

## **Transport (Scotland) Bill**

### **1. INTRODUCTION**

**1.1** The purpose of this report is to inform members of the recent Transport (Scotland) Bill<sup>1</sup> introduced by the Cabinet Secretary for Finance and Constitution, Derek Mackay MSP, in the Scottish Parliament on 8 June 2018. The bill remains at the primary stage of consultation.

### **2. BILL CONTENT**

**2.1** The Bill is structured in the following Parts:

- Part 1 – Low emission zones: makes provision in relation to the creation and enforcement of low emission zones in Scotland.
- Part 2 – Bus services: ensures that local transport authorities have viable and flexible options to improve bus services in their areas.
- Part 3 – Ticketing arrangements and schemes (“smart ticketing”): makes provision enabling the Scottish Ministers to specify a national technological standard for the implementation and operation of smart ticketing arrangements and providing local transport authorities with additional powers to develop and deliver effective smart ticketing arrangements and schemes.
- Part 4 – Pavement parking and double parking: introduces prohibitions on parking on pavements and double parking.
- Part 5 – Road works: enhances the role of the Scottish Road Works Commissioner (SRWC) and the wider regulation of road works.
- Part 6 – Miscellaneous and general: includes providing Regional Transport Partnerships (Transport Partnerships) with more financial flexibility and improves the governance of Scotland’s canals.

### **3. TRANSPORT PARTNERSHIP FINANCE**

**3.1** The Bill gives legal clarity to Regional Transport Partnerships to create and carry forward financial reserves across the financial year-end, as with local authorities currently. This change aims to make it easier for the Regional

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<sup>1</sup> <http://www.parliament.scot/parliamentarybusiness/Bills/108683.aspx>

Transport Partnerships to manage their year-end finances by enabling them to hold a balance of funds.

- 3.2** This change removes any perceived need for Regional Transport Partnerships to have a zero balance at the end of each financial year which will benefit the planning and delivery of major transport infrastructure projects.

#### **4. RECOMMENDATIONS**

- 4.1** Members are asked to note the contents of this report

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11<sup>th</sup> June 2018

Policy Implications	
Financial Implications	As part of the Bill, RTPs would be able to carry forward financial reserves across the financial year-end.
Equalities Implications	
Climate Change Implications	