

ANNEX C

CONSULTATION ON EXTENDING LOCAL BUS REGISTRATION AND BUS SERVICE OPERATORS GRANT (BSOG) TO DEMAND RESPONSIVE TRANSPORT (DRT)

RESPONDENT INFORMATION FORM

Please Note this form must be returned with your response to ensure that we handle your response appropriately

1. Name/Organisation

Organisation Name

Tayside & Central Scotland Transport Partnership (Tactran)

Title Mr [checked] Ms [] Mrs [] Miss [] Dr [] Please tick as appropriate

Surname

Guthrie

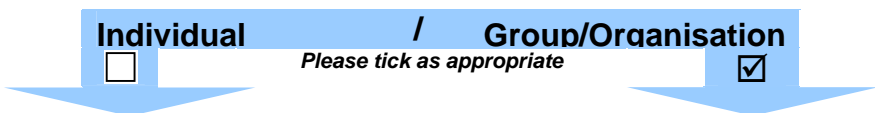
Forename

Eric

2. Postal Address

Tactran
Bordeaux House
31 Kinnoull Street
PERTH
Postcode PH1 5EN Phone 01738 475771 Email ericguthrie@tactran.gov.uk

3. Permissions - I am responding as...



(a) Do you agree to your response being made available to the public... (b) Where confidentiality is not requested, we will make your responses available to the public on the following basis

(c) The name and address of your organisation will be made available to the public... Are you content for your response to be made available?

(d) We will share your response internally with other Scottish Government policy teams who may be addressing the issues you discuss. They may wish to contact you again in the future, but we require your permission to do so. Are you content for Scottish Government to contact you again in relation to this consultation exercise?

Please tick as appropriate

Yes

No

EXTENDING LOCAL BUS REGISTRATION AND BUS SERVICE OPERATORS GRANT (BSOG) TO DEMAND RESPONSIVE TRANSPORT (DRT) - CONSULTATION ON DRAFT LEGISLATION

Pro-forma for use when responding on draft guidance:-

<i>Name of respondent</i>	Eric Guthrie
<i>Organisation (if applicable)</i>	Tactran
<i>Interest (eg trade; local authority; passenger interest)</i>	Regional Transport Partnership
Q1. Do you agree with the definition of a flexible service as described in the draft legislation, or do we need to add further details?	The proposed definitions are broadly appropriate. However, it is of concern that Clause 5 (4)(a)(iv) could exclude the extension from applying to DRT schemes that are provided to members of the general public who meet defined eligibility criteria. Many such services operate in this manner to ensure availability of capacity for members of the public who are unable to use “conventional” bus services. There are understood to be a number of such DRT schemes which, whilst able to be Registered and receive National Concessionary Fares scheme revenue, are currently ineligible for BSOG. It is considered that the extension of BSOG eligibility should include all DRT services which qualify to be Registered as flexibly routed Local Bus Services and are eligible to receive reimbursement through the National Concessionary Travel scheme.
Q2. Do you agree that DRT services be allowed to be registered as a local bus?	Yes. See also above comments regarding eligibility of all registered DRT services for BSOG and Concessionary Fares reimbursement. Transport authorities are increasingly introducing flexibly routed DRT services as replacements for, or complements to, fixed-route/timetabled bus services as a means of providing more need responsive and financially sustainable public transport provision. Flexibly operated DRT services are often much better at accommodating, for example, health transport demands and also integrating with other services such as bus, ferry and train connections. DRT services also offer a

	flexible and often more cost effective means of providing subsidised public transport, particularly in areas, or during times of the day, where demand is insufficient to support or justify more frequent, fixed-route operation. Allowing registration as Local Bus Services with full eligibility for BSOG will maximise effectiveness and support the operational and financial sustainability of what, for many passengers, are lifeline services.
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Q3. Do you agree with the proposed conditions for registering DRT services?	Yes. Registered DRT services should be generally expected to meet the same standards of operation as other public services, having regard to the flexible nature of operation provided.
Q4. Should DRT services receive BSOG payments?	Yes. As indicated in answer to Q2 above, DRT offers a more flexible and effective way of meeting public transport needs in areas and/or at times of the day when demand is insufficient to sustain fixed-route/timetabled services. The extension of BSOG eligibility to include “fully-flexible registered DRT services”, as indicated in Action 6 of the National Transport Strategy Buses Action Plan, is long overdue and fully supported.
Q5. Do you agree with the proposed conditions for DRT services to receive BSOG payments?	Yes, again subject to the above comments in answer to earlier Questions, regarding availability of BSOG for all registered DRT operations.
Q6. Do you think the passenger will benefit from these proposed changes?	Yes. All passengers who rely on existing and potentially new DRT services which benefit from BSOG, including many services which are “lifeline” in nature, will benefit directly. In addition to supporting the sustainability of existing DRT services, the proposed extension may also stimulate new DRT operation as a more responsive and effective way of meeting local travel needs.
Q7. Are there any general comments about these proposals you would wish to make?	In addition to providing an effective option for addressing travel needs and tackling social exclusion in areas of low or infrequent demand, DRT provides a more flexible option for addressing a wide range of accessibility needs, including access to health; improving accessibility for young people, particularly in rural areas; supporting tourism; integrating with other modes such as coach, rail and ferry; and delivering wider social, economic

	and environmental benefits. The proposed extension of BSOG eligibility to include <u>all</u> registered DRT services is welcomed and fully supported.
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