

FAIRER SCOTLAND DUTY SUMMARY TEMPLATE

Title of Policy, Strategy, Programme etc	The National Bus Travel Concession Scheme for Young Persons (Scotland) Amendment Order 2021
Summary of aims and expected outcomes of strategy, proposal, programme or policy	<p>This policy will extend the eligibility criteria in The National Bus Travel Concession Scheme for Young Persons (Scotland) Order 2021 (the Order) so that residents of Scotland aged 19-21 will be eligible to travel under the concessionary bus travel scheme that the Order provides for (the Young Persons Scheme).</p> <p>In March 2021 the Scottish Parliament passed the Order giving the Scottish Ministers the powers to establish the Young Persons Scheme for free bus travel for residents of Scotland aged under 19 (the Young Persons Scheme). On 8 March 2021 the Scottish Government announced that it would extend free bus travel under the new Young Persons Scheme to all residents of Scotland under the age of 22.</p> <p>The Young Persons Scheme will help strengthen our response to the climate emergency, supporting our green recovery by embedding sustainable travel habits in young people.</p> <p>Young people have been disproportionately impacted as a result of the COVID-19 pandemic and free bus travel will open up opportunities for them and improve their access to education, training and employment.</p>
Summary of evidence	<p>Overall, this policy is expected to have a positive impact on reducing socio-economic disadvantage and inequalities of outcome.</p> <p>Lack of access to good, affordable transport can trap people into poverty by limiting access to opportunities which could increase people's income, such as jobs, training, or education. ¹</p> <p>One of the four Priorities in Scotland's National Transport Strategy (NTS2) is 'Reducing Inequality' reflecting the important role transport has to play in achieving the type of society we want to live in. ²</p>

¹ Report of the Poverty and Inequality Commission (2019)

² National Transport Strategy 2 (2020)

	<p>Most people aged under 22 are in full time education, working or in training and are not likely to be earning, or earning a low salary, particularly those still in education.</p> <p>Young people from lower income households are also twice as likely to travel by bus, with 42% of 19-21 year olds from households with an income of less than £10,000 a year travelling by bus at least once a week compared to 21% of those from households with an income over £40,000 a year.³</p> <p>Under 22s are also less likely than any other age group to hold a driving licence, and drive less frequently than all other age groups apart from 80+. Inequalities around transport may have also been exacerbated by Covid-19.</p> <p>Many young people have reported they were missing out on education and employment opportunities as a result of the high costs associated with transport despite existing concessionary schemes. This was particularly pronounced for young people in rural and low income areas.⁴</p> <p>Free bus travel could help reduce these inequalities by removing the cost of travel as a barrier for young people living in poverty who would not be able to access support or opportunities.</p>
<p>Summary of assessment findings</p>	<p>A Fairer Scotland Duty assessment was undertaken during the under 19s policy development period. This identified issues that were incorporated into decision-making on the policy and implementation of the Young Persons Scheme. Consideration of the extension to include 19-21 year olds did not identify any further issues.</p> <p>For further details please refer to the under 19 assessment results.</p>
<p>Sign off</p>	<p>Name: Laura Murdoch</p> <p>Job title: Director of Bus, Accessibility and Active Travel</p>

³ [Transport and Travel in Scotland \(2015\)](#) and [Transport and Travel in Scotland \(2019\)](#) (combined)

⁴ [Scottish Rural Action - #FareEnough? \(2018\)](#)