

Strathclyde Concessionary Travel Scheme

Scheme Guidance & Notes for Operators

Effective from 1 January 2015

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1.0e	1 January 2015

Purpose

The purpose of this document is to provide guidance and information relating to the Strathclyde Concessionary Travel Scheme (SCTS \ the 'Scheme'). This document has been specifically designed for use by;

- (i) transport operators ¹
- (ii) eligible users who use SCTS for rail, subway and ferry travel within the Scheme area²

This document covers a number of key areas relating to SCTS including the administration of the Scheme, eligibility, extent of the Scheme area, information relating to travel (including rural zone travel), cardholder terms of use, operator responsibilities and reimbursement to operators.

Note: All information relating to fares, routes and services, reimbursement payment to operators, travel restrictions and exemptions, cardholder terms of use, operator responsibilities or any other guidance and information contained within this document may be amended at any time following approval by the Strathclyde Concessionary Travel Scheme Joint Committee (SCTSJC).

¹ Any transport operator who participates in SCTS and who receives reimbursement from the Scheme.

² Any transport user who is eligible to receive SCTS discounted travel on Rail, Subway and Ferry services within the Scheme area.

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1. Background to the Scheme

- 1.1 The Strathclyde Concessionary Travel Scheme (the 'Scheme') is founded on the provisions of the Transport Act 1985, which allows authorities to make concessionary travel schemes in certain circumstances. The Scheme was established by Strathclyde Regional Council, in accordance with Section 93 of the Transport Act 1985, with a commencement date of 26 October 1986. The responsibility for managing the Scheme transferred to Strathclyde Passenger Transport Executive (SPTE) following local government re-organisation in 1996 and was transferred again to in 2006 to Strathclyde Partnership for Transport (SPT), the successor body to SPTE.
- 1.2 A Minute of Agreement between all 12 authorities was signed in 1999 which established the Joint Committee and which outlined the mode of operation of the Scheme.

2. Administration of the Scheme and the Joint Committee

- 2.1 The Scheme is administered by SPT on behalf of the Strathclyde Concessionary Travel Scheme Joint Committee consisting of the following local authorities: Argyll & Bute, East Ayrshire, East Dunbartonshire, East Renfrewshire, Glasgow City, Inverclyde, North Ayrshire, North Lanarkshire, Renfrewshire, South Ayrshire, South Lanarkshire and West Dunbartonshire. The Joint Committee is made up of one representative of each member council and the Chair of SPT. SPT undertakes the administration of operator reimbursement and travel card issue. The costs of the scheme are shared between all 12 member councils on an agreed formula.
- 2.2 The Joint Committee has responsibility for determining the concessionary fares and criteria applicable for concessionary travel on rail, subway and ferry services within the Scheme area; for determining which of those services and routes qualify for concessionary fares within the Scheme area; and complying with all statutory requirements arising from being a Joint Committee, including the setting of a legal, balanced budget.

Review of Fares

- 2.3 Concessionary fares on rail, subway and ferry shall be reviewed on an annual basis in order to ensure that the Scheme remains affordable and continues to perform within existing budgets. Where fare changes are recommended, these will be subject to approval by the Joint Committee and published accordingly.
- 2.4 The conditions set out herein are effective from 01 January 2015 and supersede all previous conditions.
- 2.5 The Scheme is based on the use of a travel card which entitles the holder to discounted travel on the Glasgow subway, on rail services within the Scheme area and on local ferry services for those residents on the Cowal Peninsula, the Rosneath Peninsula or on an island within the Scheme area. Eligible ferry services may be amended at any time, subject to approval by the Joint Committee.
- 2.6 The Scheme does not include bus travel as the Scheme is supplementary to the National Bus Travel Concession Scheme for Older and Disabled Persons (Scotland) Order 2006.
- 2.7 The objectives of the Scheme are as follows:
- to allow older and disabled people improved access to services, facilities and social networks by discounted scheduled rail, ferry and subway services within the Scheme boundary and to promote social inclusion;
 - to improve health by promoting a more active lifestyle for the elderly and disabled;
 - to promote modal shift from private car to public transport;
 - to improve and facilitate access to services, facilities and social networks for the elderly and disabled in both urban and rural locations; and
 - to maintain a 'no better, no worse off' position for public transport operators as a result of their participation in the Scheme.
- 2.8 The performance of the Scheme against the objectives is reviewed periodically.

2.9 The geographic extent of the Scheme is shown in [Appendix 1](#).

3. Eligibility Criteria and Assessment of Eligibility

3.1 The Scheme is available to persons who qualify for the National Entitlement Card by reason of age or disability and who either (1) reside permanently within the Scheme area, or (2) pay council tax in respect of a second home in the Scheme area which they or their spouse own in the Scheme area. Full details of the eligibility criteria for the National Entitlement Card are available from Transport Scotland at: www.transportscotland.gov.uk.

3.2 To be eligible for a Strathclyde Ferry Travel Card, persons must either (1) reside permanently, or (2) own and pay council tax on a second home on the Cowal Peninsula, the Rosneath Peninsula, or one of the islands within the Scheme area.

4. National Entitlement Cards and Ferry Travel Cards

4.1 An eligible person may make an application for a National Entitlement Card in order to obtain travel concessions in accordance with the Scheme. The National Entitlement Card, for the purposes of the Scheme, shall be issued to eligible persons and may be used only by the eligible person named on the card.

4.2 An eligible person may make an application for a Strathclyde Ferry Travel Card in order to obtain travel concessions in under the Scheme. The Strathclyde Ferry Travel Card shall be issued to eligible persons and may be used only by the eligible person named on the card.

4.3 A National Entitlement Card or Ferry Travel Card can be withdrawn or suspended if an eligible person knowingly allows their travel card(s) to be used by another person. SPT or an authorised official of an operator may withdraw a travel card at any time for any valid reason. Fraudulent use of cards will result in the immediate withdrawal of provision.

4.4 National Entitlement Cards which are valid for SCTS discounts show an orange Strathclyde 'S' symbol alongside the respective council logo (see [Appendix 4](#)).

How to Apply

- 4.5 Full details on the application process for National Entitlement Cards and Strathclyde Ferry Travel Cards may be obtained from www.spt.co.uk or by contacting SPT's Concessionary Travel Card Unit on 0141 333 3211 or in person at the kiosk at Buchanan Bus Station, Glasgow.
- 4.6 [Appendix 4](#) provides examples of the National Entitlement Card and the Strathclyde Ferry Travel Card and shows the symbols used on the cards.

5. Discounted Travel

- 5.1 **SUBWAY** - Those people in possession of a National Entitlement Card with a 'Strathclyde' symbol ('S') are eligible for the basic concessionary fare on single and return journeys on the Glasgow subway.
- 5.2 **RAIL (except rail journeys within designated rural zones)** - Those people in possession of a National Entitlement Card with a 'Strathclyde' symbol ('S') are eligible for the following concessionary fares on the rail network within the Scheme area:
- (a) Those travelling no more than approximately 10 track miles between boarding and alighting stations will be charged the basic concessionary fare. The boarding and alighting stations must be within the Scheme area.
 - (b) Those travelling more than approximately 10 track miles between boarding and alighting stations will be charged half the standard single or return fare³. The boarding and alighting stations must be within the Scheme area.
 - (c) A valid ticket must be purchased which covers the entire journey length for the trip which is being made i.e. origin station to final destination station.

³ A standard fare is the full fare charged by the operator for any single or return journey. Standard fares exclude any discounted tickets such as off-peak tickets, multi-journey tickets, smartcard discounted tickets, books of tickets, travel cards or season tickets.

5.3 RAIL (journeys within designated rural zones)

For rail journeys involving rural zones, the fare is dependent on the number of rural zones crossed either wholly or in part (see examples below). Note: Crianlarich, Upper Tyndrum and Tyndrum Lower stations are outwith the SCTS area and are NOT included in the Scheme). The geographic extent of the rural zones is shown in [Appendix 2](#).

Examples:

- (a) Rail journeys of less than 10 miles, which begin outwith a rural zone and end within a rural zone, are charged the basic concession fare. The same rule applies in the opposite direction i.e. journeys beginning within a rural zone and ending outwith a rural zone.
 - (b) Rail journeys over 10 miles, which begin outwith a rural zone and end within rural zone, are charged at half the standard rail fare. The same rule applies in the opposite direction i.e. journeys beginning within a rural zone and ending outwith a rural zone.
 - (c) Rail journeys which start in one rural zone and end in the same rural zone are charged the basic concession fare.
 - (d) Rail journeys which start in one rural zone and end in a second rural zone are charged at 2 x the basic concession fare.
 - (e) A valid ticket must be purchased which covers the entire journey length for the trip which is being made i.e. origin station to final destination station.
- 5.4 A morning (between 06.00 and 09.00hrs, weekdays) and evening peak (between 16.30 and 18.00hrs, weekdays) restriction applies when concessionary travel is not permitted on rail services for some travellers. Details of restrictions and exemptions are set out in [Section 9](#).
- 5.5 **FERRY** - Those people in possession of both a National Entitlement Card with a 'Strathclyde' symbol ('S') and an SCTS Ferry Travel Card are eligible for the following concessionary fares on ferry travel:

(a) Those travelling no more than 10 nautical miles will be charged the basic concessionary fare.

(b) For those travelling more than 10 nautical miles, the fare will be capped at 2 x the basic concession.

5.6 A summary table of fares is shown in [Appendix 5](#). These are subject to review and subsequent publication as detailed in paragraph [2.3](#).

6. Visually Impaired Concessionary Travel

6.1 The National (Scotland) Concessionary Travel for Blind Persons applies in the Strathclyde area. Full details are available from Transport Scotland (www.transportscotland.gov.uk)

7. Companion Travel

7.1 Those people in possession of a National Entitlement Card with both the 'S' symbol and the '+ 1' symbol are entitled to have a companion travel with them on the same journey. The travelling companion must commence and terminate their journey at the same locations as the cardholder.

7.2 Companion travel is charged at half the standard fare, except in cases where the concession fare is greater than half the standard fare, then the concession fare is charged.

7.3 Those people in possession of a ferry travel card with the word 'companion' on the card are entitled to have a companion travel with them on the same journey for half the standard fare⁴. The travelling companion must commence and terminate their journey at the same locations as the cardholder.

8. Public Transport Services Covered

8.1 Concessionary travel under the Scheme is available on the following public transport services:

⁴ A standard fare is the full fare charged by the operator for any single or return journey. Standard fares exclude any discounted tickets such as off-peak tickets, multi-journey tickets, smartcard discounted tickets, books of tickets, travel cards or season tickets.

- (a) Scheduled rail services between stations in the area of the Scheme as defined on the Scheme map (See [Appendix 1](#));
- (b) Travel on the Glasgow subway; and
- (c) Scheduled ferry services between Rosneath Peninsula, Cowal Peninsula or any island within the Scheme area to the mainland in the Scheme area but only if in possession of a Ferry Travel Card. Additionally, residents of Cowal Peninsula are permitted to travel to the Isle of Bute on the Colintraive/Rhubodach ferry service. Ferry routes covered may be amended following approval by the Joint Committee.

9. Travel Restrictions and Exemptions

- 9.1 Concessionary travel is not available for tours, excursions, night services or other special services where a premium rate is charged. It is only available for the scheduled services provided by rail, subway and ferry operators.
- 9.2 Holders of National Entitlement Cards for persons aged 60 or over cannot take advantage of Concessionary fares on subway before 09.00hrs, weekdays (see exemptions below; 9.4, 9.5 and 9.6). There is no evening peak restriction on Subway travel.
- 9.3 Holders of National Entitlement Cards for persons aged 60 or over cannot take advantage of concessionary fares on rail services between 06.00 - 09.00hrs and between 16.30 - 18.00hrs, weekdays (see exemptions below). Time restrictions relate to the scheduled departure time.
- 9.4 There is no peak time restriction if the cardholder is travelling to a hospital appointment for which they can only get to by travelling between 06.00 - 09.00hrs or between 16.30 - 18.00hrs. Written proof in the form of an appointment card or other clear written evidence regarding the time and date of an appointment at a Health Board hospital must be produced on request. This will include at time of ticket purchase and on mode of travel where ticket inspections are undertaken.
- 9.5 There is no peak time restriction at weekends or on national public holidays.

- 9.6 There is no peak time restriction for people holding a National Entitlement Card for people with disabilities.
- 9.7 There is no evening-peak time restriction if the cardholder is travelling by rail to/from Maybole, Girvan and Barrhill on direct services. (*This is due to the limited number of trains serving these stations at off-peak times*).
- 9.8 There is no peak time restriction for Ferry Travel Card holders connecting via rail with a specified ferry.
- 9.9 For companion travel on Subway, only single or return tickets can be purchased. The purchase of all day tickets is not permitted for companion travel.

10. Cardholder Terms of Use

- (a) You are the only person allowed to use your card to access the Scheme. It is not transferable. Allowing someone else to use it is fraud and may lead to your entitlement to concessionary travel being withdrawn.
- (b) Your entitlement to concessionary travel will be withdrawn if you are found to be using your card fraudulently or if you are found to be abusing your entitlement to access Strathclyde concessionary travel.
- (c) There may be a need for operators to withdraw failed, invalid or faulty cards. At this point, please contact SPT's Travel Card Unit to request a replacement card.
- (d) SCTS will not reimburse any costs you may incur in the time between reporting your National Entitlement Card / Ferry Travel Card and receiving your replacement National Entitlement Card / Ferry Travel Card.

The full terms and conditions for the National Entitlement Card Scheme can be found at:

<http://www.entitlementcard.org.uk/docs/TermsandConditions.pdf>

11. Operator Conditions and Responsibilities

- 11.1 An operator will allow holders of valid National Entitlement Cards / Ferry Travel Cards, upon showing the card, to travel for the prescribed fare within the area of the Scheme as defined on the Scheme map (see [Appendix 1](#)).
- 11.2 An operator shall, as required by SPT, display adequate notices and signage at appropriate places giving information relevant to the Scheme at no charge to SPT.

Information to be provided by participating operators

- 11.3 A participating operator will provide SPT with details of the number of concessionary passengers carried for each service and the equivalent standard fares. The details of the information to be provided by an individual operator and the methods by which it should be obtained will be agreed between SPT and the operator. The main source of information on number of passengers carried will be the ticketing equipment used by the operator supplemented by manual counts or survey work carried out by SPT if necessary and which will be agreed with operators. The agreed details should be provided to SPT at intervals to be determined by SPT. The intervals for the delivery of the detailed information shall not be less than 4 weeks.
- 11.4 SPT may require operators to record detailed or specific information relating to the use of National Entitlement Cards and Ferry Travel Cards where it is practical to do so.
- 11.5 Where ticket issuing equipment that is used by an operator cannot provide suitable information on concessionary travel, the operator may be required to use equipment provided by SPT, either on a permanent basis or for a period defined by SPT.
- 11.6 A participating operator may be required, at SPT's discretion, to provide information on overall levels of patronage (4-weekly) or revenue (quarterly) resulting from the carriage of non-concessionary passengers on all services operating in the area of the scheme or otherwise agreed by the operator. The

requirement is for global totals across all services within a particular area, but not individual services.

Reimbursement

- 11.7 Operators may not submit claims for reimbursement from SCTS where any other subsidy for the same journey is already being received.

Inspection of tickets

- 11.8 It is the responsibility of all operators to ensure all concessionary journeys are made using a valid National entitlement Card \ Ferry Travel Card. All operators must:

- (a) At time of ticket purchase; ensure that a valid National entitlement Card \ Ferry Travel Card is shown.
- (b) Record National Entitlement Card information used.
- (c) At point of travel, ensure that a valid National Entitlement Card \ Ferry Travel Card is shown.
- (d) Where travel restrictions apply, ensure appropriate supporting evidence is produced by the cardholder, such as written proof of a hospital appointment or a valid Ferry Travel Card.
- (e) Report all instances of card misuse to SPT. This should be reported in the first instance to:

Concessionary Travel Unit
Buchanan Bus Station,
Killermont Street
Glasgow
G2 3NW

Telephone: 0141 333 3211
Fax: 0141 333 3175
Textphone: 0141 333 3258

Email: freebus@spt.co.uk

- 11.9 SPT or an authorised official of an operator may withdraw a travel card at any time for any valid reason.

Fares

- 11.10 Operators are responsible for ensuring fares are applied correctly in line with those agreed by the Joint Committee. SPT shall inform all operators of Scheme fare changes.
- 11.11 In the event of an operator choosing not to implement the agreed fare, they must advise SPT with immediate effect. Reimbursement will be made as if the fare had been applied.

12. Right of Audit

Access to an Operator's Trains/Vessels

- 12.1 SPT, on presentation of valid identification, will have the right of access to a participating operator's trains/vessels for unspecified periods without prior notification and without charge for the purpose of collecting relevant information.

Access to services will normally be by prior arrangement with the operator, but SPT reserves the right of access without prior notification.

Access to an Operator's Records

- 12.2 SPT will have the right of access to a participating operator's records, relevant to the calculation of concessionary travel reimbursement, without prior notification and without charge for the purpose of validating claims for reimbursement. Operators shall retain all records for a minimum of 3 full financial years. Any unsubstantiated claims made beyond this period will not be considered for reimbursement.
- 12.3 Access to records will normally be by prior arrangement with the operator, but SPT reserves the right of access without prior notification.

Certificate of Accuracy

- 12.4 The information required at paragraph [11.3](#) shall, at the discretion of SPT, be accompanied by a Certificate of Accuracy completed by the operator's auditor. The Certificate of Accuracy will be completed in a manner and for a period determined by SPT. Failure to provide a requested Certificate of Accuracy will result in only 85% of the claim being paid, and in exceptional circumstances

may result in a cessation of payment until SPT is satisfied as to the correctness of the claim.

- 12.5 SPT will meet any reasonable additional costs which an operator incurs in providing the Certificate of Accuracy provided no reimbursement agreement is in force which precludes the claiming of any additional costs.

13. Reimbursement to Participating Operators

Basis of Final Reimbursement

- 13.1 The method of determining reimbursement is the same for all operators on the basis that they shall be 'no better, no worse off' financially through participation in the Scheme. Final balancing reimbursement payments to operators will be at intervals not exceeding 3 months based on the provision, to the satisfaction of the Joint Committee, of all required information on concessionary travel.

Basis of Interim Payments

- 13.2 Each interim payment will be made on the first day of each calendar month and will comprise a sum equating to 85% of the estimated balance due in respect of that month with the remaining balance being payable within 3 months of the end of the quarter to which it relates. The payment is subject to an operator's information being submitted timeously and all disputes being resolved.

Generated Travel

A concessionary card holder is likely to make more journeys than he/she would make in the absence of the Scheme. Generated travel is the difference between the total number of actual concessionary journeys made and the base number of journeys that would have taken place in the absence of the Scheme i.e. if full fare was payable.

The elasticity values and generation factors used to determine operator reimbursement are found in the table below:

Mode	Elasticity Value	Generation Factor
Subway	-0.6	----
Rail	-0.6	----
Ferry	----	0.5

13.3 Elasticity values and generation factors are based on best practice and industry evidence and may be reviewed by the Joint Committee from time to time, in consultation with operators, on the basis of available information.

Calculation of Reimbursement

13.4 The following sets out the method for calculating reimbursement to operators.

(i) For rail and subway travel the following formula is used to calculate reimbursement payments:

$$G = 0.6 \times \left[\frac{F - f}{F} \right]$$

$$\text{Compensation} = N \times \left[\left[\frac{F}{1 + G} \right] - f \right]$$

G	=	Generation Factor
F	=	Standard Fare
f	=	Concession Fare
N	=	Number of Journeys

(ii) For ferry travel the following formula is used to calculate reimbursement payments, where G is set at 0.5:

$$\text{Compensation} = N \times \left[\left[\frac{F}{1 + G} \right] - f \right]$$

G	=	Generation Factor
F	=	Standard Fare
f	=	Concession Fare
N	=	Number of Journeys

Additional Costs

13.5 An operator will not be reimbursed for any additional costs incurred in operating the Scheme where the level of generated travel has been adjusted to take account of any such costs incurred.

- 13.6 For the avoidance of doubt, additional costs encompasses both additional administrative costs incurred in the operation of the Scheme and additional costs incurred by reason of providing increased capacity.

Payment of Reimbursement

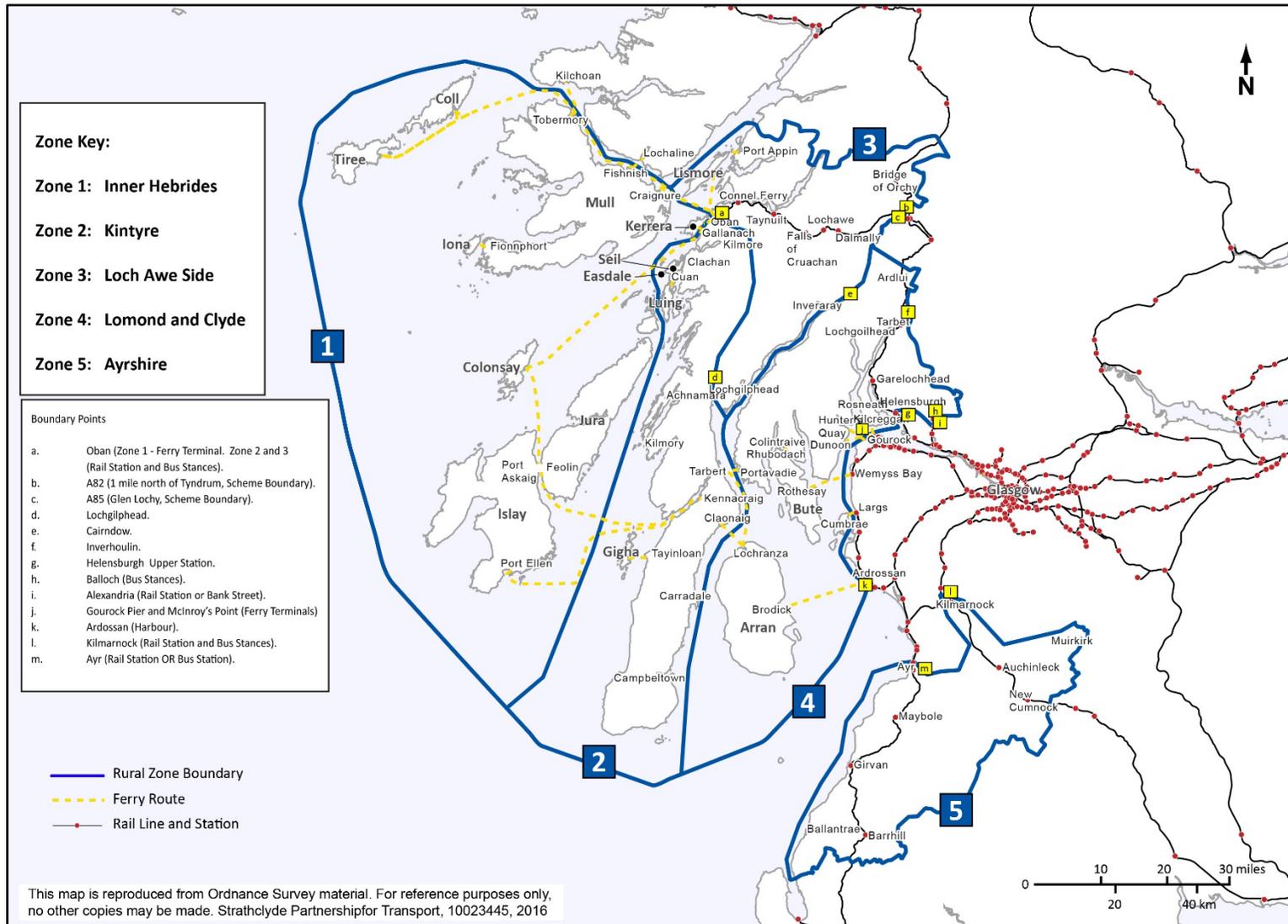
- 13.7 Balancing payments to an operator will be retrospective and based on the agreed required information on concessionary travel supplied by the operator for the period in question.
- 13.8 Payments will be made at intervals of 3 months or more frequently at the discretion of SPT.
- 13.9 Where interim payments are made in advance of the agreed required information on concessionary travel for the period in question the amount of such payments to account shall be determined by SPT in line with paragraph [13.2](#) above.
- 13.10 Where an operator fails to supply the information on concessionary travel requested by SPT then part or all of the reimbursement due in respect of that and future periods may be withheld at SPT's discretion.
- 13.11 An operator who submits information with the intention of defrauding SPT shall be liable to criminal prosecution and to appropriate legal action for recovery of any sums which may have been paid to account on acceptance of such information.

14. Scheme Monitoring and Review

- 14.1 Monitoring and reporting of Scheme performance and costs will take place, usually twice yearly, to inform the Joint Committee of the Scheme's on-going performance and costs. All Committee Minutes are available at www.spt.co.uk.
- 14.2 SPT shall continue to monitor and review all aspects of the Scheme including concessionary fare levels and criteria applicable for concessionary travel on subway, rail and ferry services within the Scheme area; and determining which of those services and routes qualify for concessionary fare within the Scheme area.

APPENDICES

Appendix 2: Strathclyde Concessionary Travel Scheme Rural Zones



Appendix 3: Ferry Routes Included Within The Scheme

Route	Areas Served
Oban - Coll\Tiree	Argyll/Coll/Tiree
Oban - Colonsay	Argyll/Colonsay
Oban - Port Askaig	Argyll/Islay
Oban - Lismore	Argyll/Lismore
Oban - Craignure	Argyll/Mull
Lochranza – Claonaig (summer)	Arran/Kintyre
Lochranza – Tarbert (winter)	Arran/Kintyre
Colintraive - Rhubodach	Bute/Cowal
Colonsay - Kennacraig	Colonsay/Kintyre
Portavadie - Tarbert	Cowal/Kintyre
Cuan - Luig	Seil/Luing
Easdale - Ellenbach	Easdale/Seil
Gigha - Tayinloan	Gigha/Kintyre
Wemyss Bay - Rothesay	Inverclyde/Bute
Gourock - Dunoon	Inverclyde/Cowal
McInroy's Point - Hunter's Quay	Inverclyde/Cowal
Gourock - Kilcreggan	Inverclyde/Rosneath
Port Askaig - Colonsay	Islay/Colonsay
Islay - Jura	Islay/Jura
Islay - Kennacraig	Islay/Kintyre
Lismore - Port Appin	Lismore/Appin
Lochaline - Fishnish	Morvern/Mull
Tobermory - Kilchoan	Mull/Ardnamurchan
Fionphort - Iona	Mull/Iona
Ardrossan - Brodick	North Ayrshire/Arran
Largs - Cumbrae	North Ayrshire/Cumbrae

Appendix 4: Example Cards And Symbols



Example National Entitlement Card with local authority council logo. The orange 'S' symbol for Strathclyde Concessionary Travel Scheme, means the cardholder is entitled to supplementary discounted travel on Rail and Subway services that start and terminate within the Scheme area.



This symbol means the cardholder is entitled, to free Scotland wide bus travel.



This symbol means the cardholder is entitled to other concessions in their area.



This symbol means the cardholder is entitled to have a companion travel with them.



This symbol indicates the cardholder is entitled to the national Blind Scheme Concession.



Strathclyde Ferry Card.

Appendix 5: Summary Of Fares

Summary of Travel Concessions for National Entitlement Card (NEC) holders resident in the Strathclyde area – revised August 2021

Type of card	Bus	Rail*	Subway	Ferry ¹
<i>Local concessions within Strathclyde available only to Strathclyde residents</i>				
Concession (elderly) 	Scotland-wide free bus travel at all times but not on premium fare, night services and city sightseeing buses.	Concessionary fare of £1 single / £1.50 day return up to 10 miles. Over 10 miles the cost will be ½ of the full fare. Card cannot be used between 0600-0900 or between 1630-1800 Mon–Fri (unless travelling to hospital appointment, on a national public holiday or a Ferry cardholder connecting with a specified ferry).	Concessionary fare of £1 single / £1.50 day return. Card cannot be used before 9.00 am Mon–Fri (unless travelling to hospital appointment or on a national public holiday).	A separate SPT ferry card is required for access to concessionary ferry travel. Concessionary fares: £1 single, £1.50 return for journeys up to 10 miles. £2 single, £2.90 return for journeys over 10 miles. See details below ² . No peak time restrictions apply.
Disabled 	Scotland-wide free bus travel at all times but not on premium fare, night services and city sightseeing buses.	Concessionary fare of £1 single / £1.50 day return up to 10 miles. Over 10 miles the cost will be ½ of the full fare. Card can be used at any time.	Concessionary fare of £1 single / £1.50 day return. Card can be used at any time.	A separate SPT ferry card is required for access to concessionary ferry travel. Concessionary fares: £1 single, £1.50 return for journeys up to 10 miles. £2 single, £2.90 return for journeys over 10 miles. See details below ² . No peak time restrictions apply.
Disabled + companion 	Companion travels free when accompanying cardholder. But not on premium fare, night services and city sightseeing buses.	Companion travels at ½ full fare or at the concession fare ³ when accompanying cardholder within Strathclyde.	Companion travels at ½ full fare or at the concession fare ³ when accompanying cardholder.	For SPT ferry card holders only: Companion travels at ½ full fare when accompanying cardholder on specified route.
Visually impaired 	Scotland-wide free bus travel at all times but not on premium fare, night services and city sightseeing buses	Scotland-wide free rail travel at all times.	Free Subway travel at all times.	Scotland-wide free ferry travel at all times.
Visually impaired + companion 	Scotland-wide free bus travel at all times for companion when accompanying visually impaired cardholder but not on premium fare, night services and city sightseeing buses.	Companion travels at ½ full fare when accompanying cardholder within Strathclyde.	Companion travels at ½ full fare when accompanying cardholder.	For SPT ferry card holders only: Companion travels at ½ full fare when accompanying cardholder on specified route.

¹ A separate SPT ferry card is issued only to customers resident on Cowal or Rosneath peninsulas or one of the islands in the area of the scheme.

² Ferry travel has a 10 mile rule whereby concessionary fares for journeys over 10 miles will be £2.00 single and £2.90 return. Ferry routes over 10 miles are: Ardrossan-Brodick; Lochranza-Tarbert; Port Ellen-Kennacraig; Port Askaig-Kennacraig; Oban-Colonsay; Oban-Coll; Oban-Tiree; Tiree-Coll.

³ A companion fare shall not be less than the main cardholder concession fare.

* Exceptions apply. Please see website for details: <http://www.spt.co.uk/Travelcards/concessions>

