

# EAST AYRSHIRE COUNCIL

## DEVELOPMENT SERVICES COMMITTEE – 15 MARCH 2000

### INTEGRATED TRANSPORT BILL

#### Report by Director of Development Services

#### 1 PURPOSE OF REPORT

- 1.1 To inform the Committee of the Scottish Executive's proposals for an Integrated Transport Bill.

#### 2 BACKGROUND

- 2.1 The Scottish Executive has recently published detailed proposals for an Integrated Transport Bill. The Bill is expected to be brought before the Scottish Parliament in the spring. The Executive is offering an opportunity to comment on their proposals by 24 March 2000.

#### 3 PRINCIPAL PROPOSALS

- 3.1 The proposals draw on the series of consultation documents which has been issued over the last year. The Executive has taken into account representations made on these consultation documents.
- 3.2 The key proposals of most direct relevance to East Ayrshire Council are as follows:
- ◆ The Executive will take powers to require by Order that designated public bodies (including local authorities and the SPT) prepare "a joint plan to address a transport issue of common interest"
  - ◆ Powers will be provided to underpin "quality partnerships" with bus companies to ensure high quality bus services and facilities (further powers will be available to introduce quality "contracts" where effective agreement cannot be reached with bus operators
  - ◆ Measures will be included to promote improved, flexible ticketing systems and passenger information
  - ◆ Powers will enable Ministers to set a minimum level of travel concessions for pensioners and those with a disability
  - ◆ Enabling powers will be provided for local authorities to introduce congestion charges and workplace parking
  - ◆ Powers to provide school crossing patrols will be extended to enable them to operate for longer hours and control traffic for the benefit of any age child or adult

**3.3** The proposed legislation largely reflects representations made by East Ayrshire Council in common with other local authorities. Particular points of note where the Executive has reflected these representations include:

- ◆ Regional partnership bodies will be focused on key regional issues and will not be required to conform to a standard format (the Executive is not proposing to establish regional transport authorities)
- ◆ The critical role of Strathclyde Passenger Transport in any regional partnership established in the West of Scotland, and in promoting quality partnerships with bus companies is fully recognised (the Bill does not envisage any reconsideration of the statutory powers vested in the SPT)
- ◆ The potential value of quality partnerships, and the requirement to underpin these with the “back stop” of quality contracts is fully recognised in the proposals
- ◆ It is recognised that congestion charges and workplace parking charges will tend only to be appropriate for the largest urban centres (there is also explicit recognition that the net revenue from such schemes will require to be shared with neighbouring authorities from which traffic originates)

**3.4** The only representation put forward by East Ayrshire Council which has not been taken up by the Scottish Executive is a concern that the extension of the scope for school crossing patrols will create pressure for increases in such services without any corresponding undertaking by the Scottish Executive to provide additional funding.

**3.5** In view of the overall consistency between the Bill proposals and representations made by East Ayrshire Council it is proposed that no further representations be submitted on the proposals for the Bill. It is suggested, however, that the Council should ask the team which CoSLA are proposing to set up to monitor the progress of the Bill to ensure that the features noted above are retained during the passage of the Bill through the Scottish Parliament.

## **4 CONSEQUENTIAL ISSUES FOR THE COUNCIL TO CONSIDER**

**4.1** It is probable that views will become formed on the appropriate scope for a transport partnership in the West of Scotland as the Bill progresses through Parliament. As has previously been reported to Committee an informal “pathfinder” partnership group has been established with representation by all the local authorities from West of Scotland, including the SPT. The Council is currently represented on this group by the Chair of Development Services Committee. It is suggested that the council should continue to participate in this group aiming towards a more formal partnership which reflects the following principles:

- ◆ Recognition of the role of the Ayrshire Joint Structure Plan Transportation Committee in developing an Ayrshire wide Integrated Transport Strategy

- ◆ The participation of the SPT as a lead partner in both the West of Scotland and sub-regional transport partnerships
- ◆ A tight focus on preparing an Integrated Transport Strategy to manage commuting flows into and out of the conurbation (possibly involving a quality partnership with bus companies operating long distance services)
- ◆ Complementarity with sub-regional transport partnerships which will promote bus quality partnerships covering local bus services

## **5 LEGAL AND FINANCIAL IMPLICATIONS**

**5.1** There are no immediate legal or financial implications arising from the recommendations in this report. The exercise of some of the new powers which will be provided by the Bill to local authorities will require additional funding to bring them into operation.

## **6 RECOMMENDATIONS**

**6.1** It is recommended that the Committee:

- (a) agree not to submit any formal representations on the proposals by the Scottish Executive for an Integrated Transport Bill, but draw the principles set out in paras 3.1 – 3.5 above to the attention of the Bill Monitoring Team to be established by CoSLA;
- (b) endorse the principles set out in para 4.1 above as the basis on which Council representatives should participate in discussions leading towards the establishment of transport partnerships in the West of Scotland; and
- (c) note that further reports will be submitted to the Committee in due course on the implementation of new powers which it is proposed to incorporate into the Bill.

**Stephen Chorley**  
**Director of Development Services**  
**8 March 2000**  
**SC/JR**

### **BACKGROUND PAPERS**

1 Scottish Executive's Proposals for an Integrated Transport Bill, February 2000.

For further information on the contents of this report, please contact Stephen Chorley, Director of Development Services, on 01563 576011.

**AGENDA**