



BUS FORUM

**Dean of Guild Room, City Chambers, Edinburgh, EH1 1YJ
Thursday 27th October 2016 – 2:30pm**

AGENDA

- 1. WELCOME AND APOLOGIES FOR ABSENCE.**
- 2. MINUTES**
 - (a) Bus Forum of 13th May 2016.
- 3. EMERGING FINDINGS OF SESTRAN AS A MODEL 3 RTP – Presentation by Professor Tom Rye**
- 4. IMPACT OF CONGESTION ON BUS PASSENGERS REPORT –Report by Jim Grieve**
- 5. ENGLISH BUS BILL – POSSIBILITIES FOR SCOTLAND – Report by Emily Whitters**
- 6. TRANSPORT (SCOTLAND) BILL, VIEWS ON PROPOSALS/IDEAS FOR CONSULTATION – Transport Scotland**
- 7. INTEGRATED TICKETING, NATIONAL SCHEME – Report by Catriona Macdonald**
- 8. NATIONAL LOW EMISSIONS FRAMEWORK – Report by Lisa Freeman**
- 9. RTPi UPDATE - Verbal Report by Catriona Macdonald**
- 10. PROJECTS UPDATE – Verbal Report by Jim Grieve**
- 11. THISTLE CARD UPDATE – Verbal Report by George Eckton**
- 12. REVIEW OF FORUMS – Verbal Report by George Eckton**
- 13. AOCB**

20th October 2016.

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Agendas and papers for all SEStran meetings can be accessed on www.sestran.gov.uk

BUS FORUM

10:00AM, 13th MAY 2016

CONFERENCE ROOM 4+5, VICTORIA QUAY

Present

Name	Organisation
Charlie Anderson (Chair)	Non Cllr Member
Cllr Jim Fullarton	Scottish Borders Council
Cllr Michael Veitch	East Lothian Council
Bob Baillie	Fife Council
Gavin Booth	Bus Users Scotland
Ker Corbett	Stagecoach East Scotland
Chris Cox	Falkirk Council
Mark Craske	NHS Forth Valley
Chris Day	City of Edinburgh Council
John Dellow	Scottish Borders Council
Ian Forbes	West Lothian Council
Lisa Freeman	SEStran
Marie Garvie	Transport Scotland
Jim Grieve	SEStran
Gordon Hanning	Transport Scotland
Trond Haugen	Advisor to SEStran
Catriona Macdonald	SEStran
John Macdonald	Community Transport Association
Gordon Manson	Home Energy Scotland
Andrew McLellan	East Lothian Council
Stuart McNeill	Traveline Scotland
Brian Peat	First Scotland East
Sandy Scotland	Non Cllr Board Member
Nigel Serafini	Lothian Buses
Alastair Short	SEStran
Barry Turner	Non Cllr Member
Karl Vanters	Midlothian Council
Paul White	CPT
Mark Whitelocks	Stagecoach East Scotland
Emily Whitters	SEStran

Apologies

Name	Organisation
Cllr Donald Balsillie	Clackmannanshire Council
Cllr Stephen Bird	Falkirk Council
Cllr Gordon Edgar	Scottish Borders Council
Cllr Nick Gardner	City of Edinburgh Council
Cllr Irene Hamilton	Clackmannanshire Council
Cllr Bill Henderson	City of Edinburgh Council
Cllr Lesley Hinds	City of Edinburgh Council

Cllr Adam McVey	City of Edinburgh Council
Cllr Cathy Muldoon	West Lothian Council
Cllr Derek Rosie	Midlothian Council
Neil Bailey	Edinburgh Coach Lines
Lesley Deans	Clackmannanshire Council
Duncan Hearsam	Dial-a-journey
George Mair	CPT
John Martin	Non Cllr Member
Amber Moss	East Lothian Council
Derek Parry	Clackmannanshire Council
Neil Renilson	Non Cllr Member
Martin Wanless	Scottish Borders Council

Ref.		Action
1.	Welcome & Apologies	
	Mr Anderson welcomed the group and conducted round table introductions.	
2.	Minutes & Matters Arising	
	<p>New Bus Service Regulation (Carried forward from 20/02/15)</p> <p>Mr Haugen commented that the new bus service registration regulations have now been finalised by Transport Scotland. The confidentiality restriction has been withdrawn, however there has been no extension to the whole registration period.</p> <p>Mr Haugen observed that he would like to discuss further with local authorities when SEStran should become involved if a route is cross boundary or has regional strategic implications. The group agreed that further clarification on the rules would be gained from the September meeting of the Association of Transport Coordinating Officers (ATCO).</p>	
3.	Smart Ticketing	
	<p>Mr Hanning gave a presentation on Smart Ticketing and Transport Scotland initiatives towards this. Key points as follows:</p> <ul style="list-style-type: none"> • Smart Ticketing was highlighted in the most recent National Transport Strategy and the previous transport minister was a driving force behind this. • The concessionary travel scheme has been fully smart for 7 years – works effectively. • Transport Scotland have made a lot of investment and therefore much of the infrastructure required is already in place. However, this needs to be brought up to a consistent level. • Abellio have many committed obligations from the franchise agreement including ensuring take up of any smart ticketing schemes. 	

	<ul style="list-style-type: none"> • The same franchise obligations have been introduced in the tender process for ferry services – The successful bid for the Clyde and Hebrides services will shortly be announced. • SPT are running a very successful smart ticketing scheme on the Glasgow subway. • Progress has been slower on buses, due partly to the fact it is a deregulated market. However some large operators have done work towards using smart ticketing. • Transport Scotland are introducing smart zones in cities involving major bus operators working together to produce a multi-operator ticket. Dundee and Aberdeen will go live this summer. Glasgow should be towards the end of 2016 and Edinburgh is currently planned for 2017. • Major operators have agreed to accept a national e-purse. Transport Scotland have an e-purse working group involving all major operators and are looking to have this in place within a year. 	
4.	First Group Competition and Markets Authority (CMA) Ruling	
	<p>Mr Anderson declared an interest in this item by reason of a professional relationship with First Group and did not participate in discussions.</p> <p>Mr Haugen reported that CMA have now released First Group from their undertakings effective immediately. However Mr Haugen noted some concern that there were now no safeguards in place against withdrawal of services.</p>	
5.	Environment & Clean Air Issues	
5.1	Measures to reduce fuel costs & environmental impact	
	<p>Mr Manson gave a presentation on measures to reduce fuel costs & environmental impact, (attached with minutes). Main points as follows:</p> <ul style="list-style-type: none"> • Overview of Home Energy Scotland • Fuel Efficient Driver Training (FuelGood) • Advice on vehicle telematics systems – behaviour change • Sustainable Transport Review Service • Low carbon transport loan (£100,000 interest free) 	
5.2	Air Quality and Buses in Edinburgh	
	This item will be brought forward to the next meeting of the Bus Forum.	
5.3	Cost of Congestion; Possible initiatives by Local Authorities and Operators	
	Mr Anderson highlighted that bus usage has been declining and the group discussed the many issues contributing to this. Journey times, particularly within Edinburgh, was raised as a key issue. The group	

	agreed that this item would be kept as a discussion point going forward.	
5.4	International Treaty on Climate Change	
	This was covered in item 5.3	
6.	Update on Projects	
6.1	A89/A8 Corridor Public Transport Study	
	Mr Haugen gave an update as follows: <ul style="list-style-type: none"> • Newbridge roundabout found to be a stumbling block for improving journey times on the transport corridor. • The STAG process has now been completed and bus lanes and cycling facilities were top of the agenda. • The next stage is to fill in details on what is feasible and this is now up to the stakeholder group. 	
6.2	Ferrytoll P&R	
	Mr Baillie gave an update as follows: <ul style="list-style-type: none"> • Work is due to start in mid June and will take up to 3 months to construct the new entrance/exit and a larger area for buses to operate under • The building will be closed during this time but there will be temporary accommodations in place. 	
6.3	South Tay P&R	
	Mr Haugen gave an update as follows: <ul style="list-style-type: none"> • There has been some movement on the land lease and procuring the site this way has resulted in a small cost saving of £4000 • SEStran have set up a meeting with Fife council to discuss the potential of them taking the project forward in terms of design. Alternatively it may go out as a contract design and build, dependent on funding arrangements. 	
6.4	Real Time Bus Passenger Information Update	
	Mr Grieve gave an update as follows: <ul style="list-style-type: none"> • SEStran have now spent all their Bus Investment Fund (BIF) money. This has gone towards providing an interface with the new Stagecoach system and transferring kits from Stagecoach to First Scotland East. All fleets from these two operators in the SEStran area are now equipped with RTPI. • There are almost 150 RTPI screens installed in the region in public locations with a further 134 left to place. Attendees were asked to pass on any suggestions for further locations. • SEStran are also promoting RTPI screens in commercial locations and have recently had a successful trial at RBS Gogarburn which has been extended to Edinburgh Park. • SEStran are looking to re-launch publicity of the system in around 1-2 months. 	

	<ul style="list-style-type: none"> There are no BIF opportunities this year and the current aim is to work with smaller operators to get them involved in the system. SEStran will hold a seminar in July with small operators to take this forward. 	
6.5	Thistle Card Update	
	<p>Mr Short gave an update as follows:</p> <ul style="list-style-type: none"> 45,000 cards have been distributed since 2011 The card has won a SATA award and is currently nominated for national transport awards and Euro transport awards. Currently developing an app to replicate the card. Trial versions will be ready by the end of the month which will then be shared with bus operators. The paper product will continue to be produced as well as the app. <p>Mr Cox suggested that the functions of the Thistle Card could be integrated in to the new smart card system. Mr Short agreed that this could be an avenue going forward but that at the moment the app is just to replicate the card.</p>	
7.	Current Issues	
7.1	Transport Scotland	
	There were no further issues raised.	
7.2	Local Authorities	
	There were no further issues raised.	
7.3	Operators/CPT	
	There were no issues raised.	
7.4	Traveline Issues	
	<p>Mr McNeill gave an update as follows:</p> <ul style="list-style-type: none"> Relaunched the website, which now adapts to browsing platform and is therefore easier to maintain. Working on a project around disruption and personalisation of journeys. 	
7.5	Bus Users Scotland	
	<p>Mr Booth gave an update as follows:</p> <ul style="list-style-type: none"> Handling an increasing number of complaints – few of these are in the SEStran area. There are very few adverse reports from bus compliance officers in the area. Took over responsibility for roadside monitoring from the Vehicle and Operator Services Agency (VOSA) at the beginning of April and have increased the number of bus compliance officers accordingly. 	
7.6	CTA	
	Mr Macdonald stated that there have been developments on creating an accessible transport action plan looking at all transport	

	modes. This is to be signed off by the transport minister and COSLA in July/August and launched at the end of September.	
8.	AOCB	
	<p>Mr Haugen noted that SEStran are sent draft rail timetables on a confidential basis three months in advance of changes but have now reached an agreement with Scotrail that these can be released to relevant local authorities in order to amend integrated bus timetables accordingly. The next timetable change will take place in August and Mr Haugen stated that he will pass on draft timetables as they come in.</p> <p>Mr Anderson advised that Trond Haugen would be retiring later this year and this would therefore be his last bus forum. Mr Anderson expressed his thanks for all Trond's advice and support to the forum.</p>	TH
9.	Next Bus Forum	
	The next bus forum will be held on 14 th October 2016 at 10:00am in conference room 4+5, Victoria Quay.	

4. Impact of Congestion on Bus Passengers

Impact of congestion on bus passengers

1. INTRODUCTION

- 1.1** The paper is a summary extract of a report by Professor David Begg¹, which has a particular focus on London but is relevant to other cities and regions throughout the UK.
- 1.2** “Over the last 50 years, bus journey times have increased by almost 50% in the more congested urban areas. If we had protected bus passengers from the growth in congestion there would arguably be between 48% and 70% more fare paying bus passenger journeys today. If the trend is allowed to continue, then our urban buses will no longer represent a viable mode of transport for the majority of its customers and will be populated largely by people with mobility difficulties.”

2. SUMMARY OF REPORT

- 2.1** Everyone in industry and government is aware of the problem. Until now it has not been properly quantified. The report makes clear the true extent to which congestion has been corrosive to the bus sector. It has been caught in the vortex of three vicious downward spirals:
1. Slower speeds leading to higher costs, higher fares, fewer passengers, service decline, fewer passengers.
 2. Slower speeds leading to increased journey time, fewer passengers, service decline, fewer passengers.
 3. Slower speeds, punctuality and reliability decline, fewer passengers, service decline, fewer passengers.
- 2.2** Bus operators are forced to respond to congestion in one of two ways. First, to try to maintain service frequency. If they do this, then every 10% decrease in operating speeds leads to an 8% increase in operating costs. If this is passed on to passengers through higher fares it results in a 5.6% fall in patronage (DfT fares elasticity of 0.7). The second response is to operate at lower frequency. A 10% deterioration in operating speeds would lead to a 10% reduction in frequency and 5% fewer passengers (based on a frequency elasticity of 0.5).
- 2.3** A combination of the two responses is also likely. The end result – whether it’s a greater peak vehicle requirement (PVR – the number of buses required to operate the service) or reduced frequency, or a combination of both – is pretty much the same in terms of patronage decline.
- 2.4** To the above it is necessary to add the response passengers have to

¹ <http://www.greenerjourneys.com/wp-content/uploads/2016/06/Prof-David-Begg-The-Impact-of-Congestion-on-Bus-Passengers-Digital-1.pdf>

spending longer on-board buses. This would lead to a further 5% fall in passengers (because of an in-vehicle elasticity of 0.5). The net result is a direct correlation between operating speeds and patronage: a 10% decrease in speeds reduces patronage by at least 10%. The figure could yet be higher because congestion puts pressure on punctuality and reliability which can increase waiting time at bus stops. Passengers place a value two to three times as high on waiting at a bus stop as they do for in-vehicle time. Chronic traffic congestion is not just a headache for passengers.

- 2.5** It's also a nightmare for bus drivers. It makes it much harder to attract the very best customer-focused bus drivers into the industry, it prevents bus drivers giving the best service they can to passengers, and those who are committed and loyal often find the task so frustrating it encourages them to leave the industry - or not join in the first place. Many bus companies are once again struggling to attract enough drivers and carry significant vacancies (especially in large conurbations).
- 2.6** Slow buses are bad for our city economies. If the trend for bus journey times, increasing by almost 1% per annum continues, we can expect to continue to lose access to around 5,000 jobs per year as a consequence. Buses are vital to the health of local economies. More people commute by bus than all other forms of public transport combined and those bus commuters generate £64bn in GDP. Around 400,000 people are in better, more productive jobs as a direct result of the access the bus service provides. Buses are also the primary mode of access to our city centres; facilitating 29% of city expenditure. Slow buses are also bad for pollution. Fuel efficiency measured in kilometres per litre has declined by 35% since 2000, and carbon dioxide emissions per bus km in urban conditions have risen by 25%. While there are factors other than congestion driving this trend, such as larger buses, stop-start conditions caused by congestion are a key factor. Under heavily congested conditions, tailpipe emissions can be increased by a factor of three or four.
- 2.7** Edinburgh is one of the few cities in the UK to have bucked the trend in falling bus speeds, **at least for a decade**. Between 1986 and 1996, scheduled bus speeds increased by 5% as a result of better conventional bus priority culminating in the radical Greenways bus priority scheme. However, this legacy has been allowed to dissipate through weaker enforcement, a trial on removing bus priority during off-peak periods, and a failure to paint the lanes green and properly maintain them. As a result, in the last 20 years Edinburgh has reverted to the UK norm with bus speeds declining by 20%.
- 2.8** Too little focus is placed on the importance of the bus because bus passengers carry too little weight with opinion-formers and political decision-makers. The socio-economic profile of bus passengers is very different from rail users, motorists and cyclists, with a much higher percentage of those on lower income travelling by bus. It helps to explain why fuel duty has been frozen for six consecutive years despite rock bottom oil prices. During this time the Bus Service Operator Grant (BSOG) has been cut by 20% which means bus operators are effectively paying more for their fuel.

- 2.9** The motoring lobby is significantly more powerful and influential than the bus lobby. The bus is the most efficient user of road space, crucial for the health of our city economies and a vital part of an environmentally-friendly local sustainable transport system.
- 2.10** City retail faces stern competition from out of town shopping centres and a newer threat which is growing exponentially, that of online shopping. Bus companies are often the first to protest about pedestrianisation, but it would serve them well to acknowledge that city retail is facing a major battle to hold on to customers. The viability of city centre retail and bus companies are inextricably linked.
- 2.11** There is a good deal of evidence of the impact traffic congestion has had on the economy. The Cabinet Office has calculated the cost of congestion to the urban economy to be at least £11bn per annum, while the costs to society of poor air quality, ill health, and road accidents in urban areas are each similar to congestion, exceeding £40bn. However, there has been little research on the impact rising congestion has had on the bus sector and consequentially on city economies and their environment.
- 2.12** The bus sector has been hit hardest by congestion. Operators often cite congestion as a major factor in their failure to hit punctuality targets, but there is little documented evidence of the link between congestion, rising operating costs, fares and disappointing patronage figures. Motorists and freight and delivery drivers are able to view congestion hot spots on satnav and take alternative routes. This is not an option for bus drivers.
- 2.13** At the start of the research for this report it was clear that growing urban congestion was a serious problem facing the UK bus sector, but the detailed analysis undertaken revealed just how acute and crippling the problem is. It is now a disease, and if left unchecked will irreparably damage the sector. There is a debate to be had about the merits of bus regulation versus deregulation. However, this is not something which this research is concerned with.
- 2.14** Traffic congestion had an adverse impact on bus passengers prior to the 1986 Transport Act and the advent of deregulation; it has impacted on them since and will remain a major problem in any future franchise regime.
- 2.15** It is becoming such an acute problem in London that there has been a marked reversal in the upward trend in patronage. The report analyses one of the most potent headwinds facing the bus sector: traffic congestion. It ranks as one of the top three most powerful headwinds that have held the bus sector back; the other two being rising car ownership (car-owning households make 66% fewer bus trips per annum than non car owning households) and the migration of retail and business to out of town locations built around car access. In more recent times these trends have been exacerbated by online shopping and the advent of Uber.

3. CONCLUSION

- 3.1 Professor Begg suggests that more bus champions are needed in the UK in local, devolved and central government. The bus is the most efficient user of road space, crucial for the health of our city economies and a vital part of an environmentally-friendly local sustainable transport system.
- 3.2 Bus companies need to get better at communicating with their customers to keep them better informed. This would also help them to mobilise support from their customers for pro-bus measures such as bus priority. At present, it would be a rare event for a bus passenger to lobby politicians for improved bus priority. It's much more common for non-bus users to complain about priority measures.
- 3.3 Local politicians who are making brave decisions to allocate road space for bus passengers need as much support as they can get from their local bus companies as well as bus passengers.
- 3.4 A sensible balance needs to be struck between making our cities pedestrian-friendly and ensuring that bus passengers can get close to their destination. It's important to remember that shopping is the purpose of around one-third of bus journeys in the UK, and bus users spend an estimated £27bn on shopping and leisure.
- 3.5 The more accommodating city centres are to pedestrians, the more attractive they become to retail and businesses generally. Bus routes radiate from the city centre: the more people travel to our city centres, the more populated our buses are.

4. RECOMMENDATION

- 4.1 Forum members are asked to note the contents of the report.

Jim Grieve
Head of Programmes
20th October 2016

English Bus Services Bill – Possibilities for Scotland

1. INTRODUCTION

- 1.1** The Bus Services Bill¹ is a piece of legislation, currently being reviewed by the House of Lords, which intends to grow bus passenger numbers, improve bus services for passengers, tackle air quality, enable a thriving and innovative commercial bus sector and help cities and regions unlock opportunity and grow their economy.
- 1.2** This paper is to inform members of legislative developments in other parts of the UK and set a context for what may be forthcoming in Scotland.

2. BUS SERVICES BILL

- 2.1** In order to deliver the improvements outlined above, the Bill focuses on three main areas:
- Partnerships
 - Franchising
 - Open data and ticketing

2.2 *Partnership*

Councils in England currently have the ability to form quality partnerships with bus companies, however the current provisions require that partnership schemes involve the provision of specific facilities such as infrastructure to qualify. Under the Bus Services Bill this would no longer be required. The new enhanced Partnership powers are intended to facilitate work between local authorities and bus operators to improve services in their area. This will be achieved through the following provisions:

- The Enhanced Partnership Scheme will be able to set standards for local bus services – including vehicle specifications, branding, ticketing and service frequencies.
- Ticketing requirements will apply to all scheme operators, and may include smart ticketing, discounts and marketing requirements.
- The local authority and operators will produce the scheme in partnership. The authority can only adopt the scheme if they have sufficient support from operators.
- The local authority will have the ability to take on responsibility for bus registration from the Traffic Commissioners.

2.3 *Franchising*

The existing powers on franchising are contained within the Local Transport Act 2008 which allows for local transport authorities out with London to

¹ <http://services.parliament.uk/bills/2016-17/busservices.html>

introduce the franchising of bus networks, referred to as Quality Contract Schemes. Under the Local Transport Act, only one local transport authority triggered the formal process which led to a Quality Contract Scheme Board which did not approve the Scheme. The Bus Services Bill looks to replace this procedure with a new simpler process aimed at reducing cost, bureaucracy and ambiguity.

- Combined authorities with directly elected Mayors will be given powers to franchise local bus services in the area
- Franchising powers will be available to other authorities where there is an appropriate economic case and the capability of the authority is proven.
- Local decisions to implement franchising must be based on robust evidence with the needs of passengers in mind. A decision to implement franchising should not be second-guessed by an independent body or central government.

2.4 *Open data & Ticketing*

In order to improve the level of information for passengers travelling by bus, the Bill proposes the following:

- Powers to mandate the release of open data on routes, timetables, fares and bus real-time information.
- Updates existing powers to establish multi-operator and multi-modal ticketing schemes and “future proofs” existing legislation to ensure that it covers new technological options.

2.5 The Government has produced an overview of the Bill² which includes a table summarising what can be done under the new powers in terms of ticketing. This is included in appendix 1.

2.6 *Other Improvements*

The bill will implement a competition recommendation in relation to the bus registration process to give local authorities powers to:

- Get information about passenger numbers and the revenue of a service that an operator intends to cancel or has cancelled.
- Give this information to potential bidders if the authority decides to support the service that has been cancelled. This will make sure there is a level playing field for bidders and help local authorities take better decisions on whether or not to support services.

The bill also exempts rail replacement bus services procured by train operating companies from bus service registration requirements, recognising that these services are often provided at short notice, and for limited periods of time.

3. AMENDMENTS

3.1 The Government has brought forward a number of amendments to the Bill at report stage. The most significant of these is an amendment to enable the

² https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/558349/the-bus-services-bill-an-overview.pdf

Secretary of State to make regulations requiring operators in Great Britain to provide accessible information on-board their services, including information identifying the route and upcoming stops, using both audible and visible media. The requirements will be imposed by way of secondary legislation. The Government have produced a scoping note setting out the content of the regulations³.

- 3.2** These regulations will be developed in consultation with Welsh and Scottish Ministers, the Disabled Persons' Transport Advisory Committee (DPTAC), Transport Focus and organisations representing operators. The consultation will be launched in Spring 2017 and the finalised secondary legislation published in April 2018.

4. CURRENT POSITION IN SCOTLAND

- 4.1** The Scottish Government refreshed the National Transport Strategy (NTS) in 2015⁴. This highlights that while bus journeys take up the vast majority (80%) of public transport journeys, the demand for bus travel has fallen by 12% since 2006.
- 4.2** The Scottish Government has also outlined that as part of the preparation for a Transport Bill later in the Parliamentary session, during 2016-17 they will work with stakeholders to explore options to enhance and improve the role of the Scottish Road Works Commissioner. The Bill preparation process will also involve work to develop legislative options for improving bus services and securing nationwide multi modal smart ticketing. The scope of the proposed Bill will also cover a full review and consultation on the necessary legislation to promote responsible parking. A Member's Bill will also be supported to ensure that seatbelts become a legal requirement on all dedicated school transport in Scotland.
- 4.3** The Scottish Government will revise the current terms for reimbursement of bus operators through the National Entitlement Card scheme during 2016-17, with the current terms expiring in March 2017. An announcement will be made in winter 2016/17. This process will also examine, with stakeholders, options to safeguard the longer-term sustainability of the concessionary travel scheme. There will also be work starting to deliver 3 months free bus travel to those receiving the new Jobs Grant as well as free bus travel for Modern Apprentices under 21.
- 4.4** The Programme for Government makes a commitment that throughout the forthcoming year SaltireCard smart ticketing will be promoted to passengers to build upon the investment already delivered across the whole ScotRail network and the Glasgow Subway, and will be rolled out on an increasing number of bus services in Scottish cities and rural areas.

³ https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/559064/accessible-information-regulations-scoping-note.pdf

⁴ <http://www.transport.gov.scot/system/files/documents/reports/Main%20doc%20-%20Transport%20Scotland%20-%20National%20Transport%20Strategy%20-%20January%202016%20-%20final%20online.pdf>

- 4.5** The Scottish Government have also stated an intention to publish consumer and competition principles and a policy statement, create a Scottish Consumer Taskforce and establish a Scottish Competition Advisory Forum. Following the publication of the Scottish Consumer strategic assessment in Summer 2016, Scottish Government have asked Transport Focus to undertake work looking at consumer advocacy and redress across transport services. It may be that following this, the Scottish Government will consider the next steps on transport consumer issues, including considering the merits of carrying out a separate transport strategic assessment.
- 4.6** The Scottish Government are now considering the UK Bus Services Bill, which only applies to England but has measures that might be useful in a Scottish context in terms of partnership working, franchising and open data.

5. RECOMMENDATIONS

- 5.1** Members are asked to consider the contents of this report.

Emily Whitters
Business Support Officer
20th October 2016

Appendix 1 – Government overview of new ticketing powers

5. Appendix 1.

Can a requirement be put on bus operators to:	Ticketing schemes	Advanced Quality Partnership	Enhanced Partnership	Franchising
Sell and accept a multi-operator or multi-modal ticket (including in a specific format, such as on a smart card)?	✓	✓	✓	✓
Market particular tickets in a certain way (including promoting multi-operator tickets not just their own tickets)?	✗	✓	✓	✓
Set all their tickets and fares on a standard set of “zones” that apply to all operators?	✗	✗	✓	✓
Follow common ticket rules for their own tickets (such as a standard length of “period” tickets or age to qualify for a youth concession if offered)?	✗	✗	✓	✓
Sell or accept any type of ticket on a particular technology (such as a smart card)?	✗	✓	✓	✓
Charge a set price for a multi-operator ticket?	✗	✗	✓	✓
Charge a set price for their own, single-operator tickets?	✗	✗	✗	✓

Integrated Ticketing, National Scheme

1. INTRODUCTION

- 1.1** The Scottish Government set out a vision for Smart and Integrated Ticketing in their Delivery Strategy in 2012, which built upon their Business Case published in March 2011.
- 1.2** Transport Scotland has been tasked with delivering the Scottish Government's vision "that all journeys on Scotland's bus, rail, ferry, subway and tram networks can be accessed using some form of smart ticketing or payment."

2. SMART AND INTEGRATED TICKETING

- 2.1** At present, Transport Scotland offers smart ticketing through the Scottish Bus Concessionary Travel Scheme through the National Entitlement Card (NEC).
- 2.2** The Scottish Government also set smart ticketing targets in the Scotrail franchise, operated by Abellio. This requires Abellio to ensure smart ticketing usage of 60% or more by 1 April 2019, and to offer smart ticketing on all ticket types by 2021.
- 2.3** Transport Scotland are currently working with bus operators First, Stagecoach, Lothian Buses, McGills and National Express Dundee. These bus operators are collaborating with each other and rail to develop smart and integrated ticketing in Scotland's main city regions.
- 2.4** Transport Scotland presented to SEStran's Bus Forum in April 2016. Transport Scotland indicated that a Cross-Industry Steering Group would be put in place and a key future milestone would be a national e-purse operating 'pay as you go'.

3. SMART TICKETING CHALLENGE FUND

- 3.1** Transport Scotland has been awarded up to £13.9m from the European Regional Development Fund (ERDF) 2014-2020 Programme until December 2018 to deliver a Low Carbon Travel and Transport (LCTT) Programme. One of the three operations of this programme is the LCTT Smart Ticketing Challenge Fund.
- 3.2** The Smart Ticketing Challenge Fund provides capital funding (for projects up to £375k in total value) to public sector organisations looking to develop interoperable smart ticketing. The LCTT Smart Ticketing Challenge Fund focusses on how this will encourage modal shift to lower carbon consuming forms of transport. The initial round of applications ends in October 2016 and it is expected that there will be a further round of applications invited in January 2017.

3.3 SEStran are currently considering a bid to the Smart Ticketing Challenge Fund to fund ticket machine upgrades for smaller bus operators in the SEStran region. This is dependent upon expressions of interest from bus operators.

4. RECOMMENDATIONS

4.1 Members are asked to note the contents of this report and SEStran's potential bid to the Smart Ticketing Challenge Fund.

Catriona Macdonald
Projects Officer
27th October 2016

National Low Emissions Framework (NLEF)

1. INTRODUCTION

- 1.1** The Cleaner Air for Scotland Strategy (CAFS) is a national strategy which sets out how the Scottish Government and its partner organisations propose to reduce air pollution to fulfil Scotland's ambitious carbon reduction targets. Amongst the policy areas that are outlined within CAFS, the National Low Emissions Framework (NLEF) is cited as an important initiative, alongside the National Modelling Framework, adoption of World Health Organisation Guidelines, and proposals for a National Air Quality Awareness Campaign.
- 1.2** The NLEF is an appraisal scheme designed to enable local authorities to, justify and develop business cases for a range of air quality improvement options related to transport (and associated land use). Based on the principles of the Scottish Transport Assessment Guidance (STAG). The NLEF assessment will apply only to Local Authorities where transport is the main contributor to air quality problems; and will have a clear link with Air Quality Management Areas (AQMAs) in Scotland

2. CLEANER AIR FOR SCOTLAND

- 2.1** CAFS outlines the contribution that better air quality can make in improving health, the natural environment and the reduction of health inequalities. Within the strategy, it is acknowledged that there are clear links between transport, environment health and economic development. National, Regional and Local transport authorities all play a significant role in improving air quality. Through the inclusion of RTPs within the governance of CAFS, alongside central and local government, this can only enhance and strengthen their role.
- 2.2** In the interim, the Scottish Government is to review existing Ministerial guidance on Regional and Local transport strategies in the light of the refreshed National Transport Strategy. They will consider how:
- Air quality management should be addressed; and how
 - RTPs and Local Authorities should use their transport strategies to support a modal shift towards sustainable and active travel, including through Smarter Choices initiatives, and promote the take up of greener vehicles
- 2.3** It is highlighted that Regional and Local Transport Strategies and Local Development Plans must provide a clear policy statement and associated objectives for promoting and increasing modal shift, low carbon vehicles and

active travel, travel plans and car clubs.

3. NLEF DELIVERY

3.1 NLEF delivery is being led by Transport Scotland, and guided by the NLEF Steering Group, reporting to the Minister for Transport and Islands, to complete the following CAFS outcomes:

- Develop guidance and promote a support network for all practitioners involved in reviewing and assessing local impacts on air quality resulting from regional decision making
- In further consultation with partner organisations, the NLEF criteria, tests and processes will be developed, agreed and finalised
- A standard appraisal process will be designed and implemented for assessing local air quality measures
- Develop the software tools and associated guidance for the NLEF, including funding options and technical reports, that will underpin the evidence on effectiveness of options

3.2 The NLEF Steering Group has been established to contribute to and support the work of Transport Scotland in the development and delivery of the NLEF process. Chaired and led by Transport Scotland, the Steering Group membership includes: Local Authorities, RTPs, researchers, environmental organisations and trade associations. The Group must report on delivery, budget and strategy to Scottish Ministers. They must also report regularly on the progress against its work programme to the CAFS governance group.

3.3 The Steering Group have acknowledged that it is important to ensure all NLEF delivery parties have time to review and participate in its development. Notably, Local Authorities would require more information as the NLEF develops. It has also been noted by the Steering Group that they should ensure that any guidance developed for NLEF should be clear and deliverable.

Key NLEF documents to be delivered are as follows:

- NLEF Appraisal Guidance
- NLEF Pre Appraisal Report

3.4 The NLEF process will appraise and develop a business case for a range of Urban Access Vehicle Regulation (UVAR) schemes that can help deliver air quality improvements, in conjunction with other actions such as active travel and public transport. Further considerations will also be made to Clean Air

Zones and Intelligent Transport Systems.

4. NLEF NEXT STEPS

- 4.1** To date, the NLEF Steering committee has contacted other experienced stakeholders across the UK. The Committee are looking at the development of Clean Air Zones and Low Emission Strategies and how these could potentially link into forthcoming work by the group. Currently it is stated that the NLEF site identification is to be completed by the end of 2018 and the NLEF UVAR scheme is to be implemented by the end of 2020.
- 4.2** The Scottish Transport Emission Partnership (STEP) is to be used to engage with key stakeholders and professionals. The next STEP Conference is due to take place in Edinburgh on Thursday 3rd November at the COSLA offices. It is hoped that the Conference will show the progress of the pre appraisal, and the establishment of a budget for further appraisal and detailed design.

5. RECOMMENDATIONS

- 5.1** Forum members are asked to note the contents of this report.

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Link:

Cleaner Air for Scotland – <http://www.gov.scot/Resource/0048/00488493.pdf>