

Appendix 1

Month	J u n e	J u l y	A u g u s t	S e p t e m b e r	O c t o b e r	N o v e m b e r
Inception						
Stage 1 - Pre-appraisal						
Pre-appraisal Participation and Consultation						
Stage 2 - Appraisal						
Appraisal and consultation						
Stage 3 - Appraisal Reporting						
Initial draft report						
Final report						
Presentation of findings						

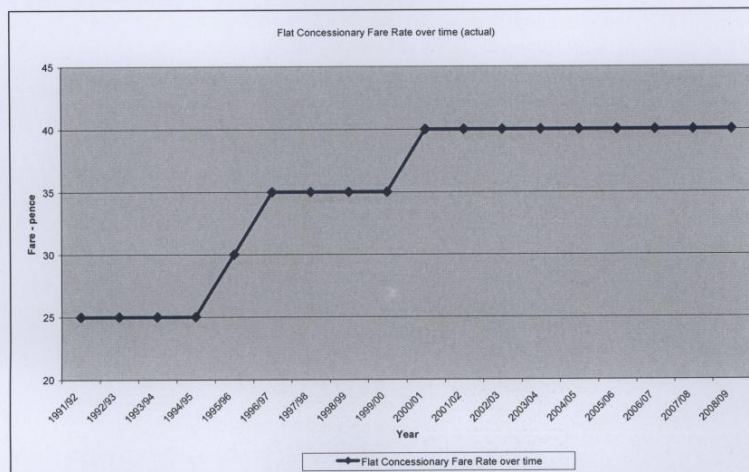
## Appendix 2

### Concessionary Rail Fares

The scheme as defined by the SPT website is, "All concessionary rail journeys have to start and end at a station inside the scheme's boundaries. A 40p concessionary fare is charged for rail journeys of up to 10 miles. A half-adult single or half-adult return fare is charged for journeys over 10 miles. Return fares and through ticketing are allowed. People who are 60 years and over cannot take advantage of the scheme before 09:00 on weekdays. There is no restriction at weekends or on national public holidays. There is no peak time restriction for people with disabilities."

Chart 1 shown below illustrates that the flat fare element of the concession (currently 40p for rail travel up to 10 miles) has remained static since the year 2000. It is important to note that while the flat fare has remained static, inflation and fare increases over the same period mean that the real value to concessionary users has risen.

Chart 1 – Flat Fare Rail Concession 1991 - 2009



The variable element of the rail concession (a 50% discount for travel over 10 miles) has also remained static since 2000. However, as this is a set proportion of the standard fare it naturally changes in line with annual fare increases. In contrast to the flat fare, this suggests that the relative proportional discount to users has remained static over this period.

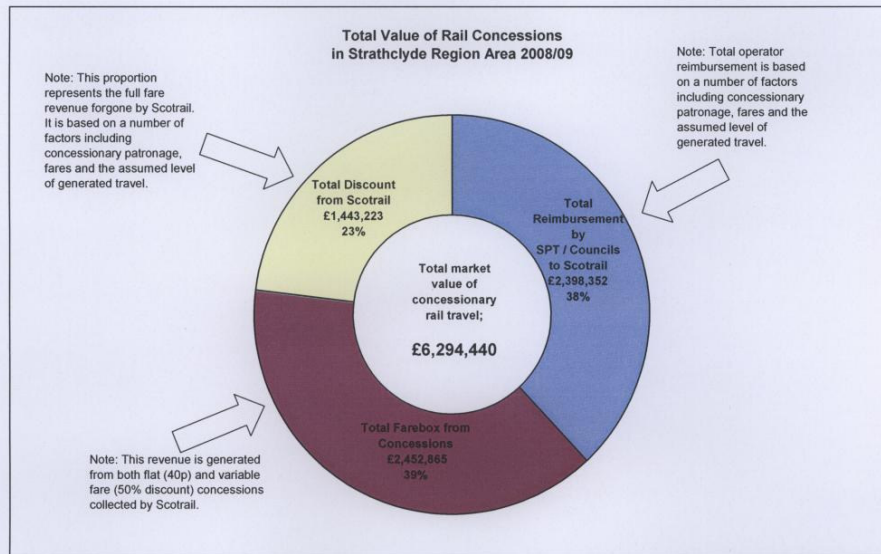
Importantly, it should also be noted that free concessionary travel on local buses was introduced in 2002 and replaced by the National Concessionary Travel Scheme in 2006 offering free national concessionary travel on all scheduled bus services. This suggests that the attractiveness of Bus based concessionary travel has increased over this period relative to other modes including rail.

### Reimbursement

It is estimated that the total value of Strathclyde Concessionary Rail Travel is £6.3 million (based on current rail fares) in 2008/09. Chart 2 below shows that this consists of £2.4 million which is reimbursed to Scotrail from the councils / SPT for operating the scheme (38%), £2.5 million

which is collected as fare-box revenue from concessionary travellers (39%) and £1.4 million which effectively represents full fare revenue forgone by Scotrail (based on the assumption that the operator should not be reimbursed for generated travel).

Chart 2 - Total Value of Strathclyde Concessionary Rail Travel 2008/09

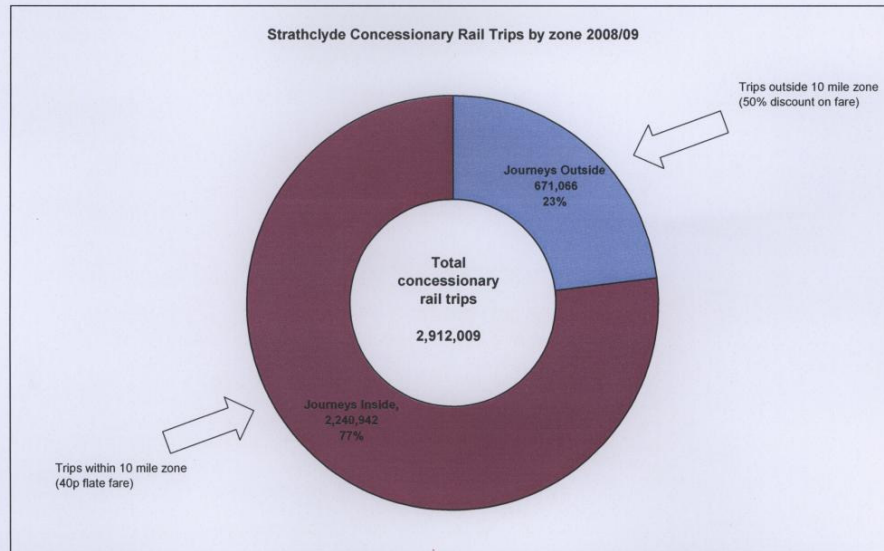


Key points to note from chart 2 are that total fare-box revenue is generated by the number of flat and variable fare trips undertaken by concessionary travellers and the flat and variable concessionary fares applied. Total reimbursement by SPT / Councils and total discount by Scotrail and is based on a number of factors including concessionary patronage, standard rail fares and the assumed level of generated travel. The latter is particularly important for SPT as higher levels of assumed generated travel suggest lower operator reimbursements (all other things remaining equal) and a greater discount from Scotrail.

Patronage

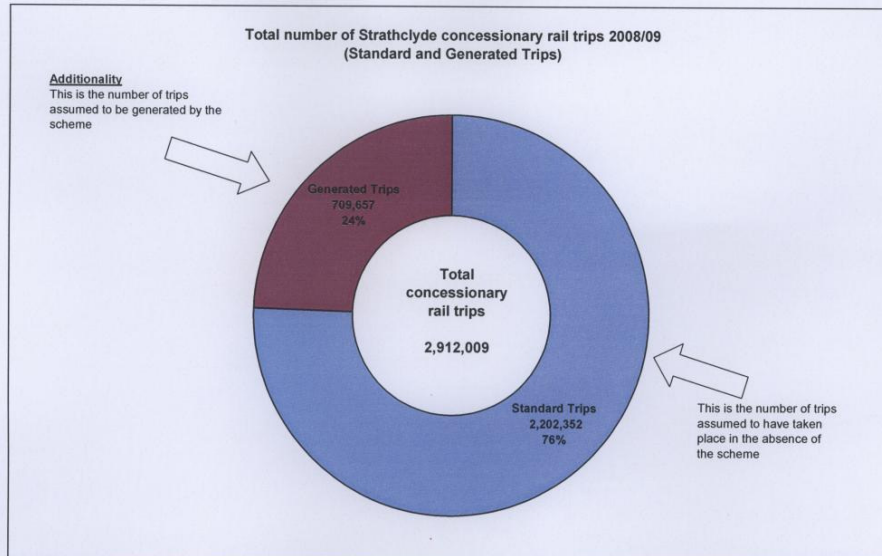
Chart 3 shows that the total number of concessionary rail trips in the Strathclyde region was 2.9 million in 2008/09. This includes 2.2 million trips within 10 miles (77%) and 0.7 million trips over 10 miles in length (23%). Notably, the majority of concessionary trips in the Strathclyde region are of less than 10 miles in length.

Chart 3 – Strathclyde Concessionary Rail Trips by Zone 2008/09



As noted above, the assumed level of generated concessionary travel has important implications in terms of operator reimbursement from SPT. Chart 4, uses the average level of generated travel assumed by SPT's operator reimbursement software, to calculate approximations of the level of travel by those eligible for concessionary travel in the absence of the scheme and the total number of additional trips generated by the scheme.

Chart 4 – Concessionary Trips 08/09 Standard and Generated



More specifically, chart 4 shows that the scheme generates approximately 0.7 million trips and that 2.2 million trips would have taken place anyway in the absence of the scheme (based on the average generation factors applied to operator reimbursements). This sums to 2.9 million concessionary trips undertaken by eligible users in 2008/09. The key point to note here is that generated trips and the implied increased access to goods, services and social networks they provide are the key benefits being leveraged from the £2.4 million operator reimbursement from SPT / Councils.

Regular updates will be provided to members as the project develops.