



Scottish Youth Parliament
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Friday 2nd November 2018

To Edward Mountain MSP,

LETTER WITH FINDINGS FROM CONSULTATION ON TRANSPORT (SCOTLAND) BILL WITH THE SCOTTISH YOUTH PARLIAMENT (SYP)

As the Convener of the Transport, Environment and Rural Affairs Committee at the Scottish Youth Parliament, I am writing to you to update you on the views of young people on the content of the Transport (Scotland) Bill. I would be grateful if your Committee could take account of these views in your consideration of the Bill, and would, of course, be delighted to meet with you and your Committee to discuss them further.

As you know, SYP is the democratically elected voice of Scotland's young people (please see our diverse demographic make-up in our census on our website: www.syp.org.uk). This letter conveys findings from a consultation workshop attended by thirteen young people called 'Young People in the Driving Seat: The Transport Bill' at our 67th National Sitting on 21st October in Kilmarnock, co-produced by your Committee including Colin Smyth MSP, Calum McArthur MSYP and Scottish Parliament's Community Outreach Team.



Colin Smyth MSP with MSYPs to discuss the Transport Bill at SYP67 on 21st October 2018.

It also includes findings from co-designed questions in our #WhatsYourTake online survey which was open from 21st September until 29th October, gathering 546 responses from young people aged 12-25 across Scotland, from all 32 local authorities and 10 of our national voluntary organisations.

This work forms part of our *All Aboard* campaign on public transport, selected after consultation with over 10,500 young people across Scotland, and launched on Saturday 20th October at our 67th National Sitting. *All Aboard* aims to improve young people's experience of public transport in Scotland, focussing on the following three themes:

- Reducing fares: this theme will focus on improving existing concessionary rates on public transport for young people in Scotland up to their 26th birthday.

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- Accessibility: this theme will focus on improving the accessibility of public transport and waiting areas for young people.
- Bus standards: this theme will focus on improving bus services and waiting standards for young people across Scotland.

The questions asked only explored key issues from the Bill we thought would resonate most with our members and link to our campaign, given time and capacity restraints, and to allow for a more meaningful, focussed discussion.

Part 1 of the Bill - Low Emission Zones (LEZs)

Enabling the creation of Low Emission Zones (LEZ's) was explored only at the workshop, by six MSYPs. The findings were as follows:

- 1) LEZ's *should* be allowed to run differently in different areas (67% agreement).
- 2) There *should not* be different grace periods for residents and non-residents (67% agreement).
- 3) Penalty money charged for vehicles driving in Low Emission Zones (LEZ's) which do not meet the emission standards *should* be used by Local Authorities to cover the costs of running the LEZ and other work that meets the aims of low emission zones (67% agreement).

Discussion notes are available on request, but for 2) above, as this finding differs from the draft Bill, it is worth noting that members thought different grace periods would indirectly discriminate visitors who would be more likely to be charged, businesses, and that a longer grace period for residents could result in less awareness among non-residents.

Part 2 of the Bill - Bus Services

Council or operator bus services information provision was explored at both the workshop and in the #WhatsYourTake survey.

In terms of ways to provide timetable and route information, survey respondents ranked the options in the following order, where one was the most favourite:

Ranking	#WhatsYourTake survey findings
1	Bus operator app
2	Bus stop real-time displays
3	Bus operator website
4	Bus stop paper timetables
5	Paper timetables
6	Other ideas - in order of popularity where the first listed was the most preferred:

	<p><i>Bus stop announcements for people with sight or literacy issues, app notifications and bus trackers, real-time displays on buses - 'I would love to make use of the buses [sic.], but I'm worried about missing my stop when I'm in unfamiliar areas', accurate and reliable bus information, timetables should be made easier to understand, social media, text messages on request, posters, signs, TV daily show/adverts, emails on request, websites for bus services across Scotland or in the area, letters or leaflets delivered in mail, laminated leaflets, information in schools for children and young people who get public transport, information in services e.g. doctors.</i></p>
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Workshop findings		
Ranking	Workshop (Bill options ranked)	Other ideas (ranked)
1	Bus stop real-time displays	Bus real time information displays should include information about how far buses are away.
2	Bus operator app	Regular live updates on apps, bus information notifications, live stop-tracking information to see where the bus is. Not all bus stop areas have free wifi and 4G is not spread out across the country. The MSYPs called for wifi access at bus stops.
3		Prices and booking tickets - any bus information app should also include price information and the ability to buy a ticket online. This would have the advantage of tickets being in QR format on your phone and not needing to speak to anyone.
4		Individual bus number announcements and announcements for next stop (made on bus) - this would be helpful if you are not from the local area and if you can't read or are blind or partially sighted. Lothian buses already do this.
5	Bus operator website	
6	Bus stop paper timetables and paper timetables	

Therefore, the overall recommendations from SYP as regards bus services information provision are:





- 4) A bus operator app and bus stop real-time displays should be installed, with the former including live updates and notifications, bus stop tracking and the ability to buy tickets with a QR code.

- 5) Wifi is needed at bus stops to ensure a bus operator app is fully accessible across Scotland.
- 6) Bus number and stop announcements are needed on buses for visitors and to ensure accessibility for people with sight and literacy issues.

Part 4 of the Bill - Responsible Parking

This topic was explored at both the workshop and in the #WhatsYourTake survey.

Online responses were as follows to the question: ‘Do you agree or disagree with prohibiting pavement and double parking?’

9.1. Pavement parking Parking on pavements footways and footpaths, for example:			Response Percent	Response Total
1	Agree		48.1%	249
2	Disagree		51.9%	269
9.2. Double parking Parking more than 50 cm away from the edge of a carriageway, for example: *Image by BBC News (2009) - https://bbc.in/2PMnw1G			Response Percent	Response Total
1	Agree		46.1%	234
2	Disagree		53.9%	274

So the young people asked disagreed with these prohibitions - although the percentage difference in response was only around 4%-8%. 105 young people commented, and from some of the comments it was unclear if the question had been understood, or if some young people chose to ‘disagree’ because they disagreed with the way of parking rather than agreeing that it should be prohibited.

Reasons in support of the prohibitions included that parking in this way is unsafe and inconvenient for, and disrespectful to, pedestrians (including children and young people walking to school, wheelchair users, blind and partially sighted people, people pushing prams or walking with children and cyclists) and road users.

Reasons against these prohibitions included that there needs to be more parking spaces, driveways or garages provided before blanket regulation, and that regulation of parking should be circumstantial - pavement or double parking should only not be allowed if it obstructs pedestrians or other road users from passing. Some commented that new and older drivers or those who find it difficult to park will be targeted by these bans.

A common theme in responses was that pavements are for pedestrians and roads for cars, and that justifies these prohibitions.

Six MSYPs at the workshop took part in an activity exploring the same question. A majority disagreed with the pavement parking prohibition, but agreed with the double parking prohibition.

The last aspect we discussed at the workshop was the Parking Zone prohibition exemptions, where we highlighted whether we agreed, disagreed or neither agreed nor disagreed with them. The findings were as follows, where the tick indicates the majority view.



Parking Zone Prohibition Exemptions	Agree	Neither agree nor disagree	Disagree
Emergency service vehicles responding to an incident	✓		
Vehicles used in undertaking road works		✓	
Bin lorries		✓	
Postal service vehicles	✓		
Vehicles used by medical practitioners responding to an incident	✓		
Vehicles being used for deliveries	✓		
Vehicles in a parking place			✓
Vehicles parked at the direction of a police officer		✓	
Vehicles parked for the purpose of saving a life/similar emergency	✓		
Vehicle parked to provide roadside assistance	✓		

Therefore, MSYPs agreed with the majority of parking zone exemptions proposed.

Should you wish to meet with us or update us on how the findings will feed into your work, please do not hesitate to get in touch with our Public Affairs Officer Laura Pasternak at laura.p@syp.org.uk or 0131 557 0452.

We hope you have found this engagement with SYP informative and meaningful.

Yours sincerely,

Calum McArthur MSYP for Orkney Islands
Convener of the Transport, Environment and Rural Affairs Committee
Scottish Youth Parliament