



SCTS Morning-Peak Travel on Rail Services.

Date of meeting 18 March 2016

Date of report 26 February 2016

Report by Treasurer/Secretary

1. Object of report

This object of this report is to:

- Update the Committee regarding rules around concessionary travel on rail services during the morning-peak period. This follows requests to SPT to reconsider the how the Strathclyde Concessionary Travel Scheme (SCTS) morning peak restriction is applied.

2. Background

- 2.1 Members will recall that at the Committee meeting of 7 November 2014, the Committee were asked to note the publication of refreshed Scheme Guidance and Notes for Operators¹. This refreshed Guidance was an update on the previous 2005 Guidance and was intended to make the rules governing the SCTS clearer.
- 2.2 In particular, the Guidance set out a number of travel exemptions and restrictions concerning peak-time rail travel, including:

“Holders of National Entitlement Cards for persons aged 60 or over cannot take advantage of concessionary fares on rail services before 0900hrs and between 1630 – 1800hrs, weekdays. Time restrictions relate to the scheduled departure time”.

- 2.3 Members are informed that that Guidance published in 2005, had previously considered morning-peak to mean between the hours of 0600hrs and 0900hrs. However, the refreshed 2014 guidance, in order to be consistent with standard rail travel definitions, defined morning peak as any time before 0915hrs, or earlier on some routes, such as the Strathclyde local rail services where the morning-peak ends at 0900hrs.
- 2.4 SPT officers have since received requests to reconsider the application of the morning-peak travel restriction on rail services, which as they stand, now preclude concessionary rail travel across the Strathclyde on services departing before 0900hrs.

¹ http://www.spt.co.uk/documents/ctjc071114_minute.pdf

3. Recommendations

- 3.1 In light of recent requests, SPT officers have since reviewed the current arrangement concerning morning-peak travel restrictions. It has been established that there is a limited number of train services, 21 in total, which operate before 0600hrs on weekdays across the Strathclyde rail network.
- 3.2 SPT officers consider the number of concessionary rail trips actually being made before 0600hrs on weekdays to be extremely low. As a result, it is considered that the cost implications to the Scheme of re-introducing concessionary rail travel up until 0559hrs to be negligible and will not impact on overall Scheme costs.
- 3.3 Members are also reminded that peak travel restrictions exist in order to help relieve pressure on busy and crowded routes which operate during peak times. SPT officers have been made aware, through discussions with the rail operator, that there are no current capacity issues on Strathclyde services before 6am; however this will be subject to periodic review.
- 3.4 In light of the above, it is recommended that morning peak-time travel be defined as between 0600hrs and 0859hrs, inclusive.
- 3.5 It is also recommended that SPT officers continue to monitor the impacts of the change in terms of adverse cost impacts to the Scheme or capacity issues.

4. Committee action

The Committee is recommended to:

- (i) Note the contents of this report;
- (ii) Approve morning-peak restrictions to be amended to between 0600hrs and 0859hrs;
- (iii) Recommend that SPT officers continue to monitor the impact of amendments to morning-peak hours, relating to Scheme cost and rail capacity and provide updates to a future Committee; and,
- (iv) Note that any amendment to morning peak times does not affect any other restrictions or exemptions contained within current Guidance Document.

5. Consequences

Policy consequences	<i>The Scheme continues to meet the RTS Objective "Access for All"</i>
Legal consequences	<i>None</i>
Financial consequences	<i>There is a small risk of increased costs to the Scheme but this is considered to be negligible.</i>
Personnel consequences	<i>None</i>
Equalities consequences	<i>Improves travel opportunities for elderly and disabled residents in Strathclyde</i>
Risk consequences	<i>None</i>

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