

Fair Fares Review

SCOTS Conference

10 May 2024



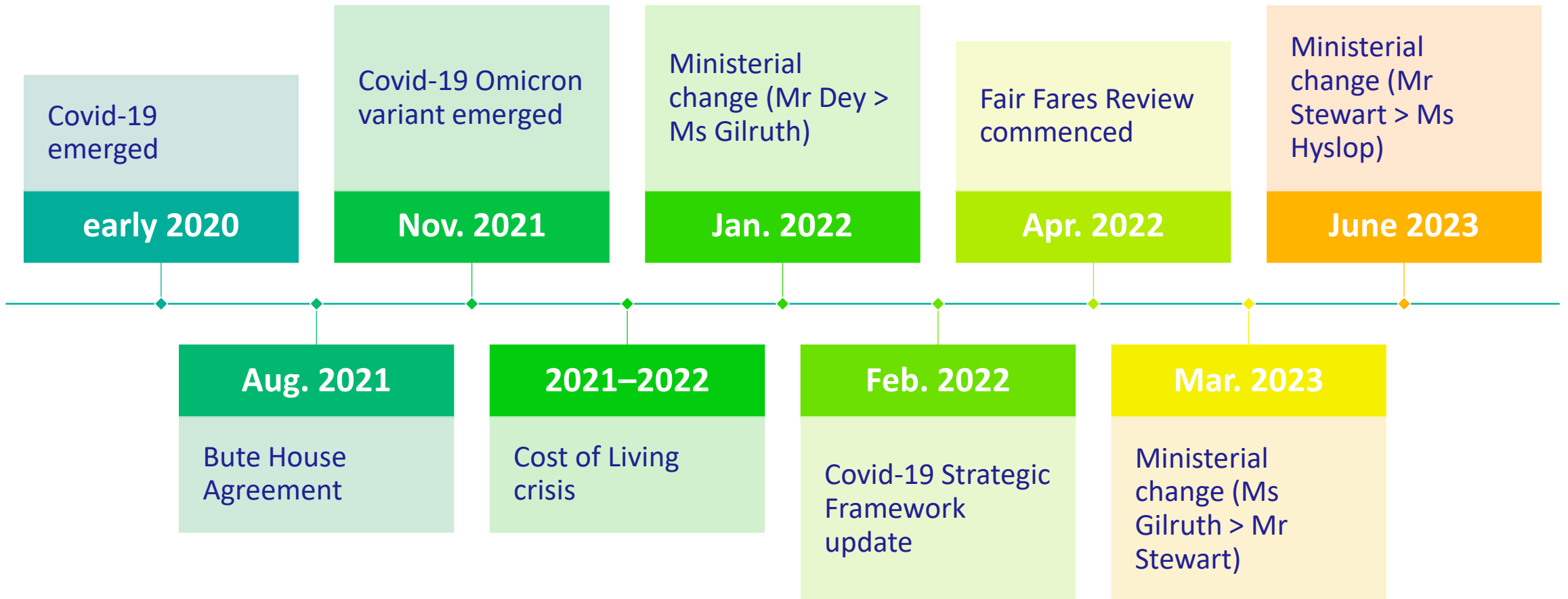


Background

The Fair Fares Review was established in the context of the [National Transport Strategy](#) which sets out a 20 year plan to support our priorities on **reducing inequalities, taking climate action, helping to deliver inclusive economic growth and improving our health and wellbeing.**

The Review is part of a broader package of work, referred to as **The Future of Public Transport**, being undertaken by Transport Scotland to support the recovery of public transport and to ensure the long term viability of the public transport sector as we progress beyond the Covid-19 pandemic and address the challenges outlined above.

Context





Purpose

To make recommendations to realise our vision for a future for public transport which is **more accessible, available and affordable, with the costs of transport shared more fairly across government, business and society**, in line with the First Minister's Policy Prospectus and in support of the National Transport Strategy's vision that *"We will have a sustainable, inclusive, safe and accessible transport system, helping deliver a healthier, fairer and more prosperous Scotland for communities, businesses and visitors."*





Scope

- Cost and availability of public transport, for passengers
- Cost to Government
- Range of discounts and concessions



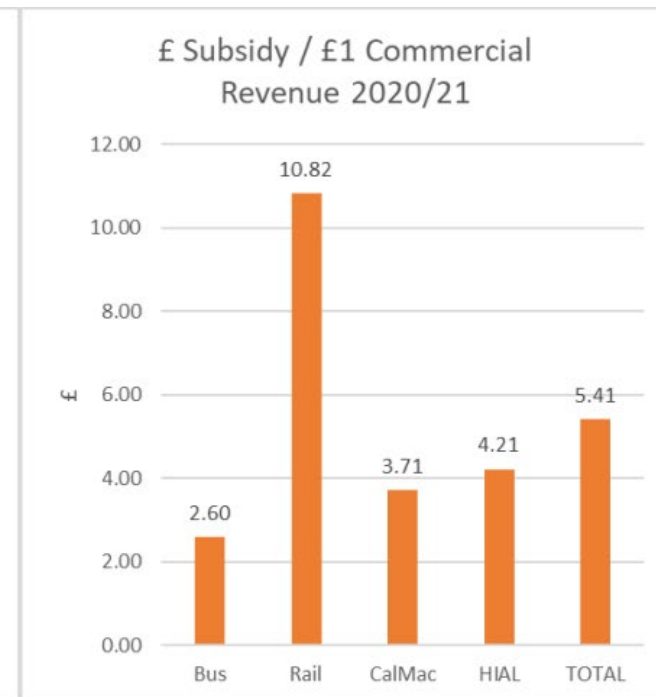
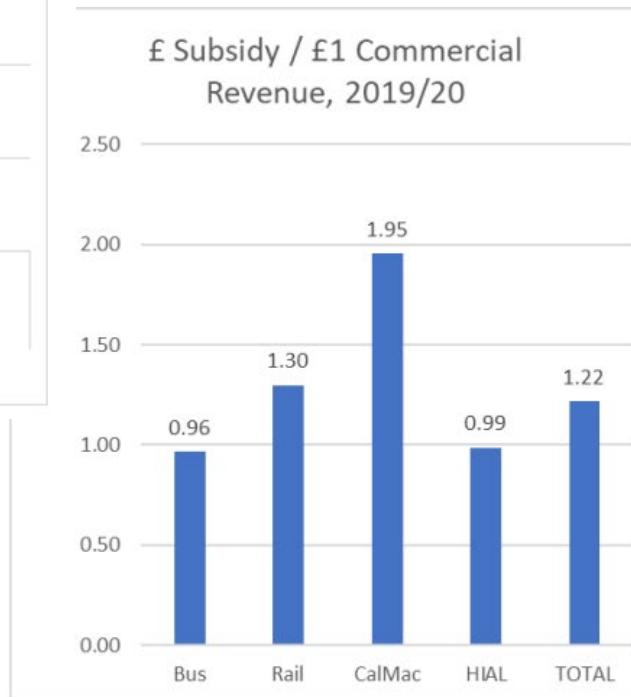
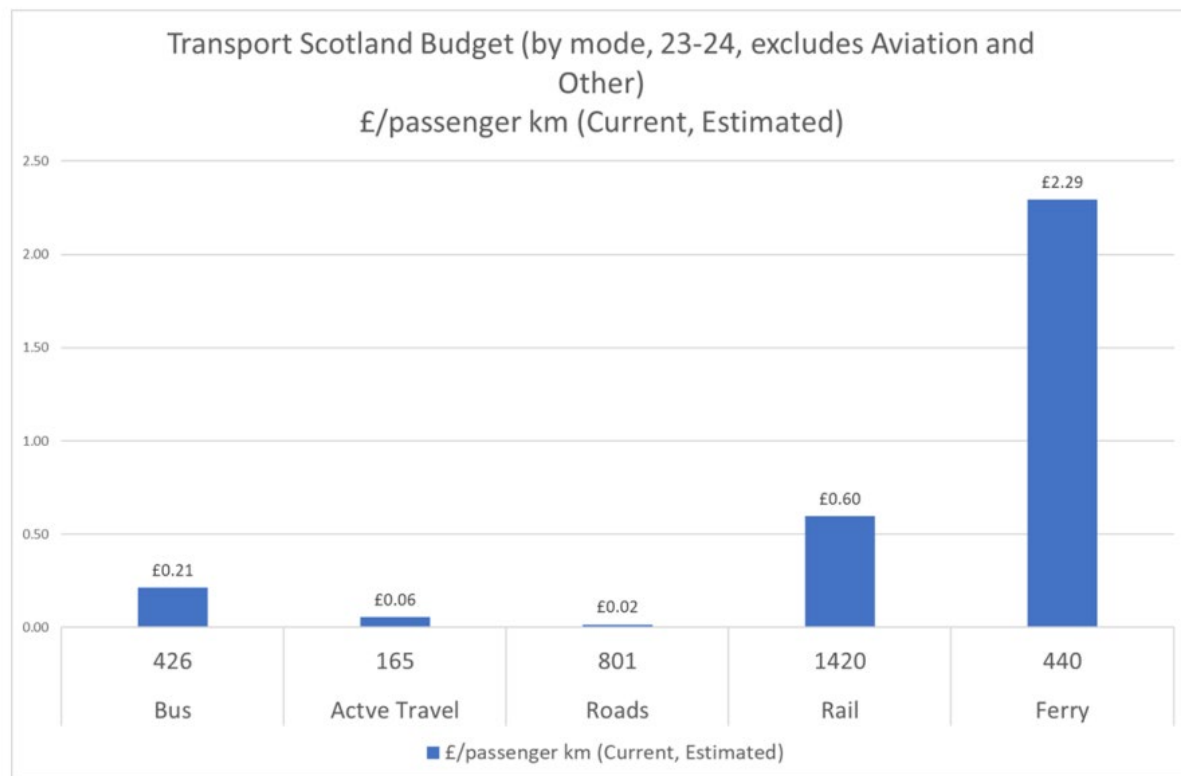


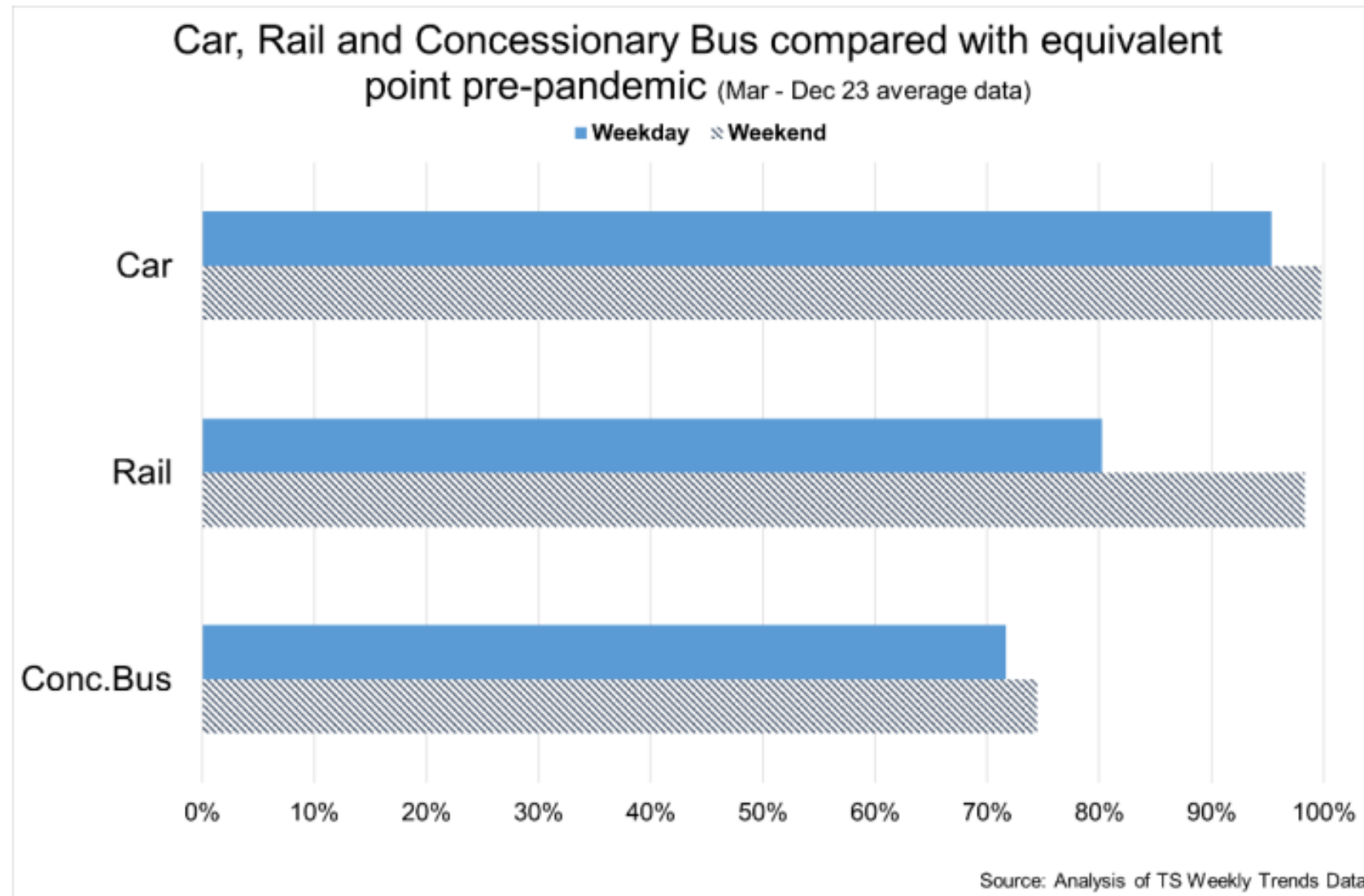
Presentation of findings

The Fair Fares Review was published on 22 March 2024 with a Main Report and four supporting papers:

1. **Main Report - Policy and Strategic Context, Recommendations and Actions**
2. **Public Transport System Analysis**
3. **Case for Change**
4. **Poverty Alliance Research Report**
5. **International Benchmarking**

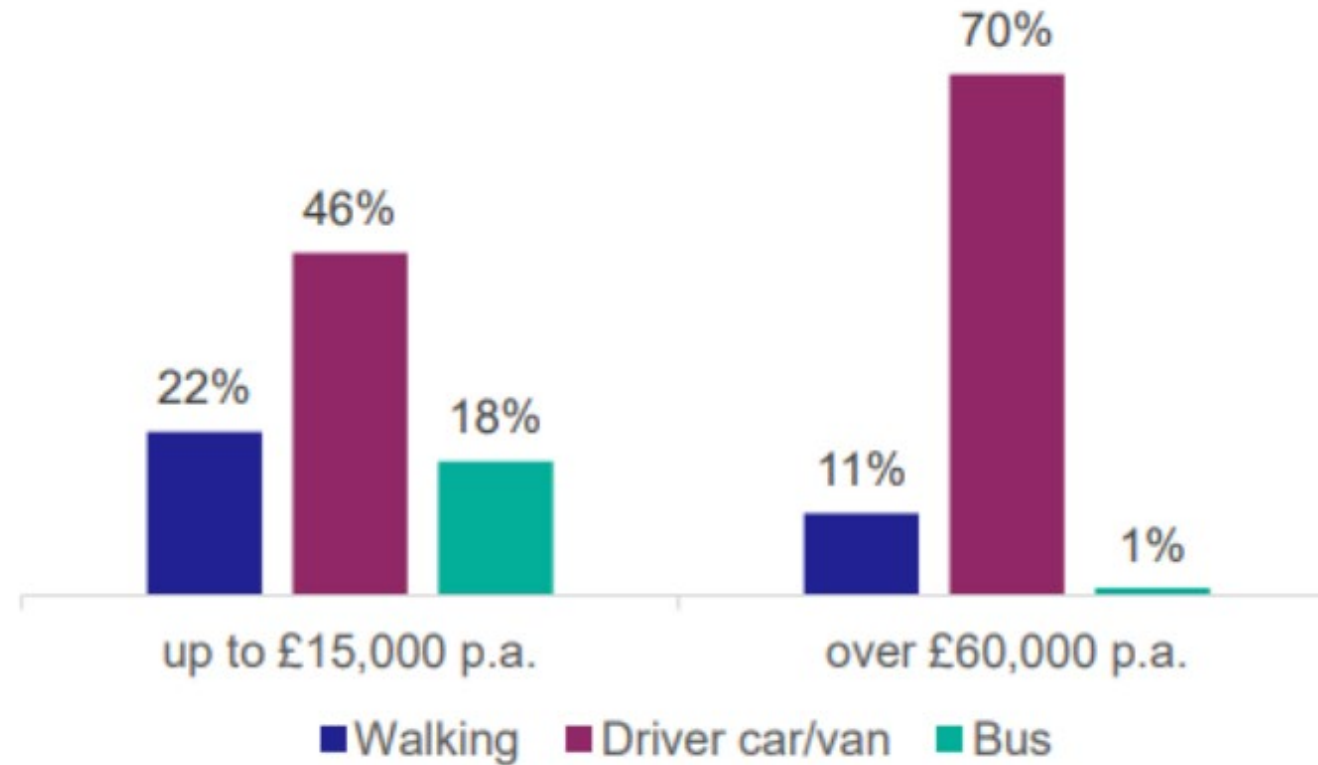
Some of the analysis...







Percentage of people walking, driving or taking bus to work for highest and lowest income bands, 2021



People's Panel – Poverty Alliance

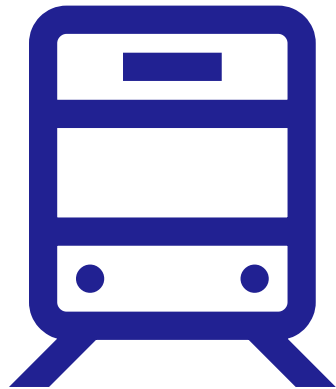
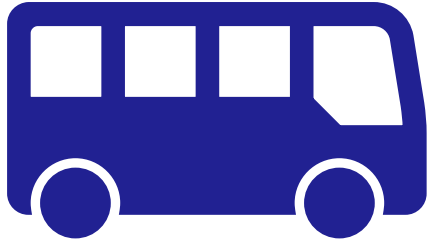
“I was late for a hospital appointment last week because the bus didn't show up.”

“It's hard to encourage people to take the bus if you cannot guarantee it will be there.”

“Under 22 has made such a difference and eased and helped us as a family. Cost was the thing that prevented me going to city centre.”

“it's [bus fare] just over what I make in half an hour- I can't really justify it and I don't really go into city centre as much because the tickets are so expensive”

“there are great music venues in [local town] but the last bus back is at half-past nine. If I can't get a lift, I can't go



Challenges

- Patronage recovery
- Bus sector and service fragility
- Rising costs of operation
- Rising fares
- Particularly pronounced of people experiencing poverty
- Complex mix of arrangements; regulatory, ownership, partnerships



International benchmarking



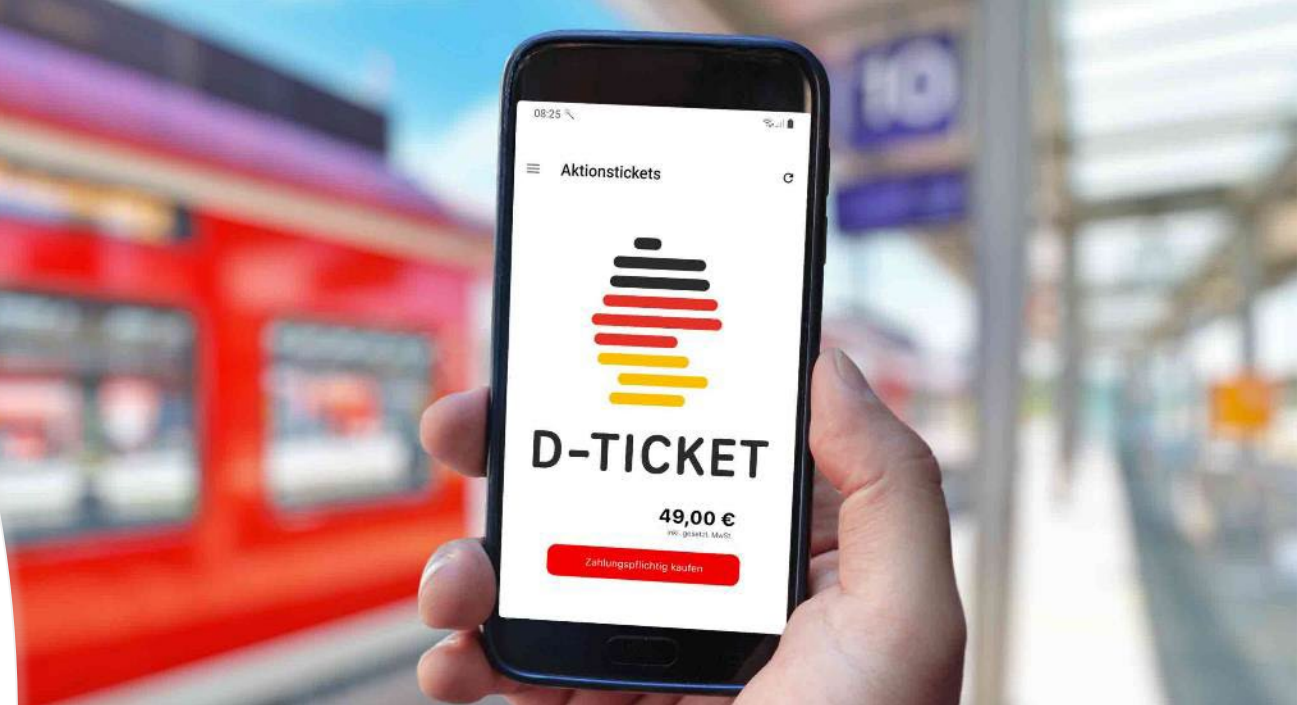
International benchmarking

Germany – 49 Euro Monthly Public Transport ‘Deutschland’ Ticket

The subscription only ticket provides unlimited travel on all local public and regional public transport including bus, tram, metro train and S-bahn.

Austria – Klimaticket and 365 Euro Ticket

Launched on 31 October 2021, the [Klimaticket](#) was devised by Austria's Federal Government as a means to deliver modal shift from car. The annual ticket provides unlimited travel on public transport across Austria.



International benchmarking

Singapore

There are no groups who are entitled to free concessionary public transport in Singapore. However, discounts for eligible groups



Zurich

Ticketing and fares are integrated across all modes with ownership of the fares policy residing with Zürcher Verkehrsverbund (ZVV) the public transport planning authority which is also responsible for service integration and co-ordination across all modes





Examples in Scotland

- Young Persons' Free Bus Travel Scheme
- Glasgow Tripper Ticket
- m.connect app
- SPT Smartcards
- ScotRail – multi-modal ticket offers & Peak Fares Removal Trial
- Go-Hi app



Analysis and Option Appraisal

Started with long list options, then

Initial Appraisal

Problems, Opportunities, Issues and Constraints

Multi-criteria analysis framework for decision making

National Transport Strategy

Available, Affordable and Accessible

Detailed assessment

feasibility of options, timescales to implement, and to identify the risks and sensitivities



Recommendation and Actions

Immediate to Short Term:

Bus; Concessions on other modes; Rail and Ferries.

Medium to Long Term

Governance; Fares and Ticketing; Rebalancing Cost of Travel; Improving Efficiency and Integration; and Concessionary Travel in Scotland.

<https://www.transport.gov.scot/publication/fair-fares-review/>



Questions



- Do the challenges align with your local and regional challenges?
- How are you addressing them?
- How would you prioritise the recommendations and actions? What would you do first?

Thank you

