

Programme for Government 2017-18

1. PURPOSE

- 1.1 The paper provides a summary of the main legislative proposals, other policy actions and initiatives outlined in the Scottish Government's Programme for Government¹ (PfG) 2017-18 published on 5 September 2017.

2. LEGISLATION

- 2.1 The Scottish Government has proposed to introduce in the 2017-18 Parliamentary session a number of bills on transport and wider corporate issues, of relevance to SEStran.
- 2.2 Firstly, a new Climate Change Bill which will respond to the historic Paris Agreement by setting more ambitious targets to reduce greenhouse gas emissions. The Bill will increase transparency, demonstrate our commitment to sustainable economic growth and signal to the international community that Scotland is the place to do low carbon business. The consultation response to the Bill is on the meeting agenda.
- 2.3 A new Transport Bill will contain provisions on smart ticketing on public transport in Scotland and to tackle obstructive and inconsiderate parking. It will also enhance and improve the role of the Scottish Road Works Commissioner and the wider regulation of road works. The legislation will also provide local transport authorities with improved options to influence the provision of bus services in their area to better meet local needs, through partnerships with operators, franchising or running their own services. There is no mention at present of RTPs in this context or adding these powers to the 2005 Act list which could be exercised by more than one authority in partnership through an RTP.
- 2.4 A further Planning Bill will respond to the independent review of the planning system. The Bill will ensure a greater focus on delivering the development Scotland needs with the infrastructure to support it. The proposal is for a simpler, more effective system of development plans to set a clear view of how areas will develop in future.
- 2.5 The last Bill in the 2017-18 session of direct relevance to the South East of Scotland Transport Partnership, is the Gender Balance on Public Boards Bill, which will require that positive action is taken to redress gender imbalances on public sector boards and ensure that women are properly represented on Scotland's public boards.

¹ <http://www.gov.scot/Resource/0052/00524214.pdf>

3. NATIONAL PERFORMANCE FRAMEWORK

- 3.1 The Programme for Government reaffirms the Scottish Government's commitment to putting the renewal of the National Performance Framework outcomes approach into legislation through the Community Empowerment (Scotland) Act 2015. The PfG outlines the targeted discussion which was undertaken in early 2017 and to which we responded with our views on the current NPF and national outcomes. This consultation, alongside the Fairer and Healthier Scotland conversations, has provided consultative material for a new set of proposed national outcomes for Scotland. The national outcomes review, as stated by Scottish Government previously, will provide the opportunity to embed the UN Sustainable Development Goals in the NPF, with many of these goals highly relevant to our own transport, climate and equality duties.

4. INITIATIVES

- 4.1 The PfG outlines a new ambition for a low carbon economy centred around significant growth, investment and innovation of ultra- low emission vehicles, with a target to phase out the need for petrol and diesel vehicles by 2032. To support this there will be an expansion of electric charging infrastructure between now and 2022 in rural, urban and domestic settings. This fits well with our recent discussions with City of Edinburgh Council around their proposed EV charging network proposals. The associated economic initiatives also include the establishment of a National Investment Bank to support infrastructure investment. Alongside the Climate Change Bill, the third report on Policies and Proposals will be published in early 2018 to provide certainty to businesses and investors. Government also intends to stimulate procurement of ULEVs across the economy, increase test pilots for private motorist to trial ULEVs and provide finance for local solutions and small scale research and development.
- 4.2 The Scottish Government have also stated an intention to establish a "Just Transition" Commission to advise Scottish Ministers on adjusting to a more resource-efficient and sustainable model in a fair way which will help tackle inequality and poverty, and promote a fair and inclusive jobs market. This chimes with the rationale for us to seek the socio-economic duty from Scottish Ministers and some of our concerns around the potential socio-economic exclusion of lower income groups from ULEV transition. The PfG also highlights the impact of pollution on health, not least more vulnerable groups such as the young and old.
- 4.3 There will be a final Energy Strategy published by the end of the year, as well as an Innovation Fund to deliver solutions such as battery storage and EV charging across Scotland. There is also mention of CAN DO innovation funding, which we recently unsuccessfully applied for to further develop the Thistle Assistance Card/App. There is also an enhancement on the 2016-17 PfG proposal for the first Low Emission Zone (LEZ) with a commitment to introduce LEZs in the four biggest cities by 2020 and into all other Air Quality Management Areas by 2023, where the National Low Emissions

Framework appraisals advocate such mitigation. There will be an Air Quality Fund established and an Engine Retrofitting Centre in Scotland as part of the LEZ implementation process.

- 4.4 The proposal for developing a programme to address 4G mobile coverage “hot spots” by 2021 is welcome in terms of the use of mobile apps and Real Time Passenger Information systems. This is welcome for residents and visitors alike. On tourism, there are proposals to develop sustainable tourism action plans. The PfG also outlines the proposals for Regional Partnerships to work with Government to make the most effective use of existing city deal investment to tackle labour market challenges and skills shortages. There are commitments to secure deals for Clackmannanshire within our area and Tay Cities on the northern edge of our region.
- 4.5 Following the publication of the Scottish Consumer strategic assessment in Summer 2016, Scottish Government previously asked Transport Focus to undertake work looking at consumer advocacy and redress across transport services. The PfG outlines the intention to publish a consultation on how best to deliver the optimal approach to consumer protection and competition in Scotland so that real benefits can be delivered to consumers and businesses.
- 4.6 In terms of Active Travel, from 2018-19 investment will double from £40m to £80m per year. There will be an appointment of an Active Nation Commissioner to ensure delivery of world-class active travel infrastructure across Scotland. There will be an increased promotion of e-bikes, which fits well with the proposal for a regional e-bike scheme through our Grants scheme and also a recently submitted proposal for a further EU Interreg project. There will also be support for projects which help older people access active travel networks. The PfG also proposes to embed children’s rights within Scottish society and this provides us with an opportunity to build on our co-design work with Young Scot to progress some transport actions to promote their well-being.
- 4.7 The PfG also highlights that the five largest bus operators, covering 74% of journeys, have already introduced multi-operator smart ticketing in cities and Edinburgh is set to follow in early 2018. There is also a commitment for continued work to deliver a national “e-purse” system for use on Saltirecards allowing cash free travel on public transport across Scotland. The National Concessionary Scheme is stated will continue to provide free travel to those who need it most, ensuring the scheme is sustainable in the longer term. There is also a commitment to pilot free bus travel for Modern Apprentices. The PfG in later pages, outlines a commitment to begin to implement the recommendations of the Independent Advisor on Poverty and Inequality. Some of the recommendations related to intergenerational equity and the issues of free travel for older people and the lack of similar equality for young people to improve their life chances.

- 4.8 With a greater corporate focus, the PfG outlines the Government's commitment to ensure that the Scottish public sector is resilient to cyber threats. The Performance and Audit Committee has considered our proposed response to the Action Plan for Scotland and the Cyber Essentials accreditation, all public authorities will need to achieve. The PfG also outlines a commitment to remove the 1% pay cap from 2018-19.
- 4.9 In terms of road safety, there is a continuing "zero vision" for road deaths, support for the member's bill on Seat Belts on School Transport, with expected implementation in 2018. The Government also intend to commence, once enabling legislation is in place, a new drug driving offence to come into force in 2019. In terms of general transport safety, the review of Hate Crime legislation and other actions associated with independent advice on Hate Crime, will have implications for the work we are proposing with stakeholders on a Regional Hate Crime on Transport Charter and potential reporting mechanisms.
- 4.10 The PfG also outlines the desire to set overarching public health priorities with local government to direct improvement across Scotland and establish a new, single, national population health improvement body by 2019. This could have implications for Active Travel policy/delivery. There is also a commitment to supporting the Rural Mental Health Forum which has potential linkages to transport accessibility and responsive mobility solutions.
- 4.11 Alongside the proposal for a new Planning Bill, the PfG outlines a commitment to review the National Planning Framework and strengthen its alignment with wider strategies and programmes. Examples being the second National Transport Strategy and the work to be commenced on the Strategic Transport Projects Review as outlined in the PfG.
- 4.12 The PfG also outlines a continued commitment to empowering communities and the importance of regional decision-making. There is a commitment to work with a number of stakeholders, including regional partnerships, to continue to reform the way Scotland is governed, focussing on delivering local decision making, not on behalf of a community, but by a community itself. As part of this commitment, a specific action is to decentralise power to a more local level in Scotland and launch a comprehensive review of local governance ahead of a Local Democracy Bill later in this Parliamentary term.
- 4.13 The PfG reiterates the Government's commitment to implement the socio-economic duty in the Equality Act by the end of 2017. The duty will place a requirement on key parts of the public sector, including Scottish Ministers, to have due regard to reducing the inequalities caused by socio-economic disadvantage when taking strategic decisions. We have received support from SCOTS, COSLA and the Equality and Human Rights Commission Scotland for RTPs to be included within the duty.

5. RECOMMENDATION

- 5.1 The Board is invited to note the summary provided of the Scottish Government's Programme for Government 2017-18 and that further papers will be brought to the Partnership Board as appropriate on emerging legislation and initiatives.

George Eckton
Partnership Director
 15 September 2016

Policy Implications	A significant number of transport-related policy initiatives will be implemented over 2016-17 Parliamentary term. Including the first major transport legislation since the 2005 Act
Financial Implications	The potential cost of Cyber Security and removal of the 1% pay cap will have implications
Equalities Implications	There will be implications from a new duty on Gender Balance on the Board in 2017-18 and also the potential new socio-economic duty if enacted on RTPs.
Climate Change Implications	Proposal for a new Climate Change legislation and plans will have implications for the currency of the RTS and any future RTS developed.