

Concessionary Travel and Low Emission Zones

1. INTRODUCTION

1.1 This report provides the Forum with an update on the following consultations:

- Concession Travel
- Local Bus Services in Scotland
- Smart Ticketing
- Low Emissions Zone

2. CONCESSIONARY TRAVEL

2.2 On the 25th of August, the Scottish Government announced its consultation on Free Bus Travel for Older and Disabled People and Modern Apprentices¹. This consultation describes the issues that face the scheme and asks its respondents to consider these in the light of the consultations proposals. Responses to this consultation is to be used to inform the development of future rules and guidance on the National Concessionary Travel Scheme in Scotland.

2.3 The scheme was developed to give older and disabled people improved access to services and promote social inclusion. With the aim of improving health and promoting modal shift from the private car. Over 1.3 million bus pass holders benefit from the concessionary scheme and make around 145 million bus journeys each year, which currently costs around £192 million a year. This usage represents a third of all bus journeys made in Scotland.

2.4 It is stated within the consultation that each year, around 70,000 people in Scotland reach the age of 60 (the age they are entitled to a National Entitlement Card). These numbers year on year, including the fact that people are living longer and healthier lives, means that the costs for the Scheme is likely to increase further.

2.5 The paper seeks to invite comment from members, which will be incorporated into a response from SEStran and signed off by the SEStran Chair under delegated powers. It is requested that any comments are to be sent to lisa.freeman@sestran.gov.uk by the 13th of November.

3. LOCAL BUS SERVICES IN SCOTLAND & SMART TICKETING

3.1 The Local Bus Services in Scotland Consultation recognises that bus patronage is declining in Scotland. The consultation proposes the following:

¹ https://consult.scotland.gov.uk/partnerships-and-concessionary-travel/national-concessionary-travel-scheme/user_uploads/consultation-on-free-bus-travel-for-older-and-disabled-people-and-modern-apprentices.pdf - Consultation on free bus travel for older and disabled people and modern apprentices

- Existing sQPs (statutory Quality Partnerships) are not as flexible as they should be and future needs for bus services should be developed with operators. Proposals for more integrated, genuine partnership-focused 'Service Improvement Partnerships' (SIP) are proposed based on a joint review of the local bus service network;
- QCs (Quality Contracts), as a form of franchising, are considered over complex and resource intensive. A more flexible, simpler and more customised approach to franchising which can be used for smaller scale scenarios such as routes and small networks is considered. One possible process highlighted is based on the principles of an Outline Business Case (OBC) to identify a preferred option which evidence regarding the costs and benefits. Approval for a local franchise is then carried out by an independent panel, by Scottish Ministers or by another individual such as the Traffic Commissioner.
- In order to clarify the powers of transport authorities who wish to run bus services, it is proposed to legislate to enable them to be able to run bus services directly and/or to be able to set arms-length companies (i.e. Lothian Buses).
- Clear, high quality and up to date information is essential for the smooth running of bus services. The consultation paper proposes to make provision to require the operators of local services to provide information on routes, timetables, punctuality and fares for public access, in order to ensure consistency of approach and opportunities for innovative developments in both use and access to information. A central data hub or 'one-stop-shop', available to third parties is proposed along with legislation to ensure that authorities have the power to obtain the information about revenue and patronage of services being deregistered where required.

Consultation questions are available in **Annex 1**.

3.2 The Future of Smart Ticketing in Scotland Consultation is based on the assumption that legislation may be necessary to achieve full operator participation in national and regional smart ticketing schemes and that some form of recognised and formalised governance may be necessary to support this on an on-going basis. In line with Transport Scotland's Smart Ticketing Delivery Strategy (2012), it is proposed that:

- there is an agreed common infrastructure in place, adopted by all participating operators and, secondly, a consistent, simple and easy to use customer offering;
- there then needs to be a means of ensuring that integrity and relevance of national and key regional smart ticketing schemes is maintained and an orderly and planned migration in due course to more advanced technologies as these emerge;

Consultation questions are available in **Annex 2**.

3.3 Members are invited to submit comments on the two consultations by the end of November 2017 to Catriona.macdonald@sestran.gov.uk.

4. LOW EMISSIONS ZONES

4.1 The Cleaner Air for Scotland (CAFS)² Strategy has seen the establishment of a Governance Group with wide ranging representation, to oversee its progress. The group consists of several subgroups focusing on specific topics, and now wishes to receive further input from other Stakeholders.

4.2 The 'Building Scotland's Low Emission Zones' consultation³ was launched on the 6th of September, and invites views on how the Scottish Government can, with the help of local authorities, identify and put in place the first new LEZ by 2018, creating a legacy on which other areas can build.

4.3 With Local Authorities, the Scottish Government has committed to introduce LEZs into Scotland's four biggest cities between 2018 and 2020 and into all other Air Quality Management Areas by 2023

4.4 Members are invited to submit their comments to lisa.freeman@sestran.gov.uk by the 24th of November.

3. CONCLUSIONS/RECOMMENDATIONS

3.1 Members are invited to submit their comments to SEStran Officers for collation by the dates specified.

Catriona Macdonald
Projects Officer
27th October 2017

Lisa Freeman
Strategy & Projects Officer
27th October 2017

² <http://www.gov.scot/Resource/0048/00488493.pdf> - Cleaner Air for Scotland (CAFS)

³ https://consult.scotland.gov.uk/transport-scotland/building-scotlands-low-emission-zones/user_uploads/low-emission-zones-consultation-2.pdf - Building Scotland's Low Emission Zones Consultation

Policy Implications	Possible changes in eligibility for the Concessionary Travel Scheme
Financial Implications	Potential changes in Concessionary Travel eligibility could have implications on individual Local Authority budgets
Equalities Implications	Concessionary Travel to be given to Modern Young Apprentices and companion travel for eligible disabled children under five who are not currently covered by the scheme
Climate Change Implications	<p>Changes to Concessionary Travel eligibility could have an overall impact on bus patronage.</p> <p>LEZs to be implemented in Scotland's four largest cities by 2020 and into all other air quality management areas by 2023</p>

Annex 1 – Consultant Questions – Local Bus Services in Scotland

Partnerships

Question 1 - Do you think that legislation (either via the existing sQP model or another) is required to secure the benefits of partnership working? Please answer Yes , or No . Please explain your answer to this question:-

Yes, although voluntary partnerships can be successful, statutory partnerships lower the level of risk if the objectives of the partnership are enforceable by contract. Standards can also be imposed through a contract, however a certain amount of flexibility is still required to accommodate circumstances (e.g. smaller operators)

Question 2 - Do you feel that statutory Quality Partnerships as defined in the Transport (Scotland) Act 2001 provide the right framework for partnership working? Please answer Yes , or No . Please explain your answer to this question:-

Timescales of three years minimum and seven years maximum seem appropriate as they allow time for any obligations or standards to be implemented during the partnership.

Question 3 – Do you agree with our proposals for Service Improvement Partnerships as outlined in pages 32-35? Please answer Yes , or No . Please explain your answer to this question:-

Question 4 – If a new form of statutory Partnership is introduced, do you agree that statutory Quality Partnerships as defined in the Transport (Scotland) Act 2001 should be replaced (i.e. they would no longer be available as a tool for LTAs)? Please answer Yes , or No . Please explain your answer to this question:-

Local Franchising

Question 5 – Do you think that local authorities should have the power to franchise bus services (either via Quality Contract or another system)? Please answer Yes , No . Please explain your answer to this question:-

Question 6 – Do you think that the existing Quality Contracts require change to make franchising a more viable option? Please answer Yes , or No . Please explain your answer to this question:-

Question 7(a) – Do you think that there should be any consent mechanism for an authority to begin the process of assessment for franchising? Please answer Yes , or No . Please explain your answer to this question:-

Question 7(b) – Do you think that there should be a requirement for independent audit of the business case for franchising? Please answer Yes , or No . Please explain your answer to this question:-

Question 7(c) – Do you think that there should be an approval process beyond that of the local authority itself, before franchising can take place? Please answer Yes , or No . Please explain your answer to this question including (if yes) what kind of approval process:-

Transport Authority Run Bus Services

Question 8(a) – Do you think that transport authorities (including ‘model III’ RTPs) should be able to directly run bus services? Please answer Yes , No . Please explain your answer to this question:-

Question 8(b) – Please describe the circumstances in which this might be appropriate:-

Question 8(c) – What, if any, safeguards do you think should be put in place to ensure that no operator has an unfair advantage in a deregulated market? Please explain your answer to this question:-

Question 9(a) – Do you think that transport authorities (including ‘model III’ RTPs) should be able to set up arm’s length bus companies to operate local bus services? Please answer Yes , No . Please explain your answer to this question:-

Question 9(b) – Please describe the circumstances in which this might be appropriate:-

Question 9(c) – What if any safeguards do you think should be put in place to ensure that no operator has an unfair advantage in a deregulated market?

Question 9(d) – What, if any, checks and balances do you think should be put in place for a transport authority looking to set up an arms’ length company to run buses? Please explain your answer to this question.

Open Data

Question 10 – Do you agree with our proposals to require the operators of local services to release open data on routes, timetables, punctuality and fares in a specified format? Please answer Yes , No . Please explain your answer to this question:-

Question 11 (a) – Do you think that data provided by operators should be stored in a central data hub? Please answer Yes , or No . Please explain your answer to this question:-

Question 11(b) – if you do not support the use of a central data hub how do you think data should be stored/ made available? :-

Question 12 – Do you support proposals for transport authorities to have the power to obtain, information about revenue and patronage of services being deregistered, and where appropriate disclose this as part of a tendering process? Please answer Yes , or No . Please explain your answer to this question:-

Other

Question 13 – Please provide any other comments or proposals around the regulation of bus services in Scotland that were not covered in the above questions.

Question 14 - Are there any likely impacts the proposals contained within this consultation may have on particular groups of people, with reference to the 'protected characteristics' listed above? Please answer Yes , No . Please be as specific as possible:-

Question 15 - Do you think the proposals contained within this consultation may have any additional implications on the safety of children and young people? If yes, what would these implications be? Please answer Yes , No . Please be as specific as possible:-

Question 16 - Do you think the proposals contained in this consultation are likely to increase or reduce the costs and burdens placed on any sector? Please answer Yes , No . Please be as specific as possible:-

Question 17 - Are there any likely impacts the proposals contained in this consultation may have upon the privacy of individuals? Please answer Yes , No . Please be as specific as possible:-

Question 18 - Are there any likely impacts the proposals contained in this consultation may have upon the environment? Please answer Yes , No . Please be as specific as possible:-

Annex 2 – Consultant Questions – The Future of Smart Ticketing in Scotland

Do you think our intention to have a consistent smart payment option available across Scotland and on all main public transport modes would promote use of public transport in Scotland? Yes No Please explain your answer.

Do you agree that the scope of smart ticketing should – for now – be limited to the modes and services outlined above? Yes No Please explain your answer.

Question 3 - epurse

a) Are you in favour of a clearly defined national epurse scheme? Yes No

b) Should all relevant bus, rail, ferry, tram and subway operators be expected to participate in a national epurse scheme? Yes No

c) Should participation in a national epurse scheme be monitored and controlled? Yes No

d) Should sanctions be imposed for non-compliance in a national epurse scheme? Yes No Please explain your answers.

Question 4

a) Are you in favour of a clearly defined multi-modal, multi operator regional smart ticketing scheme? Yes No

b) Should all relevant bus, rail, ferry, tram and subway operators be expected to participate in a multimodal, multi operator regional smart ticketing scheme? Yes No

c) Should participation in a multimodal, multi operator regional smart ticketing scheme be monitored and controlled? Yes No

d) Should sanctions be imposed for non-compliance in a multi-modal, multi operator regional smart ticketing scheme? Yes No Please explain your answers.

Question 5

Are you in favour of new legislation that requires transport operators to participate in national and regional smart ticketing schemes? Yes No

Please explain your answer.

Question 6

To ensure delivery of a consistent approach to meet the expectations of passengers now and in the future, should we establish a single governance group so that the technology implemented across Scotland for smart ticketing schemes is controlled?

Yes No

Should such a governance group be established formally and supported by legislation? Yes No

Should such a governance group have a role in advising on development, implementation or administration of smart ticketing schemes? Yes No

Are there any other areas that a governance group should have a role in? Yes No
 Please explain your answers.

Question 7

Do you have any other comments about any of the issues raised in this consultation? Yes No If so, please use the box below to provide details.

Question – Equality Impacts

Are there any likely impacts the proposals contained within this Consultation may have on particular groups of people, with reference to the ‘protected characteristics’ listed above? Please be as specific as possible.

Question – Children and young people

Do you think the proposals contained within this Consultation may have any additional implications on the safety of children and young people?

Question – Business impacts

Do you think the proposals contained in this Consultation are likely to increase or reduce the costs and burdens placed on any sector? Please be as specific as possible.

Question – Privacy impacts

Are there any likely impacts the proposals contained in this Consultation may have upon the privacy of individuals? Please be as specific as possible.