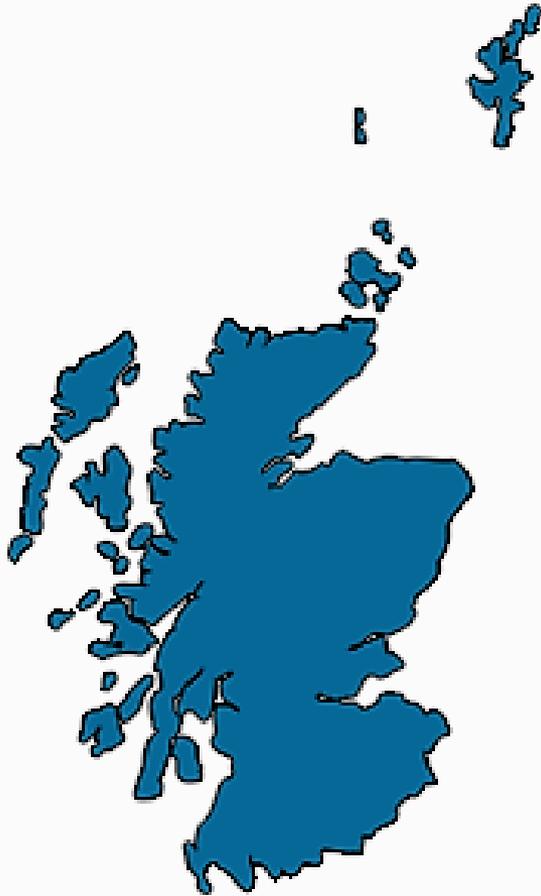




Recent Developments in Bus Policy

Paul White
Director, CPT Scotland

Scotland



Demographics

- 80,000km²
- 5.4 million people

Decisions Makers

- Scottish Parliament - 129 MSPs
- 7 Regional Transport Partnerships
- 32 Local Authorities

Transport Policy

- Largely devolved
- Unique system of subsidiarity
- Innovative in some regards (BSOG)
- Slow in others (Open data)

Current Policy Streams



Transport (Scotland) Bill
National Concessionary Travel Scheme
BSOG
Low Emission Zones
BEAR Funding
Clean Air For Scotland Review
National Transport Strategy Review
Strategic Transport Projects Review
Travel Accessibility Framework
Infrastructure Commission for Scotland
Road Safety Framework
Smart Ticketing Steering Group
MaaS Investment Fund
Local and Regional Transport Strategy
City Transformation Projects
Bus Partnership Fund
Climate Change Plan

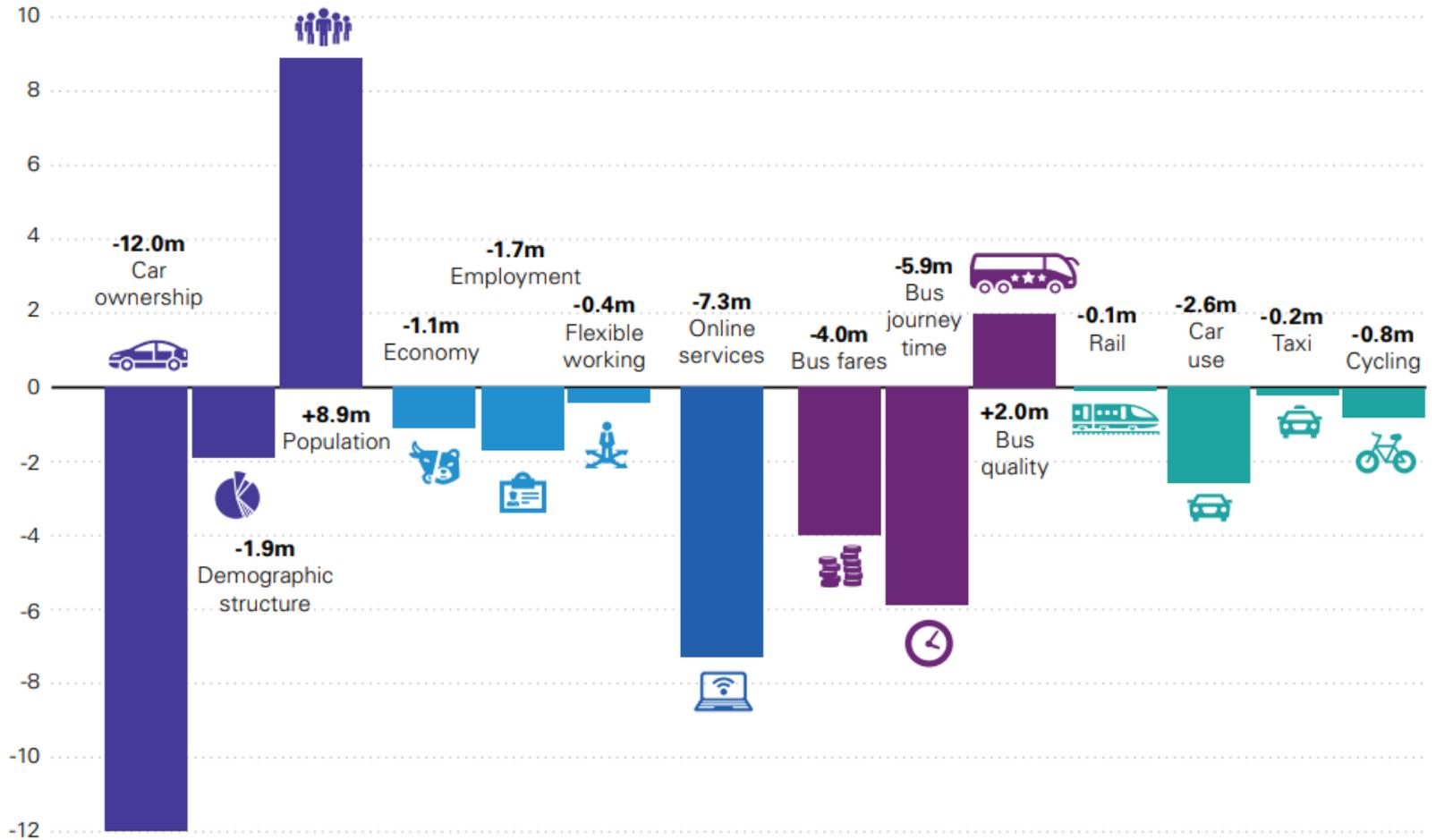


Conclusions

- Congestion is increasing bus journey times by 10% each decade. This reduces patronage by at least 10%.
- Congestion also leads to increased emissions.
- Bus operators need public sector support to tackle the issue.

Drivers of change

bus trips



Making sense of trends in Scottish bus patronage

Overall impact



Transport (Scotland) Bill



The measures included in the Transport Bill will lead to improved journeys for the travelling public, building on the work that is already underway to reduce emissions to help us meet our world-leading climate change targets.

Michael Matheson MSP
Cabinet Secretary for Transport,
Infrastructure and Connectivity



Transport (Scotland) Bill

- Providing local authorities with powers to create, enforce, operator or revoke a low emission zone in their area and to design the shape, size and vehicle scope of their low emission zone
- A national ban on pavement and double parking to make it easier for local authorities to ensure our pavements and roads safer and more accessible to all.
- Strengthen compatible smart ticketing technology across operators and modes, and set in place an advisory body to best support Scotland-wide smart ticketing between operators and transport type

Transport (Scotland) Bill

- New Bus Service Improvement Partnerships
- New Local Franchising
- New/extended powers for local transport authorities to provide bus services to meet social needs
- Powers to require bus operators to make more information available to the public on services, including routes, timetables and fares
- Powers to require operators withdrawing services to provide more information to local transport authorities



**LOW
EMISSION
ZONES
SCOTLAND**

LEZs

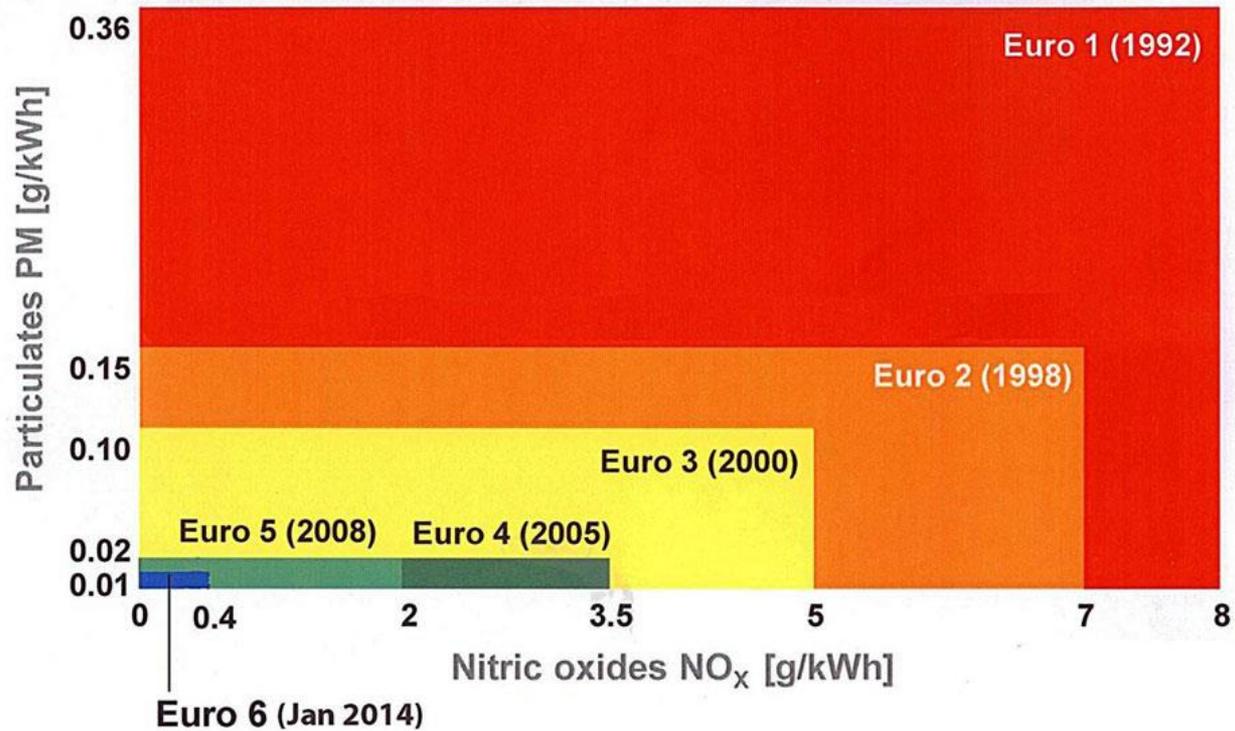
- Buses first
- Glasgow – Phased approach
- Edinburgh – One year
- Technologically focused
- BEAR scheme?

Table 13.1a Emissions of air pollutants by type of transport allocated to Scotland¹

	1990	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
	<i>thousand tonnes of pollutant</i>												
Oxides of nitrogen (NO_x)													
Road transport	105.5	47.9	47.0	45.5	42.9	35.7	33.8	31.8	30.6	29.7	28.7	27.6	26.7
<i>of which:</i> Buses and coaches	6.4	4.7	4.7	4.8	4.3	4.2	4.1	3.6	3.3	3.1	2.8	2.3	1.8
Passenger cars	70.5	22.2	21.3	19.4	18.8	14.8	13.7	13.1	12.8	12.6	12.5	12.3	12.3
<i>of which:</i> Diesel	0.9	7.1	7.6	7.9	8.5	8.6	8.7	9.0	9.5	10.0	10.3	10.5	10.8
Petrol	69.6	15.1	13.7	11.5	10.3	6.2	5.0	4.1	3.3	2.6	2.2	1.8	1.5
HGVs	19.4	14.8	14.9	15.1	13.8	11.1	10.4	9.3	8.3	7.1	5.9	4.7	3.7
Light goods vehicles	9.1	6.1	6.1	6.1	5.9	5.5	5.5	5.7	6.1	6.8	7.5	8.3	8.9
<i>of which:</i> Diesel	1.7	5.5	5.5	5.6	5.5	5.3	5.3	5.6	6.0	6.7	7.4	8.2	8.8
Petrol	7.4	0.7	0.6	0.5	0.4	0.2	0.2	0.1	0.1	0.1	0.1	0.0	0.0
Mopeds and motorcycles	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
Railways	2.1	2.9	2.8	2.8	2.8	2.9	2.9	3.0	3.0	2.9	3.0	2.8	2.7
Aviation	0.4	0.6	0.6	0.6	0.5	0.5	0.4	0.4	0.4	0.4	0.4	0.4	0.4
Shipping ⁶	38.5	35.8	31.0	32.0	30.4	28.6	26.9	23.8	23.3	21.5	22.8	22.3	21.7
Other transport	4.1	2.7	2.8	3.0	2.8	2.7	2.6	2.4	2.2	2.0	1.7	1.4	1.4
Total Transport	150.6	90.0	84.2	83.8	79.5	70.4	66.6	61.4	59.5	56.5	56.6	54.6	52.9
Non-transport emissions	169.5	88.3	97.1	88.9	76.8	67.7	68.8	57.2	58.4	54.9	51.1	48.7	38.0
Emissions from all sources	320.1	178.3	181.3	172.8	156.3	138.0	135.4	118.6	117.9	111.4	107.7	103.2	90.9
Transport % of all NO_x emissions	47%	50%	46%	49%	51%	51%	49%	52%	50%	51%	53%	53%	58%

EU Emissions Standards

Exhaust emissions Euro 1–6



Supporting measures



Programme for Government



- £500m Bus Partnership Fund
- Commitment to consult on zero or ultra-low emission urban centres
- Investigate whether the SNIB can assist in the transition to zero or ultra-low emission bus fleets.

Bus Partnership Fund

- Requires a joint bid (authority-led)
- Main focus is speeding up bus journeys
- Fund will be delivered over the next 5 years.
- Model shift is the objective.



"HAVE YOUR SAY"



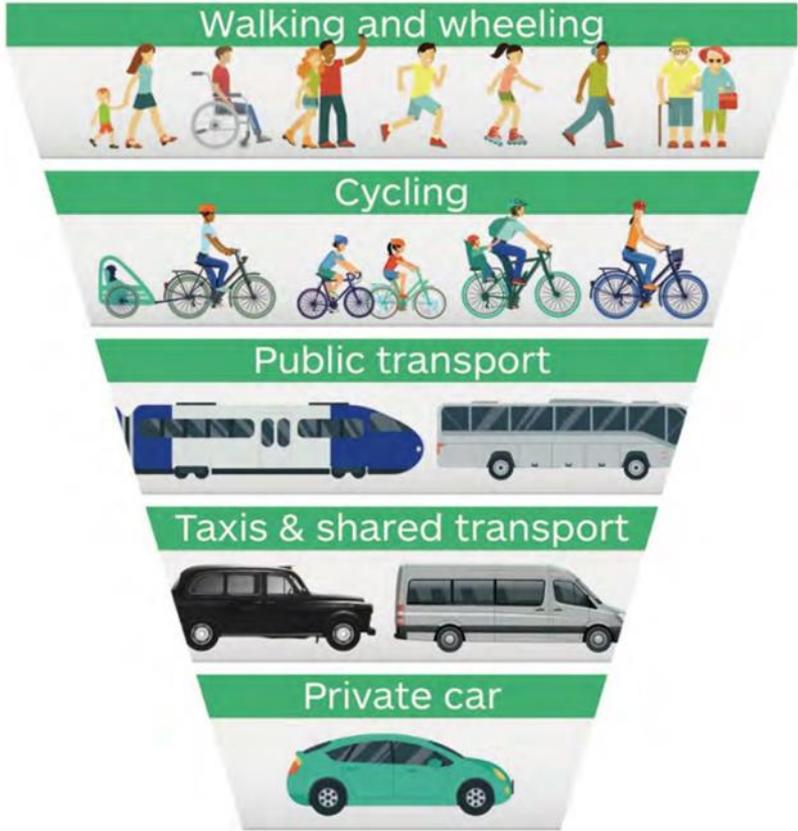
NATIONAL TRANSPORT STRATEGY
PROTECTING OUR CLIMATE AND IMPROVING LIVES
Draft for Consultation




TRANSPORT SCOTLAND
COITRAN ALBA

transport.gov.scot/NTS2
#NTSHaveYourSay

Prioritising Sustainable Transport



Summary

Unprecedented focus on bus

Recognition of the impact of congestion

Bus is part of the solution to air quality
and climate change objectives



Partnership working is critical

As is a holistic approach to transport
infrastructure/planning

Summary

Challenges ahead balancing the need for action against what is practically possible

The asks of the bus sector for air quality and climate change have to align.



The sector is fully engaged in supporting the process.

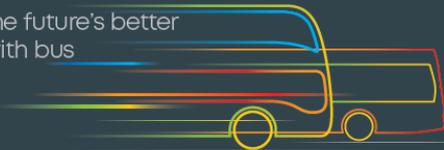
This is a huge opportunity for sustainable and active transport.

CPT Strategy

- Asks of Scottish Government
- Commitments in return
- No less ambitious than our English counterparts

**moving
forward
together**

the future's better
with bus



Thank you

