SBC to Transport Scotland for decision if rail station re-openings emerge from the multi-modal appraisals as an option that the SWestrans Board would like to take forward to SBC submission (Summer 2019)

RAIL UPDATE

1. Reason for Report

To update Members of the Board on the following rail developments:

- Local Rail Development Fund
- Williams Review
- Control Period 6 funding

2. Background

2.1 Rail policy for the South West of Scotland has been developed in a number of key documents, including The Regional Transport Strategy (RTS) and RTS Delivery Plan. Members of the Board have, at various times, agreed responses to a number of consultations and addressed emerging issues concerned with rail issues.

2.2 The region is served by three railway lines:

- The Stranraer Line which connects the far west of the region into the Central Belt network at Ayr, and with services on to Kilmarnock.
- The Glasgow and Southwestern Line (GSWL) which runs down the Nith Valley. Stations in Dumfries and Galloway include Kirkconnel, Sanquhar, Dumfries, Annan, and Gretna.
- The West Coast Main Line (WCML) passing through the east of the region, with a station at Lockerbie.

3. Local Rail Development Fund

3.1 The Rail Enhancements & Capital Investment Strategy included a 'pre-pipeline local rail fund', to be held and disbursed by Transport Scotland.

3.2 The Local Rail Development Fund (LRDF) was announced in February 2018. The £2 million fund enables local communities to appraise and potentially bring forward proposals aimed at tackling local rail connectivity issues. Transport appraisal costs can be significant for local stakeholders and communities as they consider their transport needs – the Fund responds to this providing an opportunity to apply for assistance with appraisal costs.

3.3 The successful organisations from the first round of applications were announced on 9 August 2018 and saw £700k awarded between ten organisations to take forward development works which will consider rail solutions to local transport issues. The projects are listed as **Appendix 1** of this report.

3.4 The Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP, has re-opened further applications from local promoters, such as Regional Transport Partnerships and others, to bid for assistance with the costs of preparing appraisals and business cases which have a rail-connectivity aspect. The remaining balance of up to £1.3 million.

3.5 Matched funding is not an essential criteria. However, proposals which include a degree of matched funding may be looked upon favourably.

3.6 Successful applicants will be offered a Scottish Government grant to carry out the transport appraisal. The grant letter will include the conditions of the award and the timescales for completion. Payment can only be made once the recipient has accepted the conditions and signed the grant letter.

3.7 The deadline for any bids to be submitted is 28 June 2018. A verbal update will be provided to the Board on bidding opportunities to this Fund, with decision on the submission of any bids at the Board meeting on 28 June 2018.

4. Williams Review

4.1 Chris Grayling, Secretary of State for Transport, appointed Keith Williams, the deputy chairman of the John Lewis Partnership and former chief executive of British Airways, to conduct a Rail Review.

4.2 The Williams Rail Review was established in September 2018 to look at the structure of the whole rail industry and the way passenger rail services are delivered. The review will make recommendations for reform that prioritise passengers' and taxpayers' interests.

4.3 The review's findings and recommendations will be published in a government white paper in autumn 2019. Reform will begin in 2020.

4.4 The review has been established to recommend the most appropriate organisational and commercial frameworks to support the delivery of the government's vision for the railway. It will look at the whole rail industry, including:

- Increasing integration between track and train
- How to improve transport services across UK regions and devolved nations, including exploring options for devolution of rail powers
- Improving value for money for passengers and taxpayers

4.5 The review invites written contributions to inform its work on any or all of the review principles, as set out in its terms of reference:

- Commercial models for the provision of rail services that prioritise the interests of passengers and taxpayers
- Rail industry structures that promote clear accountability and effective joint working for both passengers and the freight sector
- A system that is financially sustainable and able to address long-term cost pressures
- A railway that is able to offer good value fares for passengers, while keeping costs down for taxpayers
- Improved industrial relations, to reduce disruption and improve reliability for passengers
- A rail sector with the agility to respond to future challenges and opportunities

- 4.6 The following topics are not considered by the review and this call for evidence:
- Public investment decisions made through existing franchise agreements
 - Railway funding 2019-2024 commitments (Control Period 6)
 - High Speed 2 and other major projects
 - Spending decisions made through the Spending Review 2019
- 4.7 The evidence portal will remain open until the end of May 2019 and all responses will be reviewed by the team. In the later phases of the review the evidence portal will be used to seek input on more specific questions.
- 4.8 It is understood that RTPs will be formulating a joint response for submission to the Call for Evidence and SWestrans officers will feed into this submission.

5. Control Period 6

5.1 In March 2018, Transport Scotland published the Rail Enhancements & Capital Investment Strategy, which set out a commitment and new approach to investment in the rail network from Rail Control Period 6 (2019 - 2024) onwards.

5.2 Network Rail Control Periods are the 5-year timespans into which Network Rail, the owner and operator of most of the rail infrastructure in Great Britain, works for financial and other planning purposes.

5.3 As Network Rail is responsible for developing and maintaining railway infrastructure, the Control Periods are used to decide priorities for investment. Infrastructure developments are planned as follows (each Control Period begins on 1 April and ends on 31 March to coincide with the financial year):

- Control Period 6 (CP6): 2019–2024
- Control Period 7 (CP7): 2024–2029
- Control Period 8 (CP8): 2029–2034

5.4 Transport Scotland have recently published a document, 'Scotland's Railway (Control Period 6: 2019 - 2024)', which sets out the range of improvements that Transport Scotland will develop over the coming years. It is included as **Appendix 2** to this document.

5.5 Work at Carstairs Junction is a renewal project (the Transport Scotland publication concerns enhancement funding only) is currently being designed and is planned to be delivered in CP6. It is the single largest renewal in the CP6 plan and will deliver improved line speeds on the main lines and routes serving Glasgow and Edinburgh via Carstairs.

6. Implications	
Financial	There may be financial implications in regards to match funding local rail development work.
Policy	The recommendations from the Williams Review will impact on national rail policies
Equalities	No implications at this stage
Climate Change	No implications at this stage
Risk Management	No implications at this stage

7. Recommendation

Members of the Board are asked to note the update on the rail developments on the Local Rail Development Fund, the Williams Review and Transport Scotland's funding during Control Period 6.

Report Author: Josef Coombey Tel: 01387 260372 Date of Report: 26 April 2019 File Ref: SW2/Meetings/2019	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Militia House English Street Dumfries, DG1 2HR
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Appendix 1: First round of the Local Rail Development Fund

Appendix 2: Scotland's Railway (Control Period 6: 2019 - 2024)

First round of the Local Rail Development Fund (text from Transport Scotland website)

Michael Matheson MSP, Cabinet Secretary for Transport, Infrastructure and Connectivity, [announced the successful applications at St Andrews on 9 August 2018](#).

Details of the successful applicants are shown below. Note that some projects have an element of matched funding (not shown). Costs are not directly comparable – the transport appraisals cover different geographical areas and different transport issues.

East Lothian Council

Project: Haddington – transport appraisal to assess transport needs and opportunities in the Haddington area

Requested LRDF Contribution: £40,000

Fife Council

Project: Cross Forth Travel – transport appraisal to assess transport needs and opportunities in the Fife and wider travel area

Requested LRDF Contribution: £170,000

Hitrans

Project: HMNB Clyde Transport Opportunities – transport appraisal to assess transport needs and opportunities in the Helensburgh area

Requested LRDF Contribution: £50,000

Linlithgow and Linlithgow Bridge Community Council

Project: Access to Linlithgow Station – transport appraisal to assess transport needs and opportunities around access to Linlithgow Station

Requested LRDF Contribution: £27,000

Nestrans

Project: Accessibility at Inch Station – transport appraisal to assess options to improve accessibility at the station

Requested LRDF Contribution: £25,000

Newburgh Train Station Group

Project: Newburgh – transport appraisal to assess transport needs and opportunities in the Newburgh area

Requested LRDF Contribution: £82,000

South Lanarkshire Council

Project: Connectivity in Clydesdale – transport appraisal to assess transport needs and opportunities in the Clydesdale corridor

Requested LRDF Contribution: £25,000

StARLink

Project: St Andrews – transport appraisal to assess transport needs and opportunities in and around St Andrews

Requested LRDF Contribution: £40,000

Tactran

Project: Bridge of Earn/Oudenarde P&R – transport appraisal to assess transport needs and opportunities from and within Bridge of Earn and between South/West Perth, Fife and Edinburgh

Requested LRDF Contribution: £97,000

Project: Stirling Strategic P&R – transport appraisal to assess transport needs and opportunities in and around Stirling

Requested LRDF Contribution: £125,000



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Scotland's Railway (Control Period 6: 2019 - 2024)

Investing in Scotland's Railway

In March 2018 Transport Scotland published the [Rail Enhancements & Capital Investment Strategy](#), which set out the Scottish Ministers' commitment to investment in the rail network and why we need a new approach from Rail Control Period 6 (2019 - 2024) onwards. Recognising the change in the funding mechanism from CP6 onwards, and the lessons learned from previous investments in rail, it outlines an approach to the specification and oversight of rail improvements which provides accountability and ensures greater levels of assurance over costs and deliverability.

The Strategy introduces a pipeline-based approach to rail project development and delivery. This new approach does not diminish the need to invest in Scotland's railways and this document sets out the range of improvements that Transport Scotland - working with local communities and the rail industry - will develop over the coming years. Central to the governance and management of these projects is a new, integrated, cross-organisational, partnership approach with Transport Scotland, Network Rail, rail operators, and the rail regulator working closely to deliver improvements which maximise benefits for passengers, freight users and communities.



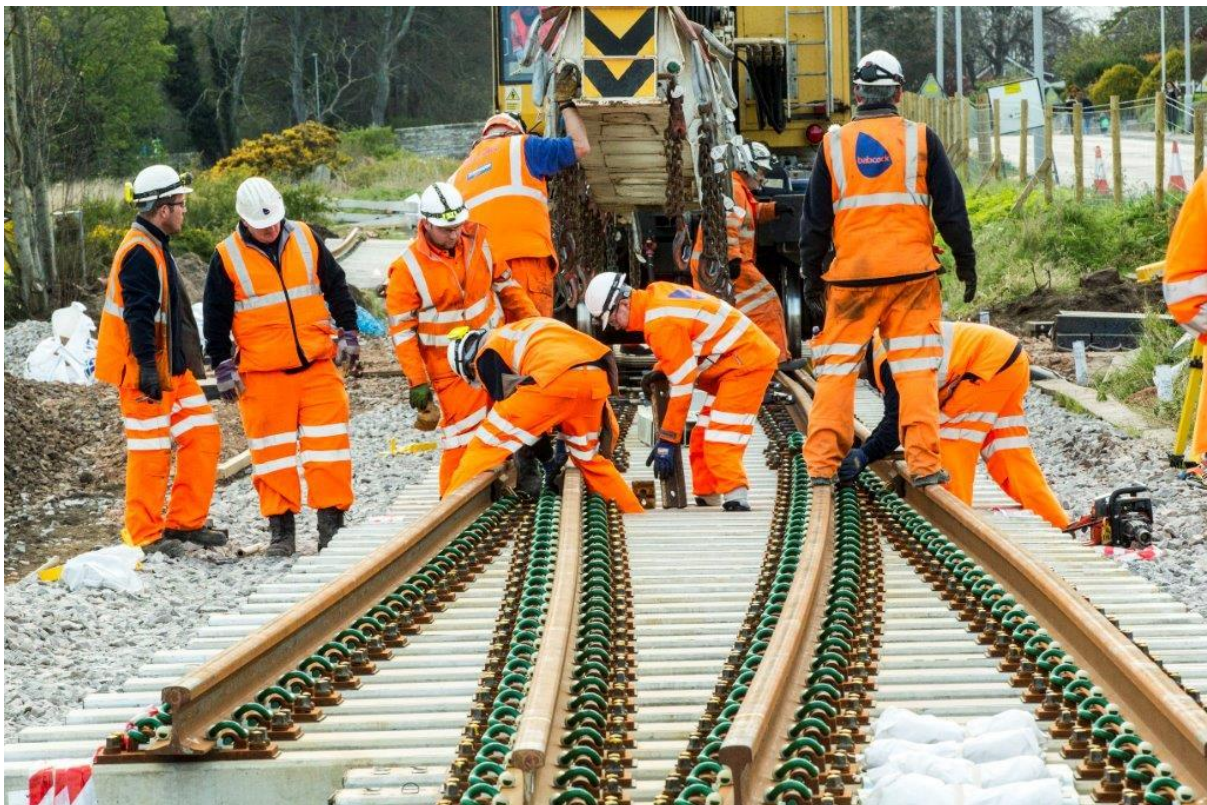
Improvement works at Forres Station

In line with investment decision-making milestones, whilst some improvements will be progressed, it is recognised that not all improvements will be progressed through all stages of development and through to delivery as they may not all represent value for money once overall benefits, costs and deliverability are fully assessed. It may also be necessary to phase, or combine, the timing of the delivery of some

improvements in order to minimise disruption to passengers and freight customers, to take advantage of evolving rolling stock options, or to reflect the availability of funding. The timing of improvements will also take cognisance of wider investment in our local communities, as well as accommodating customer-driven freight projects that support our freight growth targets. Accessibility and inclusion are key factors for consideration at all stages.

The priority will be the completion of the current suite of rail improvements and the introduction of associated services. These are:

- Edinburgh Glasgow Improvement Programme
- Stirling, Dunblane and Alloa electrification - service introduction
- Shotts Line electrification - service introduction
- Dunbar station additional platform
- Aberdeen to Inverness Improvements (Phase One)
- Highland Main Line Improvements (Phase Two)



Improvement works at Elgin

We will shortly be publishing an action plan for stations in Scotland, which will focus on new and improved stations to better support community access to the railway. Much of this work is already underway, including:

- the redevelopment of Glasgow Queen Street station and surrounding area
- new stations at Robroyston, Dalcross (serving Inverness airport), Kintore, Reston and East Linton
- large scale improvements at Stirling, Inverness, Motherwell and Aberdeen stations
- station improvements through the Access for All Scheme

The rail industry has identified options for how the railway can meet future demand. This has been informed by the [Scotland Route Study](#) and the [Rail Industry's Advice](#). Alignment with the new National Transport Strategy and the second Strategic Transport Projects Review will also be important for future investment in the rail network. Whilst the following significant projects have been identified for development work and will progress through the investment decision-making stages, the pipeline is flexible and other projects may come on stream. We cannot at this stage give a commitment to fund all projects through each stage of development or to delivery, and for complex projects and programmes, phasing may be required to align with the availability of funding.

- provision of a new electricity feeder station at Currie to ensure a resilient power supply to Central Scotland and enable additional services on the Shotts line
- improvements to Portobello Junction to improve the reliability of passenger services to the Scottish Borders, North Berwick, Dunbar and cross-border destinations
- connecting the towns of Reston and East Linton to Edinburgh and beyond through two new stations, with wider connectivity improvements from East Lothian and the Eastern Scottish Borders into Edinburgh, and improvements for passengers and freight travelling to and from England
- improvements to how the rail network operates West of Haymarket station (Edinburgh) and on lines that interconnect, to allow current and increased numbers of passenger and freight trains
- improvements (targeted) to the railway between Perth and Glasgow including potentially extending electrification from Dunblane to Perth seeking faster overall rail journeys from Aberdeen and Inverness to Glasgow and accommodating an increase in rail freight between Central Scotland freight terminals. This project also considers improvements for passengers to Perth Station and where to best stable and maintain trains in the area. An early

phase has been an improved rail connection at Blackford, which supports additional rail freight services, which will reduce lorry traffic on the A9 and surrounding areas

- improvements to East Kilbride and Barrhead services to enable more passengers to use the railway and create a greener commute from two of the main Glasgow commuter areas
- new phases of Highland Main Line and Aberdeen to Inverness Improvements, which will look at maximising the existing investments to create more and faster services for passengers and opportunities for freight
- development works to improve rail services for communities along the Far North Line from Inverness to Thurso and Wick, supporting the local economy and tourism
- early consideration of ways in which improvements to services along the West Highland Lines (Glasgow to Oban, Fort William and Mallaig) can support economic growth and the tourist offer
- early consideration of improvements to rail services on the Argyle Lines, with a focus on improving the passenger experience and train service reliability
- building on existing improvements, consideration of improving passenger and freight services from Aberdeen to Central Belt, supporting business and local communities

A number of minor and technical projects are being developed by Network Rail, such as line speed improvements, improvements to sidings, minor power upgrades, and a suite of gauging improvements. For details please [contact Network Rail's Strategic Planning Team](#) in Scotland.

In line with the [Scottish Government's Rail Freight Strategy](#) and the rail freight industry's growth plan, a number of the significant development projects have a clear freight element already embedded. In addition, there are also dedicated freight projects which have started and expect to be completed in CP6:

- Aberdeen to Inverness Improvement Project Phases One and Two – freight capacity at the West end of the line
- West Highland Line – facilitating the development of lineside loading facilities – for example at Rannoch



Infrastructure improvements

Funding has been provided through the Local Rail Development Fund to ten applications to take local projects through the multi-modal appraisal stages to a final Strategic Business Case stage/completion of the transport appraisal. [Full project information](#) is available on Transport Scotland's website. The Fund was relaunched at the end of February for new applications. If a viable rail option emerges, once these appraisals have successfully completed each of the appraisal stages, Transport Scotland will consider the project for potential further funding or support through the pipeline processes outlined in the Strategy.

In line with this approach there are a number of area/regional multi-modal studies underway including the [South West Scotland Transport Study](#), the [Levenmouth Sustainable Transport Study](#) and the [Borders Corridor Transport Study](#). If a viable rail option emerges, once the appraisals have been completed, Transport Scotland will consider this for potential funding or support through the pipeline processes outlined in the Strategy.

An update of this bulletin will be published as required.



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INFRASTRUCTURE COMMISSION – CALL FOR EVIDENCE

1. Reason for Report

To agree a response to the Infrastructure Commission for Scotland – Initial Call for Evidence and Contributions.

2. Background

2.1 The Infrastructure Commission for Scotland was proposed as part of the Scottish Government's Programme for Government in September 2018. The remit for the Commission was set out on 11 December 2018 by Michael Matheson, Cabinet Secretary for Transport, Infrastructure and Connectivity, and its key requirements established:

- Firstly, the Commission is to provide an independent assessment of the long-term 30-year strategy for infrastructure to meet the future economic growth and societal needs of Scotland. This will support the Scottish Government's delivery of its National Infrastructure Mission and development of the next Infrastructure Investment Plan for the five years ahead. The Commission will advise on the key strategic and early foundation investments to significantly boost economic growth and support delivery of Scotland's low carbon objectives and achievement of our climate change targets.
- Secondly, and following the completion of this report, the Commission will be asked to provide advice to ministers on the delivery of infrastructure in Scotland, including the possible creation of a Scottish National Infrastructure Company.

2.2 The work of the Commission will be taken forward independently of Scottish Government. Its first report will be published in December 2019, and its second report in July 2020.

3. Key Points

3.1 The Commission invited written contributions to inform its initial evidence gathering and analysis. The invite which includes information on the remit and guiding principles for the Commission is attached as **Appendix 1**. The closing date for responses was 3 May 2019.

3.2 The Regional Transport Partnerships for Scotland (RTPs) will be providing a joint officers response to the call for evidence. Individual RTPs will also be providing their own responses.

3.3 Officers developed a SWestrans response which is included in full as **Appendix 2** and which indicated that any amendments, following consideration by the Board at its meeting today, would be forwarded to the Commission.

3.4 The Board is asked to agree the response to the Infrastructure Commission for Scotland – Initial Call for Evidence and Contributions.

4. Implications	
Financial	There are no financial implications.
Policy	The remit of the Infrastructure Commission is to provide an independent assessment of the long-term 30-year strategy for infrastructure to meet the future economic growth and societal needs of Scotland. This will support the Scottish Government's delivery of its National Infrastructure Mission and development of the next Infrastructure Investment Plan.
Equalities	There are no equalities implications.
Climate Change	The Commission will advise on the key strategic and early foundation investments to significantly boost economic growth and support delivery of Scotland's low carbon objectives and achievement of climate change targets
Risk Management	There are no direct implications, at this stage, to the risks identified on our Risk Register.

5. Recommendation

Members of the Board are asked to agree the response to the Infrastructure Commission for Scotland – Initial Call for Evidence and Contributions as outlined in Appendix 2.

<p>Report Author: Douglas Kirkpatrick Lead Officer Tel: 01387 260136</p> <p>Date of Report: 30 April 2019 File Ref: SW2/Meetings/2019</p>	<p>Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Towers, Garroch Business Park Garroch Loaning, Dumfries DG2 8PN</p>
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Appendix 1: Infrastructure Commission for Scotland – Initial Call for Evidence and Contributions.

Appendix 2: SWestrans response.



Infrastructure
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for Scotland



Infrastructure Commission for Scotland

Initial Call for Evidence and Contributions

March 2019



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01 Executive summary

1.1 Introduction

The Infrastructure Commission for Scotland was proposed as part of the Scottish Government's Programme for Government in September 2018. The remit for the Commission was set out on 11 December 2018 by Michael Matheson, Cabinet Secretary for Transport, Infrastructure and Connectivity, and its key requirements established:

- > Firstly, the Commission is to provide an independent assessment of the long-term 30-year strategy for infrastructure to meet the future economic growth and societal needs of Scotland. This will support the Scottish Government's delivery of its National Infrastructure Mission and development of the next Infrastructure Investment Plan for the five years ahead. The Commission will advise on the key strategic and early foundation investments to significantly boost economic growth and support delivery of Scotland's low carbon objectives and achievement of our climate change targets.
- > Secondly, and following the completion of this report, the Commission will be asked to provide advice to ministers on the delivery of infrastructure in Scotland, including the possible creation of a Scottish National Infrastructure Company.

On 11 December 2018 it was announced that Ian Russell CBE would Chair the Commission. On 11 February 2019 the following were announced as additional members of the Commission:

- > **Benny Higgins**, former Chief Executive of Tesco Bank
- > **Grahame Smith**, General Secretary of the Scottish TUC
- > **Iain Docherty**, Professor of Public Policy & Governance, University of Glasgow
- > **Jan Webb**, Professor of Sociology of Climate Change, University of Edinburgh
- > **John Trower**, Chairman at Optimity Ltd
- > **Ken Gillespie**, Chair of Construction Scotland
- > **Mary Pitcaithy**, former Chief Executive of Falkirk Council
- > **Rachel Skinner**, Head of Transport and Development at WSP
- > **Sara Thiam**, Regional Director, Scotland of the Institution of Civil Engineers

The work of the Commission will be taken forward independently of Scottish Government. Its first report will be published in December 2019, and its second report in July 2020.

1.2 Remit and guiding principles

The remit for the Commission is reproduced in Section 2 of this document, as are some guiding principles that will govern the way the Commission will be conducted.

1.3 Engagement and evidence gathering – how you can contribute

A key aspect of the Commission's remit, is that it should work in a way which is:

- > Engaging and widely consultative across all of Scotland and civic society
- > Credible, objective and evidence-based
- > Outward looking, forward thinking and innovative

Executive summary (continued)

The Commissioners have committed to the principles of broad engagement, evidence-based and forward thinking analysis that will underpin all the Commission's work and recommendations; and we aim to capture the expertise and opinions of people from across industry, business, the public sector, academia, civic society and the wider public. It is also recognised that in order to achieve this, a wide range of opportunities, beyond and in addition to this initial call for evidence, will need to be provided through which to engage and consult during the life of the Commission. Details of these wider engagement opportunities and events will be published by the Commission in the coming months.

As a first stage of engagement however, the Commission would like to invite written contributions to inform its initial evidence gathering and analysis. The nature of this initial call recognises that a number of individuals and organisations will already have reflected on the issues and challenges set out later in this paper and will already have gathered or developed evidence themselves and be developing or have developed policy advice. Through this initial call for evidence, the Commission would like to draw on this store of knowledge and thinking.

In publishing its Initial Call for Evidence and Contributions, the Commission wishes to provide this range of individuals, representative bodies, public bodies and organisations who use, plan, manage, maintain, finance and deliver infrastructure with the opportunity to contribute to its work by submitting written evidence. Contributors will be entirely free to shape their submission according to their field of interest and concerns recognising the 30-year horizon the Commission is working to.

The evidence and contributions will be used by the Commission to inform its thinking, as well as guide further investigation and assessment and will also inform the additional opportunities and approaches of engagement that will be undertaken across Scotland and civic society. You will find practical details of how to make a submission in Section 3. The closing date for responses is **Friday 3 May 2019**.

1.4 Further information

Copies of this document and other details of the Commission will also be available for download from the Commission website:

www.infrastructurecommission.scot

Contact details for the Secretariat may be found in Section 4.

02 Remit and guiding principles

2.1 The remit

The remit of the Infrastructure Commission for Scotland was agreed as part of the Scottish Government budget process for 2019/20 and published on 11 December 2018.

What

The Commission will provide independent, informed advice on the vision, ambition and priorities for a long-term, 30-year, strategy for infrastructure in Scotland to meet our future economic growth and societal needs. This will support the Scottish Government's delivery of its National Infrastructure Mission and development of the next Infrastructure Investment Plan for the five years ahead. The Commission will advise on the key strategic and early foundation investments to significantly boost economic growth and support delivery of Scotland's low carbon objectives and achievement of our climate change targets.

Following the completion of this report the Commission will be asked to provide advice to ministers on the delivery of infrastructure in Scotland, including the possible creation of a Scottish National Infrastructure Company.

When

The Commission will report on infrastructure ambitions and priorities by the end of 2019 and may make interim recommendations e.g. around guiding principles supporting the evolution of a coherent Infrastructure Investment Plan across sectors.

It is anticipated that a further six-month period will be required to consider recommendations on delivery models.

Remit and guiding principles (continued)

How

The Commission should work in a way which is:

- > Engaging and widely consultative across all of Scotland and civic society
- > Credible, objective and evidence-based
- > Outward looking, forward thinking and innovative

The Commission should pay attention to strategic drivers such as:

- > Securing Scotland's international competitiveness
- > The markets and connections Scotland requires for goods, services and people
- > How to prioritise investment to deliver inclusive economic growth and low carbon objectives
- > Demographic and other social change factors
- > Place-making
- > Technological change and innovation
- > Considerations around development, ownership and financing of infrastructure, including Fair Work

The Commission can determine how to progress its work and may use future-focused scenario planning tools or existing or new research and evidence.

Commissioners will be responsible for:

- > Bringing specific skills and experience
- > Providing expert, impartial advice
- > Engaging widely with stakeholders including industry, expert and interest groups, government, local government and public bodies, civic society and the public

2.2 Overarching objectives

- > Delivering sustainable inclusive economic growth across Scotland
 - > Managing the transition to a more resource efficient, lower carbon economy
 - > Supporting delivery of efficient, high quality, modern public services
 - > Increasing industry competitiveness, whilst tackling inequality
 - > Enhancing societal living conditions now and in the future
 - > Ensuring alignment with the new National Planning Framework
-

Remit and guiding principles (continued)

2.3 Scottish Government definition of infrastructure

Scottish Government describes infrastructure as:

“The physical and technical facilities, and fundamental systems necessary for the economy to function and to enable, sustain or enhance societal living conditions.

These include the networks, connections and storage relating to enabling infrastructure of transport, energy, water, telecoms, digital and internet, to permit the ready movement of people, goods and services. They include the built environment of housing; public infrastructure such as education, health, justice and cultural facilities; safety enhancement such as waste management or flood prevention; and public services such as emergency services and resilience.”

2.4 Additional guiding principles

Given the limited time available and the constant evolution of the public policy landscape – in Scotland, in the UK and internationally – the Commission cannot pretend to present more than their contribution to an essential public debate. The Commission will therefore endeavour to place practical and realistic options on the public agenda for further detailed consideration by Scottish Government and Parliament. In interpreting and taking forward its remit, the Commission will be guided by the following principles:

Ministerial precedence

The Commission process will not in any way seek to displace or second-guess the necessary judgements which Ministers will have to make in relation to infrastructure investment and prioritisation.

Independence

In keeping with its independent status, the Commission will not make value judgements which might be construed as party political. Rather, it will seek to present an informed and dispassionate view of the needs of infrastructure in Scotland over the coming years and make practical recommendations.

03 How you can contribute to the work of the Commission

3.1 Introduction

As set out in the remit, it is proposed that the Commission will work in a way which is:

- > Engaging and widely consultative across all of Scotland and civic society
- > Credible, objective and evidence-based
- > Outward looking, forward thinking and innovative

To enable the Commission to achieve this requirement, it has developed a phased approach to engagement.

3.2 First phase of engagement – initial call for evidence and contributions

In its first stage of work, the Commission would like to invite written submissions to inform its initial evidence gathering and analysis. The nature of this initial call recognises that a number of organisations and individuals will already have reflected on the issues and challenges in the scope of the Commission and will already have gathered or developed evidence themselves and be developing or have developed policy advice. Through this initial call for evidence, the Commission would like to draw on this store of knowledge and thinking.

In publishing its Initial Call for Evidence and Contributions, the Commission wishes to provide a wide range of individuals, representative bodies, public bodies and organisations who use, plan, manage, maintain, finance and deliver infrastructure with the opportunity to contribute to its work by submitting written evidence. Contributors will be entirely free to shape their submission according to their field of interest and concerns recognising the 30-year horizon the Commission is working to.

As a guide to assist those who wish to submit written evidence, an outline of strategic issues and questions that are likely to fall within scope of the Commission have been provided in Annex 1. Contributors may find it helpful to reflect on these, although there is no obligation to structure responses in accordance with these questions, nor to answer all the questions or address all the issues set out.

As you will appreciate, in order to manage the volume of evidence, the Commission is above all seeking brief yet pertinent responses at this stage.

Deadline and how to submit

Given the short timeframe available to the Commission in preparing its report and recommendations, the time that can be allocated to each stage of its work is necessarily limited.

You should therefore ensure that any written submissions are sent to the Commission Secretariat as soon as possible, but in any case, **no later than Friday 3 May 2019**. There are two ways in which you can submit:

Using the following email address:

initial.evidence@infrastructurecommission.scot

How you can contribute to the
work of the Commission (continued)

If you are unable to respond online, please send to:

The Infrastructure Commission for Scotland

PO Box 24137
Edinburgh
EH2 9AJ

When responding to this consultation please also complete a Respondent Information Form and return it with your submission. This form can be found [here](#), or by writing to the Infrastructure Commission for Scotland at the above address. Contact details for the Secretariat are given in Section 4 of this document.

To find out how we handle your personal data, please see our [privacy policy](#).

Follow up to the initial call for evidence

Once the Commission has drawn its initial analysis from the range of written submissions received, it is intended that it will meet with a cross-section of representative bodies, organisations and individuals, where it judges that further expert evidence in selected areas would be helpful to support its understanding of the issues and recommendations.

The Secretariat will contact those bodies and individuals the Commission wishes to meet in due course. This is unlikely to be before May 2019 to allow for analysis of the written evidence and contributions be undertaken.

3.3 Further opportunities for engagement

The Commissioners have committed fully to an approach which will be engaging and widely consultative. We aim to capture the expertise and opinions of people from across industry, business, the public sector, academia, civic society and the wider public; this will underpin all the Commission's work and recommendations. It is also recognised that in order to achieve this, a wide range of opportunities, beyond and in addition to this initial call for evidence, will need to be provided. Details of these wider engagement opportunities and events will be published by the Commission in the coming months.



04 Contact details

For any further information, please contact the Commission Secretariat:

Email: **enquiries@infrastructurecommission.scot**
Telephone: **0131 357 4492**
Website: **www.infrastructurecommission.scot**
Twitter: **@InfraCommScot**

A1 Annex 1: Issues and key questions within the scope of the Commission

In light of the requirement of the Commission to develop recommendations, it has set out below four key issues that it will be seeking to assess as part of its initial phase of evidence gathering.

1. The remit and in particular the Commission objectives provide an illustration of some key strategic drivers to an inclusive growth and low carbon economy:
 - a. What are your views on these drivers and are there any others that should be considered by the Commission?
 - b. What is the impact of these (and any additional) drivers on an inclusive growth and low carbon economy?
 - c. What are the key interactions and dependencies across these drivers?
 - d. What is the impact of each of them and cumulatively on Infrastructure demand and need now and for the future?
2. Infrastructure has a key role in relation to an Inclusive Growth and Low Carbon Economy:
 - a. What are your views on Scottish Government's definition of infrastructure as provided in the Commission remit, and are there any additional elements that should be considered, or areas that could be omitted?
 - b. What contribution does each of the infrastructure categories identified make to achieving an inclusive growth and low carbon economy?
 - c. What role and impact does each of the infrastructure categories identified have on the drivers identified in the Commission remit and objectives?
 - d. What are your views on the relative importance and impact of optimising whole life asset capacity through investment in enhanced renewals and maintenance compared to investing in and developing new infrastructure?
 - e. To what extent and in what way can infrastructure act as a catalyst for change in a place; be that at a community, local, strategic or national level?
 - f. To what extent and in what way can infrastructure act as a catalyst for:
 - i. increased economic investment and growth?
 - ii. improved service delivery?
 - iii. improved community cohesion?
3. The demand and need for the infrastructure assets included in the Commission remit is considerable and wide ranging. Across all the infrastructure assets identified:
 - a. What is your assessment of the current infrastructure stock in terms of quality of provision?
 - b. What is your assessment of the current infrastructure stock in terms of its capacity and fitness for purpose to meet current demand and needs?
 - c. What is your assessment of forecast future needs and demand for infrastructure and the key areas of change and development over a five and 30-year horizon?
 - d. What do you see as the priority areas for investment in order to enable these future needs and demands to be met?
 - e. Where do you see future convergence of need and demand having an impact across infrastructure classes?

Annex 1: Issues and key questions
within the scope of the Commission
(continued)

4. In relation to approaches to infrastructure assessment and prioritisation and across all the infrastructure assets identified:
 - a. What is your view on existing approaches to evaluation and assessment of infrastructure in Scotland?
 - b. What is your view of good practise approaches to evaluation and assessment of infrastructure internationally?
 - c. What is your view of existing approaches to the criteria and principles for investment prioritisation in Scotland?
 - d. What is your view of good practise approaches to the criteria and principles for investment prioritisation internationally?
 - e. What is your view on existing approaches and methodologies that enable cross infrastructure sector evaluation and assessment to be undertaken, and also the potential for further development of such approaches and methodologies?
 - f. What is your view on existing approaches and methodologies that asses impact at different spatial levels, and also the potential for further development of such approaches and methodologies?
 - g. What is you view on good practice approaches to assessing and establishing the post implementation impact on the desired outcomes from infrastructure investment?

In considering responses to this call could you:

- > Frame your submission in relation to both a five and 30-year time horizon.
- > Consider, where relevant to your area of expertise, the full range of infrastructure as defined by Scottish Government that includes, “the networks, connections and storage relating to enabling infrastructure of transport, energy, water, telecoms, digital and internet, to permit the ready movement of people, goods and services... as well as the built environment of housing; public infrastructure such as education, health, justice and cultural facilities; safety enhancement such as waste management or flood prevention; and public services such as emergency services and resilience”.
- > Provide evidence, research or reference to previous work undertaken that supports your submission.



Infrastructure
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for Scotland 

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The South West of Scotland Transport Partnership (SWestrans): Response to Infrastructure Commission Call for Evidence

(Please Note – This response is an officer response that will be presented to the SWestrans Board at its meeting on 10 May 2019. Any amendments following the Board’s consideration will be forwarded as appropriate).

About SWestrans

SWestrans is the Regional Transport Partnership for the South West of Scotland, established by the Transport (Scotland) Act 2005. It covers the area within the boundaries of Dumfries and Galloway Council. The Partnership Board includes members nominated by Dumfries and Galloway Council, NHS Dumfries and Galloway, and Scottish Enterprise. It has a range of planning, operational and project delivery responsibilities. SWestrans’ policies and aspirations relating to infrastructure are founded in the South West of Scotland’s Regional Transport Strategy (RTS) and associated RTS Delivery Plan. These are summarised by the RTS Vision:

“SWestrans’ vision is a transport system for the South West of Scotland that delivers the internal and external connectivity required to sustain and enhance the region’s economy and communities whilst minimising the impact of transport on the environment.”

Key Points

SWestrans welcomes the establishment of the Infrastructure Commission and the opportunity to contribute to its work.

In developing our response, we have drawn on discussion with the other 6 Regional Transport Partnerships of Scotland (RTPs) and the joint RTPs response to this call for evidence.

The SWestrans response to the Call for Evidence questions asked by the Commission is included. However, the key points highlighted by the joint RTPs response are provided below for completeness:

- Safety - and the safe operation of any services it enables – must always take precedence in prioritising infrastructure investment.
- There should be greater recognition of the importance of transport services and infrastructure in inclusive growth, social cohesion and environmental impacts.
- People and communities must be at the heart of any significant decisions on infrastructure.
- Making the best use of our existing assets – and fixing and maintaining them – should on the whole be given greater priority than new infrastructure.

- A much wider, more integrated and co-ordinated view of infrastructure and its cross-sectoral impact needs to be taken – health, transport, economy etc.
- Investment should be prioritised in line with the Scottish Government’s National Infrastructure Mission i.e. where it delivers a mix of economic, social and environmental impacts.
- Infrastructure projects in rural, island, or small population areas must not be overlooked in an assessment and prioritisation process.
- The ‘whole life’ costs of infrastructure must be taken into consideration in decision-making.
- Prioritisation of investment must pay heed to national, regional and local policies, strategies and plans e.g. NTS, RTSs, SDPs, LTSs.
- There must be clarity on the role, status and interplay between the outcomes of the Infrastructure Commission and the second Strategic Transport Projects Review, which is currently underway.
- A ‘scenario planning’ approach must be taken when looking at future impacts of infrastructure and changing demand patterns.
- The current process of assessing and evaluating infrastructure projects must be updated to reflect future requirements. In the current version of STAG, the emphasis on generating significant economic growth takes priority over social inclusion and environmental impacts.
- Infrastructure’s role in ‘place’ and ‘place-making’ needs to be given greater recognition.
- Revenue funding is just as important as capital and a more balanced and fair approach to this is essential in future e.g. supporting socially-necessary bus services.
- The timelines used in the Commission’s document are too short to be truly meaningful. We suggest a long term horizon of 60 years, with interim review points every 15-20 years.
- The resilience of new and existing infrastructure – for example, in relation to climate change adaptation – is a significant consideration in future decision-making on investment.
- The pace of change in modern society – digital connectivity, new technology, different demands and supply, changing demographics – must be catered for in future infrastructure.

SWestrans look forward to supporting and assisting the Commission as it takes its work forward and would be happy to meet with the Commission in this regard.

INFRASTRUCTURE COMMISSION FOR SCOTLAND

INITIAL CALL FOR EVIDENCE AND CONTRIBUTIONS

In considering responses to this call could you:

- *Frame your submission in relation to both a five and 30-year time horizon*
- *Consider, where relevant to your area of expertise, the full range of infrastructure as defined by Scottish Government that includes, “the networks, connections and storage relating to enabling infrastructure of transport, energy, water, telecoms, digital and internet, to permit the ready movement of people, goods and services... as well as the built environment of housing; public infrastructure such as education, health, justice and cultural facilities; safety enhancement such as waste management or flood prevention; and public services such as emergency services and resilience”.*
- *Provide evidence, research or reference to previous work undertaken that supports your submission*

Issues and Key Questions within the Scope

In light of the requirement of the Commission to develop recommendations, it has set out below four key issues that it will be seeking to assess as part of its initial phase of evidence gathering.

		5 years	30 years	Comments
1.	The remit and in particular the Commission objectives provide an illustration of some key strategic drivers to an inclusive growth and low carbon economy.			
a.	<i>What are your views on these drivers and are there any others that should be considered by the Commission?</i>	The Strategic Drivers cover the majority of needs towards achieving the objectives of the Commission. However, SWestrans would suggest the inclusion of a Strategic Driver	SWestrans expects that the low carbon economy will be achieved in/around our cities and their immediate catchments. However, unless there is a specific and sustained	The recently published report “A new blueprint for Scotland’s rural economy: Recommendations to Scottish Ministers” from the National Council of Rural Advisors (NCRA) highlights the transport recommendations that will be key to the future of the rural economy.

		5 years	30 years	Comments
		<p>which explicitly includes the need for consideration of appropriate infrastructure in rural Scotland. Rural needs do and can fit within the seven drivers highlighted. However, without an explicit statement that rural needs are important to achieving the dual objectives of an inclusive growth and a low carbon economy there is a risk that any funded interventions will continue to focus on the city regions.</p>	<p>focus on achieving the Commission's objectives in rural areas these areas will remain disconnected and excluded from the benefits/opportunities available in urban areas.</p>	<p>https://www.gov.scot/publications/new-blueprint-scotlands-rural-economy-recommendations-scottish-ministers/</p> <p>Scottish Rural Action, Manifesto for Rural Scotland: https://www.sra.scot/wp-content/uploads/2017/11/SRA-Manifesto-Proof2.pdf</p>
b.	<p><i>What is the impact of these (and any additional) drivers on an inclusive growth and low carbon economy?</i></p>	<p>The impact of the drivers is likely to be positive. However, a five-year horizon is unlikely to be a sufficient time period to measure any impact.</p>	<p>A thirty-year horizon should enable a full suite of monitoring measures to be developed to ensure impacts are fully captured and reported.</p> <p>However, over this period there is likely to be a change in significance of the impact these drivers will have. Therefore, capturing and reporting their impact will not be enough and there must be a willingness and flexibility to change strategy if the drivers are not having their proposed impact.</p>	

		5 years	30 years	Comments
c.	<i>What are the key interactions and dependencies across these drivers?</i>	<p>Each of the drivers interact and are to some degree dependent on the others to deliver success. SWestrans as a Regional Transport Partnership would suggest that transport infrastructure cuts across all the drivers highlighted and any additional driver for rural infrastructure.</p> <p>For example, from simple active travel interventions impacting on place-making to innovative technological solutions to deliver low carbon access to our internationally significant Ports at Cairnryan.</p>	<p>A thirty-year horizon will enable the interactions and dependencies to be mapped as we continue towards delivering the objectives of the Commission. It is important that these inter-dependencies are fully captured, understood and discussed to ensure that any unintended consequences are minimised.</p>	
d.	<i>What is the impact of each of them and cumulatively on infrastructure demand and need now and for the future?</i>	<p>Individually each driver can have both a positive and negative impact on infrastructure demand and careful consideration of these impacts will be required prior to any large-scale investment. However, by understanding the linkages of one driver with another and delivering a coordinated package of infrastructure investment the</p>	<p>As indicated in the previous column, each driver can have both a positive and negative impact. As we move towards a low carbon economy over a 30-year period the impacts of each possible intervention (e.g. autonomous vehicles) must be fully considered and risk assessed in terms of demand prior to investment. There will be a clear need to ensure deliverability of investment</p>	

		5 years	30 years	Comments
		<p>overall impact should be positive.</p> <p>From a transport perspective there is a clear need for a more collaborative approach between partners from the earliest stage of any infrastructure planning/development. There are many examples of large infrastructure projects which could have assisted in meeting the objectives of delivering a low carbon and inclusive growth economy if the transport access needs of the end-user had been embedded at the start of the process rather than as an afterthought.</p>	<p>without negatively impacting on groups within society who may be left behind and therefore not achieving “inclusive” growth.</p>	
2.	Infrastructure has a key role in relation to an Inclusive Growth and Low Carbon Economy:			
a.	<i>What are your views on Scottish Government’s definition of infrastructure as provided in the Commission remit, and are there any additional elements that should be considered, or areas that could be omitted?</i>	<p>SWestrans would highlight that infrastructure is not just what we build or add to sustain or enhance our living conditions but is also the natural environment. Therefore, any definition of infrastructure should also include the importance of the natural</p>	<p>As previous column.</p>	

		5 years	30 years	Comments
		environment's role in facilitating or otherwise any built interventions.		
b.	<i>What contribution does each of the infrastructure categories identified make to achieving an inclusive growth and low carbon economy?</i>	Each of the categories will contribute in some degree to these objectives. As indicated above, transport infrastructure will be a significant enabler in achieving the objectives.	Transport demand and delivery mechanisms are likely to be significantly different in 30 years' time. Achieving inclusive growth and a low carbon economy will require investment in transport infrastructure. However, such investment must be balanced with the needs of the other infrastructure categories to ensure appropriate and targeted measures which enhance the objectives are delivered.	Transport and the economy: The relationship between transport and the economy: https://transportknowledgehub.org.uk/guidance-tool/relationship-between-transport-economy/ What works centre for local economic growth evidence review – https://whatworksgrowth.org/policy-reviews/transport/
c.	<i>What role and impact does each of the infrastructure categories identified have on the drivers identified in the Commission remit and objectives?</i>	Transport is a significant factor on securing our international competitiveness and on accessing markets for goods, services and people. It is also a critical factor in place-making, technological change/innovation and investment in transport infrastructure will be essential if we are to achieve a low carbon economy.	See previous column.	

		5 years	30 years	Comments
		<p>Transport is also critical to delivering economic growth. However, unless interventions are considered carefully prior to their implementation there is a significant risk that growth could be delivered without it being “inclusive”. Large-scale infrastructure investment is likely to be beneficial to the country in terms of the majority of the strategic drivers. However, robustly evidenced and targeted smaller-scale infrastructure investment can and will still comply with the drivers strategic aims whilst delivering more inclusive outcomes. Therefore, a balanced approach to investment should be considered across all categories.</p> <p>The Commission should also be aware and understand that infrastructure investment will be necessary out with its remit and to meet objectives other than those stated.</p>		
d.	<i>What are your views on the relative importance and impact of optimising whole life</i>	Where an existing infrastructure asset is of <u>strategic importance</u>	SWestrans would actively seek the development of new	

		5 years	30 years	Comments
	<i>asset capacity through investment in enhanced renewals and maintenance compared to investing in and developing new infrastructure?</i>	<p>and can be realistically enhanced through renewal or through improved maintenance, this should be identified, prioritised and funded during the initial 5-year period.</p> <p>It is understood that prioritisation decisions are likely to sit out with the remit of the Commission. However, it will be a necessary element to consider when contributing to the debate and developing options.</p>	<p>infrastructure either to replace inappropriate existing infrastructure which is not appropriate for the aims of delivering a low carbon network or to provide new solutions to achieve both a low carbon future and inclusive growth.</p>	
e.	<i>To what extent and in what way can infrastructure act as a catalyst for change in a place: be that at a community, local, strategic or national level?</i>	<p>The delivery of the Borders Railway is a prime example of how “large” and new sustainable transport interventions can act as a catalyst for a change in place at all levels.</p> <p>Small infrastructure improvements, particularly active travel interventions, significantly reduce barriers and enhance place-making at a local and community level. If such interventions are delivered across Scotland then greater integration could be achieved</p>	<p>See previous column.</p>	

		5 years	30 years	Comments
		and would be a catalyst for behavior change for a relatively small financial investment.		
f.	<p><i>To what extent and in what way can infrastructure act as a catalyst for:</i></p> <p><i>i) increased economic investment and growth?</i></p> <p><i>ii) improved service delivery?</i></p> <p><i>iii) improved community cohesion?</i></p>	<p>Properly targeted infrastructure will act as a catalyst and contribute significantly to each of the three aspirations. However, full consideration should be given to each of the infrastructure categories when developing possible interventions to ensure all scenarios are captured and delivery succeeds across multiple systems.</p>	<p>A coordinated and integrated approach to infrastructure investment should be fully embedded in national and regional delivery mechanisms.</p>	
3	<p>The demand and need for the infrastructure assets included in the Commission remit is considerable and wide ranging. Across all the infrastructure assets identified:</p>			
a.	<p><i>What is your assessment of the current infrastructure stock in terms of quality of provision?</i></p>	<p>Quality varies significantly across transport infrastructure stock. In particular, rural areas such as the South West have seen very little investment in all modes. Our trunk roads are perceived by users to be poor, slow and a barrier to economic growth. Journey times on the A75 and A77 to the ports of</p>	<p>Maintenance of existing strategic infrastructure is prioritised and funded appropriately.</p> <p>New infrastructure investment is bolder and more innovative.</p> <p>For example, linking Dumfries as our regional capital to the</p>	<p>The full STAG process was completed in 2009 to investigate appropriate options to link Dumfries to the A74(M) and WCML. STAG outcomes were presented to Transport Scotland and rejected.</p>

		5 years	30 years	Comments
		<p>Cairnryan are significantly longer than those to competing ports in England and of significant concern to the port operators. Rail infrastructure particularly on the GSWL is restricted by single line sections, speed restrictions, the lack of electrification and equitable access due to lack of stations. The rolling stock is 30 year old diesel units and although refurbished not conducive to either a low carbon future or inclusive growth.</p> <p>Bus services, particularly in rural areas, are extremely fragile due to low population density, tight operational margins, vehicle quality issues and are, in Dumfries and Galloway, close to the point of complete failure. Although not “infrastructure” they are essential for achieving inclusive economic growth.</p>	<p>strategic network of the A74(M) and WCML should not rely on an appraisal system that is unlikely to stack-up due to low population density of a rural area. A fully sustainable road/dedicated public transport/Active Travel link which is future proofed for the low carbon EV, autonomous and High Speed Rail future should be a national priority (delivered regionally).</p> <p>High priority national schemes linking strategic points such as the ports of Cairnryan with the central belt and motorway/rail network in the Lockerbie/Carlisle corridor are identified, funded and delivered. Such schemes should not just be a tinkering of existing networks (bypasses etc.) but new, bold and future-proofed solutions.</p>	
b.	<p><i>What is your assessment of the current infrastructure stock in terms of its capacity and fitness for purpose to</i></p>	<p>Transport networks are at capacity across many areas due in the main, to demand outstripping the assets ability to</p>	<p>As previous column.</p>	

		5 years	30 years	Comments
	<i>meet current demand and needs?</i>	cope. This is not a major issue in Dumfries and Galloway, however the poor quality and outdated nature of existing infrastructure that is not fit-for-purpose can create capacity constraints.		
c.	<i>What is your assessment of forecast future needs and demand for infrastructure and the key areas of change and development over a five and 30-year horizon?</i>	<p>As indicated in response to the previous questions in this section, current infrastructure is at capacity and not fit-for-purpose. Therefore, existing investment and delivery must continue whilst future priorities to deliver a low carbon transport network are developed.</p> <p>Needs and demands on transport infrastructure will change as travel and freight patterns adapt to how work, retail and leisure activities are delivered as technology advances. There is unlikely to be any significant changes over the initial 5 years other than the continuing rise in demand on the rail and active travel networks and the decline in bus usage.</p>	<p>Over the 30 year period, there is likely to be a significant change in how we travel. Therefore, SWestrans would actively seek the development of new infrastructure either to replace unsuitable existing infrastructure which is not appropriate for the aims of delivering a low carbon network or to provide new solutions to achieve both a low carbon future and inclusive growth.</p> <p>Technology advances will play a vital part in how we plan our travel and the journey itself as well as the underpinning systems such as smart ticketing.</p>	

		5 years	30 years	Comments
d.	<i>What do you see as the priority areas for investment in order to enable these future needs and demands to be met?</i>	A planned, coordinated and integrated approach to infrastructure investment is necessary. In the short term, there will be a need to identify and target those existing assets which are critical to manage demand.	<p>A planned, coordinated and integrated approach to infrastructure investment is necessary. A successful approach to infrastructure investment will only be possible if it is fully embedded in national and regional delivery mechanisms.</p> <p>Clear lines of responsibility across strategic infrastructure must be established to deal with any unexpected incident and ensure minimal disruption.</p> <p>The recent issue which closed the railway network for several months at Ayr is an example of the difficulties of maintaining a strategic link with multiple public sector and private interests each with differing responsibilities.</p>	
e.	<i>Where do you see future convergence of need and demand having an impact across infrastructure classes?</i>	Each of the infrastructure classes have opportunity to converge. Particularly in relation to delivering a more sustainable and low carbon future. Therefore, all opportunities to seek such	As previous column.	

		5 years	30 years	Comments
		convergence should be an outcome that is actively pursued. Transport infrastructure should be developed for an energy, telecoms and digital future and if so will be a significant factor in achieving the objectives.		
4.	In relation to approaches to infrastructure assessment and prioritisation and across all the infrastructure assets identified:			
a.	<i>What is your view on existing approaches to evaluation and assessment of infrastructure in Scotland?</i>	<p>In terms of transport appraisal, the STAG process is an objective method which does result in the most appropriate investment(s) being identified to address the transport problems of an area.</p> <p>However, our experience as a rural RTP would indicate that although the process and appraisal is sound, actual investment is skewed towards urban areas.</p> <p>In 2009 SWestrans undertook a full STAG appraisal of possible links to the A74(M) from Dumfries and presented the two infrastructure investment</p>	New appraisal methods will need to be developed to enable clear evaluation and assessment of solutions which cross and involve more than one infrastructure class.	

		5 years	30 years	Comments
		<p>solutions to Transport Scotland (the dualling of the A75 between Gretna and Dumfries or a new A709). The response was that both interventions were not cost effective.</p> <p>STAG is the only appraisal process that is acceptable to Transport Scotland if government funding is being sought for infrastructure interventions and presents the required Business Case to access funds. However, in all instances, as a rural area, making a case is extremely challenging due to our rurality and low population catchment.</p> <p>SWestrans is currently close to the end of the STAG process to address transport issues in three areas of our region (Thornhill, Eastriggs, Beattock/Moffat) and similar issues with catchment are evident.</p> <p>A key focus for the Commission should be on how do we deliver rural cohesion and get an</p>		

		5 years	30 years	Comments
		equitable share of infrastructure investment for rural Scotland to deliver inclusive economic growth.		
b.	<i>What is your view of good practise approaches to evaluation and assessment of infrastructure internationally?</i>	Current international approaches should be reviewed to determine if they could be beneficial in a Scottish context.	New and innovate approaches to evaluation will be required and Scotland should seek to be at the forefront of their development.	
c.	<i>What is your view of existing approaches to the criteria and principles for investment prioritisation in Scotland?</i>	As our response to 4a above, rural areas tend to be excluded from investment and this must change if the whole population is to benefit from investment	As previous column.	
d.	<i>What is your view of good practise approaches to the criteria and principles for investment prioritisation internationally?</i>	As 4b.	As 4b	
e.	<i>What is your view on existing approaches and methodologies that enable cross infrastructure sector evaluation and assessment to be undertaken, and also the potential for further development of such approaches and methodologies?</i>	Current approaches and methodologies are poor with each sector generally still operating in isolation.	Future approaches must look to be cross-sectoral with all opportunities to seek a convergence actively pursued. To successfully deliver on a low carbon and inclusive growth future there needs to be full cross sector buy-in to delivering new infrastructure.	
f.	<i>What is your view on existing approaches and methodologies that assess</i>	As 4e.	As 4e.	

		5 years	30 years	Comments
	<i>impact at different spatial levels, and also the potential for further development of such approaches and methodologies?</i>			
g.	<i>What is your view on good practice approaches to assessing and establishing the post implementation impact on the desired outcomes from infrastructure investment?</i>	As 4e.	As 4e.	

SCOTLAND'S CLIMATE CHANGE ADAPTATION PROGRAMME 2019-2024 – A CONSULTATION DRAFT

1. Reason for Report

To agree a response to Scotland's Climate Change Adaptation Programme 2019-2024 - A Consultation Draft.

2. Background

2.1 Scotland's first statutory five-year Climate Change Adaptation Programme, Climate Ready Scotland, was published in May 2014. The programme was designed to address over 130 climate impacts through over 150 individual policies.

2.2 It is a requirement of the Climate Change (Scotland) Act 2009 that Scottish Ministers report annually on progress on the current Adaptation Programme; the Fourth Annual Report was published in May 2018.

2.3 SWestrans has responded to previous Government consultations on Climate Change at its meetings in March 2013 and September 2017.

3. Key Points

3.1 Scotland's second statutory five year Climate Change Adaptation Programme will be published later in 2019. To inform this Programme a consultation "Scotland's Climate Change Adaptation Programme 2019-2024 - A Consultation Draft" was issued in February 2019. The full consultation is available at https://consult.gov.scot/energy-and-climate-change-directorate/adaptation-programme-2019-2024/user_uploads/sct01194804201-1.pdf.

3.2 The closing date for responses was 9 April 2019.

3.3 Officers developed a SWestrans response which is included in full as the **Appendix** and which indicated that any amendments, following consideration by the Board at its meeting today, would be forwarded to the Government.

3.4 The Board is asked to agree the response to Scotland's Climate Change Adaptation Programme 2019-2024 - A Consultation Draft.

4. Implications	
Financial	There are no financial implications.
Policy	There are potential future policy implications which will be monitored and reported as appropriate.
Equalities	There are no equalities implications.
Climate Change	All implications on climate change will continue to be monitored and implemented as appropriate.
Risk Management	There are no direct implications, at this stage, to the risks identified on our Risk Register.

5. Recommendation

Members of the Board are asked to agree the response to Scotland's Climate Change Adaptation Programme 2019-2024 - A Consultation Draft as outlined in the Appendix.

Report Author: Douglas Kirkpatrick
Lead Officer
Tel: 01387 260136

Date of Report: 30 April 2019
File Ref: SW2/Meetings/2019

Approved by: Douglas Kirkpatrick
Lead Officer
South West of Scotland Transport Partnership
Cargen Towers, Garroch Business Park
Garroch Loaning,
Dumfries DG2 8PN

Appendix: SWestrans response to Scotland's Climate Change Adaptation Programme 2019-2024 Consultation Paper.

Scotland's Climate Change Adaptation Programme 2019-2024 Consultation Paper-
SWestrans Response April 2019

(Please Note – This response is an officer response that will be presented to the SWestrans Board at its meeting on 10 May 2019. Any amendments following the Board's consideration will be forwarded as appropriate).

Q1. Do you agree with our outcome-based approach to adaptation in Scotland?

Yes. SWestrans welcomes the outcome based approach to adaptation. It will ensure focus on what policy should achieve in order to address Scotland's changing climate in line with the UN Sustainable Development Goals and Scotland's National Performance Framework.

Q2. Do you agree that a National Forum on Adaptation should be established to facilitate discussion on climate change adaptation?

Yes. This is essential for information sharing amongst different parties/sectors and will embed cooperation on cross-cutting climate change issues.

Q3. Do you agree that climate change adaptation behaviours should be included in the Programme?

Yes, we believe that behavioural change is central to increasing resilience to climate change. By highlighting adaptation behaviours this will allow for more informed decisions to be made in relation to behaviour change and enable sectors to adapt to the impact of the changing climate.

Q4. Do you agree that an integrated approach should be taken to monitoring and evaluation?

Yes. Monitoring and evaluation are vital to track success or identify where improvement is needed within the adaptation programme. Integrating this will give an overview of Scotland's efforts to adapt to climate change as a whole.

Q5. Do you agree with our long term vision for adapting to climate change in Scotland?

Yes. The long term vision 'we live in a Scotland where our built and natural places, supporting infrastructure, economy and society are climate ready, adaptable and resilient to climate change' captures entirely what needs to be achieved in order for all of Scotland to be sustainable in the face of increasing climate change.

Q6. Does the Programme identify the right outcomes for Scotland over the next five years?

Yes. The 7 outcomes accurately highlight the overarching aims of the programme and incorporate all areas where we need to be resilient and adaptable to climate change. The outcomes link with the overall programme vision and are in line with the UN Sustainable Development Goals and Scotland's National Performance Framework.

Q7. Are there any additional policies that should be included in the outcomes set out in the following pages?

No.

Q8. What are your views on the accuracy and scope of the information used to describe the SEA environmental baseline set out in the Environmental Report? (Please give details of additional relevant sources)

The SEA report details sufficient information to describe the environmental baseline, focusing around 9 environmental factors and how they are susceptible to climate change.

No further relevant sources to add.

Q9. What are your views on the predicted environmental effects as set out in the Environmental Report?

The predicted environmental effects set out in the report come as no surprise as there is already evidence of these effects across Scotland due to existing climatic shift, such as increased extreme weather events.

Q10. What are your views on the findings of the SEA and the proposals for mitigation and monitoring of the environmental effects set out in the Environmental Report?

The SEA findings, that the draft programme is likely to have significant positive environmental effects on climatic factors, are justified given that the 7 programme outcomes set the baseline for mitigating the climate change impact.

The proposals for mitigation and monitoring the environmental effects, as set out in the report, are adequate as they provide a high-level framework to base adaptation behaviour around and will enable a robust plan that will effectively monitor the difference the programme is making.

REGIONAL TRANSPORT PARTNERSHIPS CHAIRS MEETING 5 DECEMBER 2018

1. Reason for Report

To report on the minutes of the Regional Transport Partnerships (RTP) Chairs meeting held in Aberdeen on 5 December 2018.

2. Background

The Chairman, Councillor Andrew Wood, represents SWestrans at the RTP Chairs meetings.

3. Key Points

3.1 The Chairman attended the meeting.

3.2 The minute of the meeting held on 5 December 2018 is attached as the **Appendix**.

3.3 The Board is aware of a number of issues detailed within the minute from previous reports. The draft Minute was approved by the Chairs at their meeting on 6 March 2019 in Edinburgh. The draft Minute of the Chairs meeting on 6 March 2019 will be approved at the next meeting of the Chairs in June 2019, and will be provided in the papers for a future Board meeting.

4. Implications

Financial	There are no financial implications.
Policy	There are no policy implications.
Equalities	There are no equalities implications.
Climate Change	There are no climate change implications.
Risk Management	There are no risk implications.

5. Recommendation

Members of the Board are asked to note the minutes of the Regional Transport Partnerships Chairs meeting of 5 December 2018.

Report Author: Douglas Kirkpatrick Lead Officer Tel: 01387 260136 Date of Report: 30 April 2019 File Ref: SW2/Meetings/2019	Approved by: Douglas Kirkpatrick Lead Officer South West of Scotland Transport Partnership Cargen Towers, Garroch Business Park Garroch Loaning, Dumfries DG2 8PN
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Appendix: Regional Transport Partnerships, Minute of Meeting RTP Chairs, Held in the Aberdeen on 5 December 2018.

Regional Transport Partnerships

Minute of Meeting of the RTP Chairs

Aberdeen, Wednesday 5th December 2018

Present Cllr Peter Argyle, Nestrans
 Cllr Martin Bartos, SPT
 Cllr Brian Gordon, Tactran
 Cllr Gordon Edgar, SEStran
 Cllr Andrew Wood, Swestrans
 Cllr Ryan Thomson, ZetTrans
 Cllr Allan Henderson, Hitrans

In Attendance Mr Derick Murray, Nestrans
 Ms Nicola Laird, Nestrans
 Mr Jim Grieve, SEStran
 Mr Bruce Kiloh, SPT
 Mr Tom Flanagan, Tactran
 Mr Ranald Robertson, Hitrans
 Mr Michael Craigie, ZetTrans
 Ms Joanne Gray, Transport Scotland

Apologies Cllr Stephen Heddle, COSLA
 Mr Robert Nicol, COSLA
 Mr Douglas Kirkpatrick, Swestrans

Item		Action
1	Welcome & Apologies	
	<p style="text-align: center;"><i>a) Minuting Process</i></p> <p>Following concerns raised after the previous Chairs meeting, the format of minutes was discussed. Currently a record of discussion.</p> <p>Decision to have detailed minutes but no attribution. Action minute also to be made available.</p>	NL
2	Minute of the RTP Chairs Meeting on 5 September & Matters Arising	
	<p>Minute agreed as accurate pending rephrasing of section regarding smart ticketing (p.4 of the minute).</p> <p><u>The Chairs Resolved: -</u></p> <p>Minute approved.</p>	
3	National Transport Strategy	
	<p style="text-align: center;"><i>a) Update from NTS Review Board</i></p> <p>Chairs were updated on important points to come from the last board meeting.</p>	

	<p><u>The Chairs Resolved: -</u> To note the report.</p>	
	<p><i>b) Update from Roles and Responsibilities Group</i></p> <p>The Chairs were provided an update on the Roles and Responsibilities Group and discussed providing a collective representation on the draft report to the Minister. Concerns were raised regarding the process of the consultation, particularly around the restrictions placed due to the confidential nature of the report.</p> <p><u>The Chairs Resolved: -</u></p> <p>Joanne Gray to get an answer from TS regarding whether report can be taken to respective boards confidentially, or whether a second public paper can be produced for this purpose.</p> <p>Derick Murray to feed back to group reflecting the key themes discussed.</p>	<p>JoG</p> <p>RGM</p>
4	<p>Local Governance Review</p>	
	<p>Key points of the draft response were discussed.</p> <p><u>The Chairs Resolved: -</u> To approve response pending the following additions:</p> <ul style="list-style-type: none"> - To add additional detail in Section 3 of the Local Governance Review response – how RTPs fit into participatory funding/budgeting, particularly with regards to active travel funding. Emphasise the ability of RTPs to provide rich engagement at both a local level and government level and their useful role in relation to community planning partners. - To add a section regarding delegation and where power lies as context in section 2 of the Local Governance Review response. 	<p>TF</p>
5	<p>Governance Reviews</p>	
	<p>The Chairs discussed the number of reviews and strategies that are currently ongoing and noted concern regarding cohesion and integration between these.</p> <p><u>The Chairs Resolved: -</u></p> <p>To write a paper for the Strategy Board regarding concern over the various governance reviews and strategies, and the cohesion between these and involvement with RTPs.</p>	<p>RGM (For Cllr Edgar)</p>
6	<p>STPR Review</p>	
	<p>Tenders have been received. To appoint shortly.</p> <p><u>The Chairs Resolved: -</u></p> <p>To note report.</p>	
7	<p>Active Travel Funding Update</p>	
	<p>RTPs have been awarded money for the majority of the schemes that have been applied for. Grant letters have been issued. The decisions</p>	

	<p>around the funding were discussed as were general challenges in working with Sustrans.</p> <p><u>The Chairs Resolved: -</u></p> <p>To note the report.</p> <p>Derick Murray to feed back to SCOTS Road Safety Group regarding communicating to both Sustrans and the Minister about challenges in working with Sustrans. To report back to Chairs following this.</p> <p>Secretariat to distribute the approved schemes for information.</p>	<p>RGM</p> <p>NL</p>
8	Consultation Responses	
	<p><i>a) Speed Limit Private Bill</i></p> <p>There was discussion regarding the current consultation and the impact its progression may have on Local Authorities.</p> <p><u>The Chairs Resolved: -</u></p> <p>To note the report.</p>	
	<p><i>b) Workplace Parking Levies</i></p> <p>This was discussed by Chairs in reference to the recent response received regarding adding Workplace Parking Levies to the Transport Bill.</p> <p>Further discussion to be added to future agenda so can be discussed with Minister in September 2019.</p> <p><u>The Chairs Resolved: -</u></p> <p>To note the report.</p>	
9	RTP Chairs Work Programme	
	<p><i>a) Future Invitees to Chairs meetings</i></p> <p>The invitees for 2019 were confirmed and new invitees were discussed.</p> <p><u>The Chairs Resolved: -</u></p> <p>To note the report and add Sustrans/Paths for All and Cycling Scotland to the list for 2019.</p>	<p>NL</p>
10	Stakeholder & Modal Updates	
	<p><i>a) East Coast Mainline Authorities</i></p> <p>The Chairs were briefly updated on the status of ECMA and recent activity.</p> <p><u>The Chairs Resolved: -</u></p> <p>To note the report.</p>	

	<p><i>b) West Coast Mainline Authorities</i></p> <p>There was discussion regarding the West Coast Mainline Authorities. It was noted that it would be useful for RTPs to have a collective presence on this similar to ECMA.</p> <p><u>The Chairs Resolved: -</u></p> <p>To note the report.</p> <p>Bruce Kiloh to draft a written report to next meeting and provide a fuller update.</p>	BK
	<p><i>c) Low Emissions Zones</i></p> <p>There was discussion regarding the progress being made in the Glasgow LEZ. Discussion focused on the complementary measures SPT are working on in addition to the planned retrofitting.</p> <p><u>The Chairs Resolved: -</u></p> <p>To note the report.</p> <p>Bruce Kiloh to circulate most recent report once it has been made public.</p>	BK
	<p><i>d) Public Sector Rail Bid</i></p> <p>The progress on the Public Sector Rail bid was discussed. There was discussion around engagement with Scotrail and Network Rail and applying standards to future tenders.</p> <p><u>The Chairs Resolved: -</u></p> <p>To note the report.</p>	
11	Social Media Presence	
	<p>The outcome of the report was briefly discussed along with the recommendation by Lead Officers.</p> <p><u>The Chairs Resolved: -</u></p> <p>Agreed to accept recommendation from Lead Officers and not progress with the setting up of a joint website.</p>	
12	Scottish Islands Passport Update	
	<p>Chairs were updated on the progress of the Scottish Islands Passport.</p> <p><u>The Chairs Resolved: -</u></p> <p>To note the report.</p>	
13	Transport Related Buildings Audit	
	<p>The response to the recent letter regarding Ayr station was discussed. There was discussion regarding the need for an organisation to take</p>	

	<p>ownership of the situation and whether dedicated task forces were the right way forward.</p> <p><u>The Chairs Resolved: -</u></p> <p>For the Secretariat to prepare a letter to Transport Scotland regarding the learning points that have been considered and raised by the task force following the issues at Ayr Station.</p>	RGM
14	AOB	
	<p><i>Redundancy modification order</i></p> <p>There was discussion regarding naming RTPs on the Redundancy Modification Order.</p> <p>Agreed for collective letter to be written and sent.</p> <p><i>TS Infrastructure Committee.</i></p> <p>It was noted that the recent consultation was only available in an electronic format. Asked to consider other formats in future to ensure inclusiveness.</p> <p><i>Sustran Structure</i></p> <p>Chairs were informed that after a long period of absence George Eckton has resigned as Director of Sustrans. Jim Grieve will be covering the role on an interim basis.</p>	JG
15	Date of Next Meeting	
	<i>Next meeting set for 6 March 2019 hosted by SEStran</i>	