

THE TRANSPORT (SCOTLAND) BILL 2018



APSE Roads & Street Lighting Meeting

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Update on the Transport (Scotland) Bill

- The Transport (Scotland) Bill was introduced in the Scottish Parliament on 8 June 2018.
- It covers seven areas:
 - Buses
 - Low Emission Zones
 - Smart Ticketing
 - Parking
 - Road Works
 - Regional Transport Partnerships, &
 - Canals

Transport (Scotland) Bill
(AS INTRODUCED)

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18. Temporary suspensions for events

SP Bill 33 Session 7 (2018)

Update on the Transport (Scotland) Bill

- On 29 June the Rural Economy & Connectivity Committee called for evidence for their evidence session, which can be accessed at: <https://www.smartsurvey.co.uk/s/TransportScotlandBill2018/>
- More information about the Bill and the Committee's call for evidence can be found on: <https://youtu.be/dBh87RV3Fk8>



- The closing date for providing evidence to the Rural Economy & Connectivity Committee is 28 September 2018.

STAKEHOLDER ENGAGEMENT



We formed a stakeholder working group with representations from key stakeholders inc Living Streets, Scottish Disability Equality Forum, CoSLA, SCOTS, RTP's, Cycling Scotland, reps from small businesses and retail sector, motoring organisations and emergency services

The group first met on 24 August 2016 to discuss previous work undertaken by others, discuss issues and identify themes & questions to include in the consultation. We continued to have close contact with stakeholders throughout the development of the consultation document

The focus of this consultation paper is to invite views from stakeholders on delivering a consistent approach to managing and enforcing parking on public roads, including trunk roads and thereby improving accessibility for all.

The consultation responses helped inform our policy on how this can best be achieved, and helped to develop the provisions for the Transport Bill and supporting guidance, which was presented for consideration by the Scottish Parliament.

Improving Parking in Scotland Consultation

- The paper was launched on 31 March and closed to the general public on 30 June. The closing date for local authorities & Regional Transport Partnerships was extended to 31 August 2017.
- The consultation explored the following issues:-
 1. Making the laws on parking clearer
 2. Determining what parking restrictions & exemptions should apply
 3. Considering the best approach in managing parking, and
 4. Exploring how we manage the placement of vehicles while encouraging town centre regeneration and accessibility.



Improving Parking in Scotland Consultation



661 Responses received

Of these:

17 from local authorities

25 from community councils

5 from Regional Transport Partnerships

38 from other organisations, including Police Scotland, active travel, NHS, road haulage, disability organisations, business and motoring organisations.

Improving Parking in Scotland – Key Stats

Almost 80% said parking is a problem

Over 80% said new law should apply to all vehicles

Over 83% said we should have consistent enforcement

Over 80% agreed new parking legislation is required

Over 50% said on-street DPPP is not enforced

Over 60% didn't support local authorities exempting streets from new legislation

Over 60% witnessed misuse of DPPP

Emerging Themes

Unclear legislation

- Parking is a problem
- Legislation needs updated
- What does/or should it cover?
- Does it provide additional duties/powers?

Inconsistent Enforcement

- Approaches
- Decriminalised Parking Enforcement (DPE)
- Police Scotland
- Future of Enforcement



PAVEMENT AND DOUBLE PARKING



The Scottish Government is committed to improving parking in Scotland to ensure that Scotland's roads are accessible for all.

The Bill introduces a national ban on parking on pavements and double parking

Provisions help improve safety and accessibility for all, but particularly for our most vulnerable road users

Assessment of Roads

- Local Authorities have to assess their roads using parking standards document to determine where exemptions should be implemented. The assessment should:
- Complement existing parking policies and local transport strategies
- Could be a desk top exercise using technology or inventory databases followed by site visits
- Targeted site visits where footway and double parking exists
- Use current complaints to address problematic areas first

Exemptions & Exceptions

- Local Authorities will be able to promote exemptions within streets that meet the criteria set out in the parking standards document
- **Exemption Orders** - will be used and will follow a local authority clearance procedure
- Utilise approved signs and lines in **TSRGD**
- The Bill provides for some vehicles to be excepted from the ban: - (i.e. those involved in emergencies, road works and deliveries)
- **Vehicles delivering, loading or unloading goods** - will be parked for no longer than 20 minutes and during their course of business

Enforcement

- Enables the civil enforcement of parking on pavements and double parking by local authorities.
- We will have 21 LA's with full DPE powers by end of 2018. Two more LA's are exploring the feasibility of obtaining DPE powers. We are actively discussing enforcement with other LA's.
- We want it to be flexible by exploring the possibility of sharing services with neighbouring authorities through SLA. This will reduce the financial burden of a back office, full time employees, etc.
- Any revenue raised will be ring-fenced and used for other parking and transport schemes.



Parking at dropped kerbs

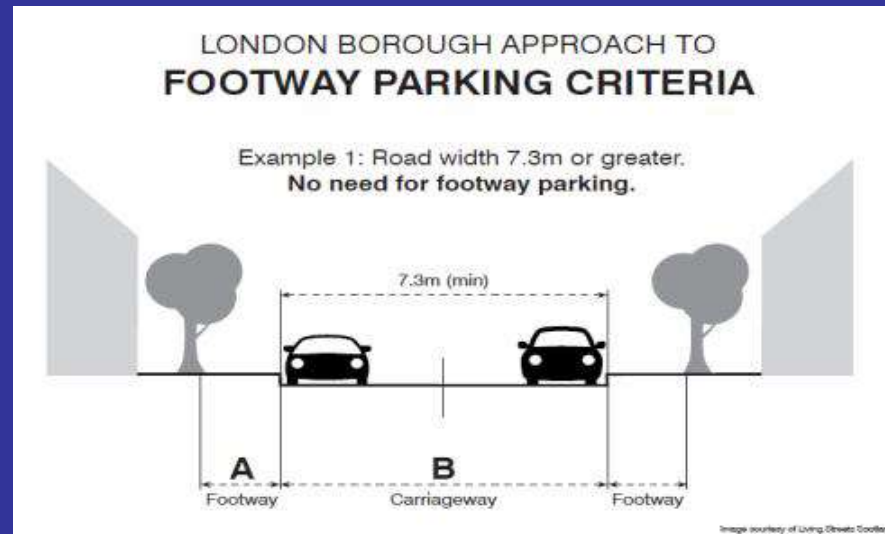


The Scottish Government is intending to ban parking at dropped/raised kerbs, which are located at pedestrian crossing points

We are working to delivered the ban via secondary legislation as Scottish Ministers obtained the new powers following the commencement of the Scotland Act 2016

Work has now started and we are aiming to introduce the legislation at the same time as the Transport (Scotland) Bill comes into force.

Update on the development of our Parking Standards



Update on the Parking Standards

As part of the Parking Restrictions and Enforcement provisions in the Transport Bill, we are making provision for the establishment of “**Parking Standards**” publication.

This document will set out the directions which Scottish Ministers will confer on local authorities to ensure consistent enforcement of responsible parking responsibilities.

The Parking Standards Sub Group has been established to develop content for the Parking Standards to support the Bill.

This group will feed into the larger National Parking Stakeholder Working Group

Update on the Parking Standards



Consider existing national and local guidance and standards on parking, capturing current best practice

Agree scope and confirm statutory basis of parking standards

Establish process, roles and responsibilities for the assessment of local authority roads

Confirm process and qualifying criteria for exemption of local authority roads

Agree stakeholder and communication engagement processes to facilitate sharing of information and best practice and dissemination of guidance to users

ROAD WORKS

Raising standards and improving the quality of road works in Scotland



- The Bill enhances the role of the Scottish Road Works Commissioner and the wider regulation of road works
- Streamlining permissions to execute works in a road
- Improves safety measures for the carrying out of works in roads
- Strengthens arrangements for commencement and completion notices
- Improves reinstatement of roads following works
- Improves information about apparatus



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Next Steps in Parliamentary Process



PARLIAMENTARY PROCESS - PROVISIONAL OUTLINE TIMETABLE



COMMITTEE AND PARLIAMENTARY SCRUTINY – HOW IT WORKS



Stage 1

- REC committee – evidence sessions and written evidence (call for evidence and other)
- Finance and Constitution Committee – scrutinises Financial Memorandum and reports to lead committee
- Stage 1 report – from lead committee. Government formally responds.
- Stage 1 Debate in chamber – does Parliament agree to general principles and allow progression

Stage 2

- Principal amending phase.

Stage 3

- Taken by the full Parliament – debate on a motion that the Parliament supports the Bill.



SCOTTISH PARLIAMENT – COMMITTEES –



Mandatory	Subject
Standards, Procedures and Public Appointments	Economy, Jobs and Fair Work
Finance	Rural Economy and Connectivity (REC)
Public Audit	Environment, Climate Change and Land Reform
Europe and External Relations	Health and Sport
Equalities	Justice
Public Petitions	Justice Sub-Committee on Policing
Delegated Powers and Law Reform	Local Government and Communities
	Education and Skills
	Social Security

REC Committee currently lead committee for the Transport (Scotland) Bill. Will orchestrate evidence sessions from Scottish Government – including Ministers – and interested parties in public life.



Committee structures & membership subject to potential change in September.