

TAYSIDE AND CENTRAL SCOTLAND TRANSPORT PARTNERSHIP**15 SEPTEMBER 2020****DIRECTOR'S REPORT**

The report asks the Partnership to note updates on the following:

- Tay Cities Region Deal;
- Tactran Regional Transport Transition Plan;
- Bus Partnership Fund; and
- Various cycling initiatives;

The Partnership is also asked to note responses to Scotland's Road Safety Framework to 2030' and 'Free bus travel for people resident in Scotland aged under 19, and to delegate authority to the Executive Committee to consider and approve a response to Scottish Governments Cleaner Air for Scotland 2 consultation.

1 RECOMMENDATIONS

1.1 That the Partnership:

- (i) notes updates on the Tay Cities Deal; Tactran Regional Transport Transition Plan; Bus Partnership Fund and various Cycling initiatives;
- (ii) notes responses to Scottish Government consultations on 'Scotland's Road Safety Framework to 2030' and 'Free bus travel for people resident in Scotland aged under 19' as approved by the Executive Committee in November 2020, as shown in appendices A and B; and
- (iii) delegates authority to the Executive Committee to consider and approve a response to Scottish Government's Cleaner Air for Scotland 2, Draft Air Quality Strategy Consultation.

2 DISCUSSION**2.1 Tay Cities Deal Update**

The Tay Cities Deal will deliver significant long-term benefits for the area of around £700million of investment in total, helping to deliver 6,000 jobs. The partners are continuing to work with the UK and Scottish Governments to deliver the Tay Cities Deal. The Deal partners share the understandable desire of those behind the projects, other stakeholders and the wider public to see the Deal signed and funding start to be spent on the ground. Detailed discussions have been taking place with the UK Government about the period over which the funding will be made available. As well as signing the Deal, the partners want to ensure that the timescale allows the investment to have maximum benefit for the area. The partners welcome the Under Secretary of State's recent confirmation that the UK Government is working to meet the request to deliver the funding over a shorter time period, and that this would cause only a

short delay. Therefore the partners look forward to the Deal being signed as soon as possible.

Tactran Regional Transport Transition Plan update

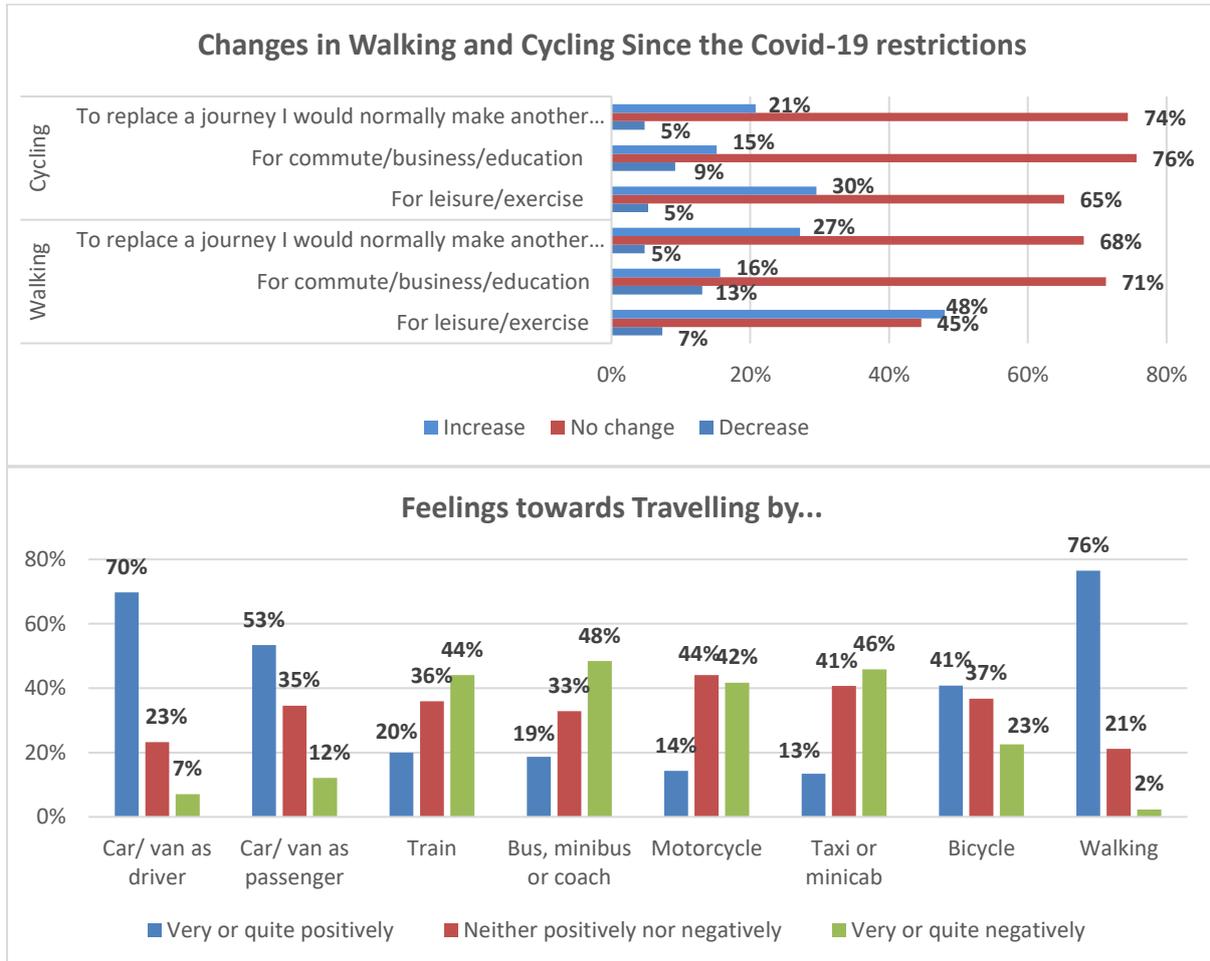
- 2.2 Recognising the huge effect that Covid-19 has had on society and the significant changes in travel requirements, Tactran in partnership with our Local Authorities and neighbouring RTPs, developed a Regional Transport Transition Plan (RTTP) that captures the transport issues and actions undertaken in the region since lockdown in March 2020 and sets out an action plan to assist in a transport route out of lockdown.
- 2.3 At its meeting on 15 September the Partnership discussed a report and presentation and provided comments and feedback on the RTTP. Issues and actions identified included:
- Active Travel – targeting the correct user groups to give confidence to safely use bicycles
 - Bus – addressing inequalities; Demand Responsive Transport and Community Transport;
 - Bus – Opportunities arising from Transport Act, Bus Service Improvement Partnerships and Bus Partnership Fund;
 - Rail – Concern that improvements gained may be lost;
 - Shared Transport – e-scooter trials/legislation in Scotland;
 - Freight – discuss issues through liaison with Freight Quality Partnership.
- 2.4 A clear message from the Tactran Board Members was a concern for the future of the bus industry in the region and the effect that this could have in exacerbating inequalities.
- 2.5 The RTTP was subsequently updated to take account of these issues and actions and has continued to be reviewed regularly by the Tactran Regional Transport Liaison Group. In the intervening weeks the all partners have continued to take forward RTTP actions targeted at providing a fair and sustainable recovery.
- 2.6 A focus of work continues to be the implementation of Active Travel measures such as Spaces for People, including monitoring of impact of these measures and public attitudes towards them.

Space for People – Regional Monitoring

- 2.7 Tactran has been awarded £250,000 from Sustrans' Spaces for People initiative to monitor the impact of Covid-19 pandemic on travel in the Tactran region, in particular assessing the impact of Spaces for People infrastructure and interventions implemented by Tactran's constituent Councils; assessing trends in our towns/cities and undertaking behaviour and attitude monitoring.

Systra have been appointed to manage the survey companies and design, collate and report on surveys undertaken.

2.8 The monitoring of Spaces for People projects is ongoing through an extensive programme of data collection and analysis. The first two waves of attitudinal surveys having also been completed and are available on the [Tactran website](#). Some key statistics and points from these surveys to date are noted below:



- 90% of respondents reported that they would continue with their increased walking and cycling
- Half reported that Spaces for People measures have had an impact on leisure walking and two thirds reported that they have had a positive impact on leisure cycling
- Only around 20% people are positive about travelling by public transport
- Around 80% are concerned about people spreading or contracting the virus on Public Transport
- Less than a fifth of respondents suggested they were concerned about the spreading of the virus while cycling and walking
- Significant increase (10-15%) in awareness of SfP measures from wave 1 to wave 3 survey period
- Higher awareness and impact in Dundee of all measures

- Little change in positive/negative attitude towards measures with the exception of parking removal which is now viewed more negatively – both current and additional
- 2.9 Tactran continues to engage with freight industry and operators through the Tactran Freight Quality Partnership, with the latest meeting in November 2020 discussing both the Transport Transition Plan and the new Regional Transport Strategy Main Issues Report.
- 2.10 Another focus has been to engage with the bus operators, with the Forth Valley Bus Alliance continuing to meet and the first meeting of a similar Bus Alliance for the Tayside area. This has included discussions on the main issues for bus operators, the Transport (Scotland) Act 2019; Bus Service Improvement Partnerships and following the publication of guidance by Scottish Government on a Bus Partnership Fund, opportunities these provides in the region.

Bus Partnership Fund

- 2.11 The Scottish Government announced on 9 November 2020 a £500 million fund for bus priority measures, the Bus Partnership Fund (BPF) and issued guidance and a call for applications. The BPF is intended to support local authorities, in partnership with bus operators, to tackle the negative impact of congestion on bus services so that bus journeys are quicker and more reliable – encouraging more people to travel by bus.
- 2.12 The BPF will complement the new powers in the Transport (Scotland) Act 2019 and enable local authorities and RTPs, in partnership with bus operators, to work together to develop and deliver ambitious schemes that incorporate bus priority measures to tackle the negative impacts of congestion. In doing so, this will make bus use more attractive, increasing bus usage and patronage, which in turn leads to greater investment and better services.
- 2.13 Applications must be from partnerships working towards Bus Service Improvement Partnership (BSIP) status, as defined by the Transport (Scotland) Act 2019.
- 2.14 Eligible bidders to the BPF will be partnerships formed of a lead local authority with partners potentially including neighbouring local authorities, regional transport partnerships, Transport Scotland (where appropriate, as trunk road managers) and bus operators, with the involvement of other stakeholders, such as passenger representative groups. Eligible partnerships must be able to evidence that congestion is adversely impacting bus patronage and put forward ideas to address this.
- 2.15 Projects funded by the BPF will be comprehensive and ambitious packages of bus priority measures; including for example bus lanes, bus gates, guided busways and traffic light priority. Partnerships are encouraged to propose other, innovative measures to contribute to the targeted outcomes.

- 2.16 To maximise the utility of bus services, partnerships are encouraged to develop proposals which integrate bus with active travel and other forms of transport, to provide an end-to-end solution, which will reduce private car use.
- 2.17 Phase 1 of the fund is a call for proposals and invites partnerships to come forward with outline proposals. These will then be assessed against set criteria with a decision on which projects will progress to Phase 2 expected in June 2021 where proposals will be developed through the proportionate application of the Scottish Transport Appraisal Guidance (STAG), and ultimately move into project delivery.
- 2.18 Along with a call for projects, where appropriate appraisals have been undertaken and evidence gathered to support investment in quick wins, there is an opportunity for these to be funded in 2021/22.
- 2.19 The deadline for the phase 1 of the BPF is 16 April 2021 and Local Authorities and Regional Transport Partnerships have been in discussion with Bus Operators regarding forming Bus Alliances, with a Bus Alliance having been formed for both the Forth Valley area and Tayside area. It is anticipated that these Bus Alliances will enable local authorities and RTPs, in partnership with bus operators, to work together to develop suitable projects for submission to the BPF within the timescale set.

Cycling Initiatives Update

Adult Cycling Project – Community, Workplace and Families

- 2.20 The aim of the project is to further develop Adult Cycling skills opportunities across the Tactran region as an introduction to independent cycling, using Essential Cycling Skills (ECS) training and Learn to Ride training.
- 2.21 The programme will use Cycling Scotland ECS instructors based in each of the three local authorities, testing earlier market research by Cycling Scotland and based on finding from the Hilliam report 2019.

Three courses offered:

- Absolute beginners
 - Introduction to on-road
 - Everyday commuter
- 2.22 The offer went out to all local authority active travel contacts, active travel hubs, registered Cycling Friendly employers, community groups, NHS Tayside, NHS Forth Valley and local authority health and social care partnerships across Tactran.
- 2.23 During mid-October to the start of November 2020, 27 individuals' have accessed and completed the sessions from Dundee, Perth & Kinross, and Stirling with zero interest from Angus. A further 5 individuals are interested in

accessing the sessions and will be scheduled between November and December 2021.

- 2.24 Cycling Scotland will launch a targeted social media campaign across Tactran to highlight the offer of free training starting in January and running until March 2021.
- 2.25 All information will be emailed out again across Tactran to all contacts to advertise on own social media channels.

Dundee Green Health Partnership

- 2.26 Cycling Scotland are now a registered provider on the Dundee Green Health Partnership for Essential Cycling Skills opportunities.
- 2.27 By offering free access to adult cycle training and access to bikes and equipment for individuals who are referred via the Green Health Prescriptions which are issued across a wide range of Dundee's NHS primary and secondary care services to benefit patients physical and mental health as well as social wellbeing.

NHS Tayside and NHS Forth Valley

- 2.28 A third pilot based around NHS Tayside & NHS Forth Valley is under discussion and the two health boards have been offered the following packages of support for all NHS staff, Students (NHS Tayside students who live and work on NHS sites), patients, Green Health Prescriptions/Green Health Partnerships. Including clinics, surgeries, medical centres, hospitals, first responders, paramedics, health workers, GP's, blood bikes, blood donation Scotland dept, community health nurses.
 - Encourage and enable cycling to work for staff, and increase NHS Tayside & NHS Forth Valley capacity to continue doing such, to support the objectives of NHS Tayside & NHS Forth Valley emerging Sustainable Transport and Access Strategy
 - Encourage and enable cycling amongst the wider population to travel actively as part of a healthy lifestyle in support of NHS Tayside & NHS Forth Valley emerging Public Health Strategy
- 2.29 This pilot includes access to pool bikes, ebikes along with storage options and ebike charging points. Looking at Cycling Friendly Development Grant and award, Energy Savings Trust and Smarter Choices Smarter Places additional funding to support, as necessary.

NHS sites around Tayside – potential funding and awards

- Cycling Friendly Employer award & funding
- Cycling Potential Tool:
 - The Cycling Potential Tool (CPT) provides an evidence-base to support
 - Cycling Friendly Campus:

- Cycling Friendly Community award & funding

Consultations

- 2.30 The Scottish Government published consultations on [Scotland's Road Safety Framework to 2030](#) and [Free bus travel for people resident in Scotland aged under 19](#), with responses requested by 1st and 7th December 2020 respectively.
- 2.31 As the date of submission to Scottish Government for both these consultations was prior to the next full Partnership meeting, as provided in the Tactran Scheme of Delegation, the Executive Committee considered and approved responses to the consultations.

Scotland's Road Safety Framework to 2030

- 2.32 Scotland's Road Safety Framework to 2020 ends on 31 December 2020. Although Scotland road casualties are at the lowest levels since records began, to achieve the further 50% reduction in People Killed and Seriously Injured by 2030, as recommended by the United Nations and the European Union, a step change in road safety delivery is required. In response to the above challenge and in partnership with the road safety community and key stakeholders the Scottish Government has developed this draft Scotland's Road Safety Framework to 2030 to strengthen Scotland's position as a world leader in road safety.
- 2.33 The Road Safety Framework to 2030 sets out a long-term vision for road safety, Vision Zero, where there are zero fatalities and injuries on Scotland's roads by 2050. The journey to achieving this vision will also include ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030.
- 2.34 The draft framework sets out a vision for Scotland to have the best road safety performance in the world. The framework describes 5 outcomes; outlines 12 key challenges and 10 strategic actions required to be taken to achieve the interim targets for reducing road casualties to 2030:
- 50% reduction in people killed
 - 50% reduction in people seriously injured
 - 60% reduction in children (aged <16) killed
 - 60% reduction in children (aged <16) seriously injured
- 2.35 Progress towards these targets will be measured at regular intervals, together with interim outcome targets and Key Performance indicators.
- 2.36 Tactran response to the consultation is generally supportive of the ambitious vision and targets and the collaborative working required by all relevant organisations to achieve those targets. The key challenges and strategic actions proposed are also supported. However, it is noted that the ambitious

casualty reduction targets must be backed by resources, not only in terms of interventions, but also human resources, retaining and increasing road safety expertise.

- 2.37 In terms of monitoring progress there is a concern that the Key Performance Indicators will not measure the outcomes adequately. Tactran's response supports multi-disciplinary Local Partnership Forums, based around Police Road Safety Unit regions, but considers the governance details to be unclear.
- 2.38 The Executive Committee approved the response shown in Appendix A which the Partnership Board is now asked to note.

Free bus travel for people resident in Scotland aged under 19

- 2.39 The Scottish Government intends to launch a new statutory national concessionary travel scheme providing free bus travel for young people resident in Scotland up to their 19th birthday. It is anticipated that legislation to underpin the scheme would be required to be laid in Parliament in early 2021 and the scheme would come into effect later in 2021.
- 2.40 The purpose of this consultation is to set out and seek views on the proposed arrangements for the new scheme and options for how the scheme operates to establish the most appropriate way to provide free travel for young people to meet their needs and requirements.
- 2.41 The proposed response to the consultation mainly covers the policy areas of the proposed scheme as Local Authorities will be able to provide details on the impact the scheme will have on their own operations such as home to school transport. The response is largely supportive but has highlighted the significant issue related to limited access to bus services in rural areas which is often a bigger barrier to bus travel than the cost.
- 2.42 The Executive Committee are currently reviewing the response shown in Appendix B. Any changes to the response will be reported verbally at the Partnership meeting.

Cleaner Air for Scotland 2

- 2.43 Scottish Government published [Cleaner Air for Scotland 2](#), a Draft Air Quality Strategy Consultation on 30th October, seeking responses by 22 January 2021. This draft strategy sets out the Scottish Government's proposals for delivering air quality improvements over the next five years.
- 2.44 As the deadline for responses is prior to the next Partnership meeting in March 2021, the partnership is asked to delegate authority to the Executive Committee to consider and approve a response.

3 CONSULTATIONS

- 3.1 Elements of the report have been the subject of consultation with partner Councils, other RTPs, Transport Scotland and other partners/stakeholders, as appropriate.

4 RESOURCE IMPLICATIONS

- 4.1 This report has no direct or additional financial or other resource implications.

5 EQUALITIES IMPLICATIONS

- 5.1 This report has been screened for any policy implications in respect of Equality Impact Assessment and no major issues have been identified.

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NOTE

Papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing this Report.

Report to Executive Committee RTP/20/20, Strategic Transport Projects Review 2: Case for Change Reports, 31 March 2020

Public consultation questions

1 - Is the vision set out for the next 10 years the right one?

Yes No

1.1 - Please explain your answer

The vision for Scotland to have the best road safety performance in the world by 2030 is a laudable vision as it is important to show ambition in reducing road casualties. However, as the long-term goal and interim targets to 2030 in the safe system hierarchy for Scotland are broadly similar to those for the rest of Europe, rather than Scotland having the best safety performance in the world, the aim should be for Scotland to be in the top 5% to 10% countries, in line with long term goal and interim targets.

The ambitious casualty reduction targets must be backed by resources, not only in terms of interventions, but also human resources, retaining and increasing road safety expertise.

2 - Are the outcomes to deliver the vision the right ones?

Yes No

2.1 - Please explain your answer

The five outcomes are supported. However, it is unclear how these outcomes will be measured. While the Key Performance Indicators (KPI) do cover a number of the outcomes, they do not cover all of the outcomes – it should be made clear as to how each of the outcomes will be monitored and measured by assigning each KPI to the outcome it is measuring.

3 - Do you agree that the Safe System Approach is fundamental to the success of the Framework?

Yes No

3.1 - Please explain your answer

The safe system approach recognises that a collaborative approach is required to achieve casualty reductions and that road safety does not sit in isolation but is an integrated part of the transport system and the National Transport Strategy.

4 - Are the 12 key challenges for road safety, from Climate Emergency, Health to Emerging technologies and Post-crash response, the correct ones?

Yes No

4.1 - Please explain your answer

The document comprehensively sets out 12 challenges. It is agreed that these cover the main challenges that will be required to be tackled on a national scale, with Climate change and emerging technology likely to form a more significant challenge than in the past.

Some challenges will be more onerous than others and this will be dependent on more local/regional circumstances e.g. motorcycle casualties more likely in rural areas, say compared with pedestrian casualties in urban areas. Any intervention must be evidence driven and regional road safety forums are best placed to identify priorities in their area.

5 - Do you think the strategic actions will deliver the outcomes and address the identified challenges?

Yes No

5.1 - Please explain your answer

In general, it is considered that the strategic actions are correct, however a few observations:

Speed: Do not think there is a need for National Speed Management Review, if this is just another a review of speed limits. Evidence is driving vehicles above the speed limit is a common cause of accidents rather than the speed limits themselves. Therefore, it is changes to driver behavior that is important.

Climate: It is stated road users will need to gain the knowledge and experience required under extreme weather conditions but does not actually state the action required to do this.

Funding: It is agreed that funding is crucial to continuing to reduce road casualties. However further details are required of the proposed Road Safety Improvement Fund – this should not be a fund to bid into for award, but rather a direct fund.

Change in attitude and behavior: Proposed changes to the Highway Code, introduces a hierarchy of road users that aims to ensure that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to other road users. This could be used as a means of positively influencing travel behaviour.

Technology: Although mention is made of the positive affect technology may have on car and other larger vehicles, there is no mention of the need to consider other technologies such as micro-mobility (e.g. e-scooters) and the impact they may have on road casualties.

Knowledge and data: This is crucial to implementation of the framework as any initiative and intervention relies on an evidence base to target resources.

Enforcement: It is welcomed that enforcement methods will embrace technology. This should include considering more average speed cameras on 60mph and 70mph roads, as these have shown to be effective in reducing casualties.

Health: Welcome the cross referencing of stats 19 and hospital admissions data as the more accurate data received, the better resources are targeted. There needs to be a consistent approach to this data collection in setting and monitoring progress towards targets. Also agree that prevention is better than reaction after the event.

5.2 - Are some of these actions more important than others?

Yes No

5.3 - Please explain your answer

See previous question. As noted above knowledge and data is crucial to implementation of the framework as any initiative and intervention relies on an evidence base to target resources.

6 - What are your views on the proposed 2030 Interim Targets?

As per answer to question 1, the vision for Scotland to have the best road safety performance in the world by 2030 is a laudable vision as it is important to show ambition in reducing road casualties. However, as the long-term goal and interim targets to 2030 in the safe system hierarchy for Scotland are broadly similar to those for the rest of Europe, rather than Scotland having the best safety performance in the world, the aim should be for Scotland to be in the top 5% to 10% countries, in line with long term goal and interim targets.

The ambitious casualty reduction targets must be backed by resources, not only in terms of interventions, but also human resources, retaining and increasing road safety expertise.

7 - Do you think that the Intermediate Outcome Targets and Key Performance Indicators are appropriate to monitor the progress towards the 2030 Interim Targets?

Yes No

7.1 - Please explain your answer

It is assumed that the Interim Targets and Intermediate Outcome Targets will both be monitored at regular intervals over the ten-year period. The combination of these targets is appropriate to measure progress.

In terms of Key Performance Indicators (KPI), as noted in responding to question 2, it is unclear how the five outcomes will be measured. While the KPI do cover a number of the outcomes, they do not cover all of the outcomes – it should be made clear as to how each of the outcomes will be monitored and measured by assigning each KPI to the outcome it is measuring. It should also be made clear as to which organisation is responsible for the collection and dissemination of the data required to monitor each of the KPIs.

8 - Do you think that the proposed Governance Structure is appropriate?

Yes No

8.1 - Please explain your answer

The governance structure and description of Local Partnership Forums is very loosely described and as such unclear. It names Local Partnership Forms in the plural and then describes a Local Partnership Forum in the singular that would meet twice a year. It is therefore not clear whether a number of Local Partnership Forums are proposed or just one overarching Local Partnership Forum.

It is considered that Regional Partnership Forums, with a range of members covering all aspects of road safety, should be formed (if not already in place) and these should be based on the Police Road Safety Unit regions (e.g. Central Scotland, Tayside, etc). As noted in previous answers, the collection of crash data is crucial in providing an evidence base for all actions, and it is these Police Road Safety Units that collect and provide this data. The Chairs of these Regional Partnership Forums could then meet twice a year to provide input and disseminate information from the Operational Partnership Group.

All governance structure changes should be made within the fuller NTS review of roles and responsibilities.

8.2 - Would road safety performance be improved across Scotland as a result of systematically sharing information and best practice between local authorities and/or local/regional partnerships through the Local Partnership Forums?

Yes No

8.3 - Please explain your answer

See answer to 8.1.

9.1 - In your opinion what aspects of road safety work well at the moment?

Accident Investigation and Prevention (AIP) works very well at a Local Government level with business cases showing positive benefit to cost ratios. However, there are fewer resources available to Local Authorities to be able to provide dedicated and knowledgeable road safety staff to undertake this work. This is an aspect that should be considered during the NTS Roles and Responsibilities review.

9.2 - What practical actions would you like to see taken to encourage and promote these aspects?

The NTS Roles and Responsibilities review to consider how road safety is delivered within Local/Regional Government.

10.1 - In your opinion what aspects of road safety do not work well in general and as a result of Covid-19?

Covid-19 has placed extra burden and work on all partners and stakeholders working in road safety. Although best efforts have been made, inevitably partnership working and dissemination in taking forward road safety initiatives has suffered as a result.

10.2 - What practical actions would you like taken to overcome these aspects?

No comment.

Free bus travel for people resident in Scotland aged under 19

Consultation questions

1 Do you think extending national concessionary travel to include free bus travel for under 19s in Scotland will contribute towards our objectives to increase opportunities and reduce inequalities?

- Yes • No •

Please Explain

Through the increase in bus usage by the target age group, the proposal should contribute to the NTS objectives of: reducing inequalities; helping to deliver inclusive economic growth; and improve health and wellbeing.

Locking in sustainable travel patterns at a young age is important as if young people are familiar and confident in using public transport this is likely to continue as they become older. It also puts less pressure to purchase a car that is typically the norm for young people, particularly in rural areas.

It should be noted that while access to a car is higher in rural areas, it is not universal and therefore having access to free public transport is of significant benefit to young people in families and households who don't have access to a car.

Providing free travel for younger people will enable them to access training, education and apprentice type employment without the financial burden of travel costs that is often a significant deterrent. It also provides much more independence for young people and allows them to fully participate in a wider range of after school activities without the additional financial impact of having to pay for homeward travel.

Family leisure trips which would be considered too expensive by PT may now be more affordable to low income families.

Using bus services can also involve active travel for the first and last portion of the journey thereby helping to encourage active and healthy lifestyles.

However, it must be highlighted that a free travel scheme for eligible groups is only of use where a service actually exists. As the Tactran accessibility monitoring has highlighted, there are significant parts of the region where local bus services are not a viable option for access to jobs, training opportunities and services. In these predominately rural locations, consideration should be given to expanding the scheme to include other travel modes such as Rail, Community Transport, car share etc.

It is worth noting that for some communities within the Tactran region, the rail network provides key links to destinations that are not accessible via other modes. Rail is also a key mode for young people accessing further education in many parts of the region.

2 Do you think there are any disadvantages to introducing free bus travel for under 19s in Scotland?

- Yes • No •

If yes, please explain

There is the potential impact on school bus provision, however this is a matter that individual local authorities are better placed to comment on as the impact will vary across the country depending on the contractual arrangements in place for school transport provision.

There is also the potential for current long distance rail travel journeys being extracted onto the coach/bus network unless there is provision for rail to be included within the scheme. This could have some disbenefits to the overall transport network.

3 Should a smart card, such as the widely used Young Scot card, be used to establish eligibility for free bus access?

- Yes • No •

Please explain

Including free travel within an existing smart card product such as the Young Scot scheme would appear to be the most pragmatic solution. Without some form of card authorisation, there is the potential for inaccurate operator claims and it would also mean that useful monitoring data on travel patterns and trends that could assist in network development and improvements would not be available.

Utilising the existing smart card product would also allow for local authorities to offer additional concessions to other targeted groups in a similar way that the existing over 60 and disabled schemes operate. This could include discounted/free rail travel where appropriate.

4 Should children under a certain age need to have their application for a travel card approved by a parent or guardian?

- Yes • No •

Please explain

There are potential data issues related to the scheme where use/travel pattern data is collected which would require parental consent.

5 If you answered 'yes' to question 4, at what age should parental or guardian approval be required?

16 would appear to be a suitable age which is in line with other travel schemes such as TfL Oyster.

6 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.

The impact on groups of people with protected characteristics is likely to be largely similar to the impact the existing concessionary travel scheme has. The most significant being that for many people with disabilities, having free bus travel is of little benefit to them if they are unable to access the network due to their disability.

7 Do you think the proposals contained within this Consultation may have any additional implications on the rights, wellbeing and safety of children and young people that is not picked up above?

Most implications of the scheme are likely to be positive, however the parental consent issue noted above will be important in terms of data security and use. It is also important that any potential safety impact for the lower age groups is understood and adequately mitigated.

As there will likely be an increase in children travelling on buses, consultation with operators and local authority public transport teams should also be undertaken to ensure that personal safety measures are adequate. This could include improving CCTV provision within vehicles but also to ensure that safety at waiting facilities is adequate for children and young people.

8 Do you think the proposals contained in this Consultation are likely to increase or reduce the costs and burdens for bus companies, public bodies, third sector organisations or businesses? Please be as specific as possible.

By utilising the existing concession scheme back office system, administration costs for operators are likely to be minimal. Similarly, for public bodies, the administration of the scheme is likely to be limited to a marginal cost due to the existing smart card infrastructure in use for the current 60+ and disabled concessionary scheme.

The reimbursement rate will presumably be calculated to ensure that there is a net zero cost/benefit to operators while taking account of the induced demand the scheme will lead to. Over the medium and longer term, by increasing patronage across the Public Transport network, it is possible that routes become more sustainable and may help reverse the trend of local bus service reductions across the country.

9 Are there any other issues you wish to raise which are not covered in the points or questions above?

Consideration should be given to free/subsidised alternative modes for children and young people who don't have access to local bus services. This could include Rail, DRT/community transport schemes, car clubs, bike hire and other sustainable travel options. To not consider this would potentially impact on young people living in rural areas disproportionately. This concern is particularly acute given the uncertainty surrounding the future of local bus services due to the COVID-19 impacts and associated changes in travel behavior. It is worth noting that for some communities in Highland Perthshire, the rail network provides a key link to Fort William which is not available via other modes. Similarly, for young people living in the Crianlarich and Tyndrum area access via public transport to further education in Oban is only practical via the rail network.