Transport (Scotland) Bill

Bill Number: SP Bill 28
Introduced on: 27 October 2004
Introduced by: Nicol Stephen (Executive Bill)
Passed: 29 June 2005
Royal Assent: 5 August 2005
2005 asp 12

Passage of the Bill

The Transport (Scotland) Bill [SP Bill 28] was introduced in the Parliament on 27 October 2004. The Local Government and Transport Committee was appointed lead committee while the Enterprise and Culture Committee, Finance Committee and Subordinate Legislation Committee also considered the Bill at Stage 1. Stage 1 consideration ran from 2 November 2004 until 8 February 2005. The Local Government and Transport Committee published its Stage 1 report on 22 February 2004. The general principles of the Bill were agreed at the meeting of the Parliament on 2 March 2005. The Local Government and Transport Committee’s Stage 2 consideration of the Bill ran across three meetings 19 April 2005, 26 April 2005 and 10 May 2005. The Bill was passed following the Stage 3 debate held on 29 June 2005.

Purpose and objectives of the Bill

The Bill allows Scottish Ministers to set up of a network of regional transport partnerships, covering the whole of Scotland, which will co-ordinate certain local authority transport functions across authority boundaries. The boundaries and functions of each authority will be established by secondary legislation. The Bill also defines certain transport functions of Scottish Ministers, allowing for the establishment of a national transport agency and the wind up of Strathclyde Passenger Transport. The Bill allows for the creation of a Scottish road-works commissioner, alongside the introduction of additional local authority controls over road works. It also paves the way for the introduction of national concessionary fares schemes and makes several other miscellaneous modifications to transport law.

Parliamentary consideration

The Local Government and Transport Committee, while approving the general principles of the Bill, raised a series of concerns in its Stage 1 report including issues around the proposed boundaries of the regional transport partnerships, relative voting rights of councillors and other members of on partnership boards, the role and resourcing of the proposed road-works commissioner,
the impact of restrictions on road works on utility provision and the financing of the proposed national concessionary fares scheme.

The Bill was subject to a series of amendments during Stage 2 consideration, the major changes included; the creation of a Public Transport Users Committee for Scotland, an increase the maximum number of councillors from each authority represented on a regional transport partnership board to four, giving only councillor board members a vote, allowing a partnership to consist of a single council and imposing a series of additional functions on a regional transport partnership.

The Bill was again subject to amendment at Stage 3, the major changes including a cap of 20 councillor members on each regional transport partnership board, with a maximum of five councillor members from each authority plus the reintroduction of limited voting rights for non-councillor members. In addition the development and content of regional transport plans was further spelled out on the face of the Bill. Local authorities will also be required to ensure that they enter details of road works they carry out in the Scottish Roadworks Register.