

Public Document Pack

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24 June 2020

Environment and Communities Scrutiny Committee

A virtual meeting of the Committee will be held at **10.30 am** on **Thursday, 2 July 2020**.

Note: In accordance with regulations in response to the current public health emergency, this meeting will be held virtually with members in remote attendance. Public access is via webcasting.

The meeting will be available to watch live via the Internet at this address:

<http://www.westsussex.public-i.tv/core/portal/home>

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Director of Law and Assurance

Agenda

1. **Declarations of Interest**

Members and officers must declare any pecuniary or personal interest in any business on the agenda. They should also make declarations at any stage such an interest becomes apparent during the meeting. Consideration should be given to leaving the meeting if the nature of the interest warrants it. If in doubt please contact Democratic Services before the meeting.

2. **Call-in: English National Concessionary Travel Scheme - Discretionary Rail Cards HI02 (20/21)** (Pages 3 - 24)

The Director of Law and Assurance has agreed to call-in the proposed decision by the Cabinet Member for Highways and Infrastructure concerning the English National Concessionary Travel Scheme - Discretionary Rail Cards HI02 (20/21) decision, published on the Executive Decision Database on 10 June 2020 and in the Member's Bulletin on 10 June 2020.

The decision report asks the Cabinet Member for Highways and Infrastructure to consider the outcome of the consultation and endorse the withdrawal of the current offer of a free senior rail card as an alternative to a free bus pass to eligible older West Sussex residents from October 2020.

The decision report by the Cabinet Member for Highways and Infrastructure is attached as Annex 1

The call-in was initiated by Mr Michael Jones supported by Ms Karen Sudan, Mr Brian Quinn, and Mr Chris Oxlade. The decision has not previously been previewed by the Environment and Communities Scrutiny Committee.

Mr Jones has been invited to outline the reasons for the call-in request to the Committee.

Mr Elkins, Cabinet Member for Highways and Infrastructure, has been invited to address the Committee and answer questions.

3. **Date of Next Meeting**

The next meeting of the Committee will be held on 21 October at 10.30 am at County Hall North, Horsham. Probable agenda items include:

- Highways and Transport Delivery Programme 2020/21
- Pagham Harbour
- Serious Violence
- Local Flood Risk Management Strategy
- Report from the Waste Strategy Task and Finish Group

Any member wishing to place an item on the agenda for the meeting must notify the Director of Law and Assurance by 9 October 2020.

To all members of the Environment and Communities Scrutiny Committee

Environment and Communities Scrutiny Committee
2 July 2020
English National Concessionary Travel Scheme - Discretionary Rail Cards HI02 (20/21) – Focus for Scrutiny
Report by Director of Law and Assurance

Summary

A proposal (HI02 (20/21)) was published for decision by the Cabinet Member for Highways and Infrastructure on 10 June 2020 in relation to the English National Concessionary Travel Scheme. The Cabinet Member is being asked to agree the withdrawal of the current offer of a free senior rail card as an alternative to a free bus pass to eligible older West Sussex residents from October 2020.

A request to call-in this decision for scrutiny has been accepted by the Monitoring Officer. The Committee is therefore asked to scrutinise the proposal set out in the decision report attached.

The focus for scrutiny

Key lines of enquiry for the Committee to consider include:

- 1) Any detrimental impact on the County Council's policies to encourage use of public transport;
- 2) Whether affected residents may abandon sustainable transport in favour of more car journeys;
- 3) The impact on those who are unable to drive and whether this may risk increased social isolation;
- 4) Any conflict with efforts to tackle climate change and with the West Sussex Transport Plan 2011-26, which has an objective to 'increase usage of sustainable modes of transport and provide access to services';
- 5) How consultation feedback received has informed the proposal; and
- 6) Whether the projected saving justifies the impact on those affected.

The Chairman will summarise the output of the debate for consideration by the Committee.

1. Details

- 1.1 A call-in request has been accepted for the decision in relation to the English National Concessionary Travel Scheme. The request was made by county councillors (Mr Michael Jones, Ms Karen Sudan, Mr Brian Quinn, Mr Chris Oxlade). The reasons for the call-in request were:
 - a) Concerns about the message that this decision is sending to the residents of West Sussex - conflict with the County Council's policies to encourage people to use public transport and removal of choice between different forms of public transport.

- b) The risk that many residents would abandon sustainable transport in favour of more car journeys and some might be able to travel less, leading to greater social isolation.
 - c) The current scheme is very helpful for residents who live in urban areas and in more rural areas with a train line where bus provision is very limited.
 - d) This decision appears to conflict with the West Sussex Transport Plan 2011-26 - 'increase usage of sustainable modes of transport and provide access to services'. Tackling climate change (or the climate emergency) is a high priority for the Council and giving residents options in public transport usage helps the Council to make a positive difference.
 - e) The decision taken is opposed to the results of the consultation undertaken.
 - f) The projected saving from this decision is around £50,000, which seems a relatively small saving to make while adversely impacting 2000 people.
- 1.2 The call-in request was accepted as there has been no previous scrutiny of the proposals and that the call-in provides legitimate grounds for consideration prior to the proposals being determined. There are no factors to suggest that delaying the decision would be contrary to the interests of the Council.
- 1.3 The decision report is appended. Scrutiny should focus on the substance of the proposals contained in the attached report.

Tony Kershaw

Director of Law and Assurance

Contact Officer

Ninesh Edwards, Senior Advisor (Democratic Services) 033 022 22550

Annex 1 Decision HI02 (20/21) – English National Concessionary Travel Scheme
- Discretionary Rail Cards

Background Papers

None

Roger Elkins, Cabinet Member for Highways & Infrastructure	Ref No: H&I02 (20/21)
June 2020	Key Decision: Yes
English National Concessionary Travel Scheme – Discretionary Rail Cards	Part I
Report by Executive Director Place Services and Director of Highways, Transport and Planning	Electoral Divisions: All
<p>Summary</p> <p>The County Council is reviewing all areas of discretionary expenditure including where it currently funds senior rail cards as an alternative to a 'free' bus pass for eligible older residents of West Sussex. This is not a statutory duty under national legislation so could be withdrawn. Users have been consulted, as well as other stakeholders to help understand impacts of any changes to the current railcard offer.</p>	
<p>West Sussex Plan: Policy Impact and Context</p> <p>The current offer of a free senior person's rail card as an alternative to a free bus pass contributes to the West Sussex Plan ambition to make West Sussex a great place to grow older and promotes independence in later life for residents. It offers an alternative for residents who do not have ready access to bus services but can use rail travel as a suitable alternative.</p>	
<p>Financial Impact</p> <p>The English National Concessionary Travel Scheme budget provides for expenditure of £11.9m per annum. The anticipated cost reduction from withdrawing the senior rail card option is estimated at £50,000 per annum.</p>	
<p>Recommendations</p> <p>The withdrawal of the current offer of a free senior rail card as an alternative to a free bus pass to eligible older West Sussex residents from October 2020.</p>	

Proposal

1. Background and Context

- 1.1 The County Council has a statutory duty to administer the English National Concessionary Travel Scheme (ENCTS) in West Sussex. ENCTS provides statutory free off-peak bus travel for eligible older and disabled people.
- 1.2 The County Council also provides discretionary free bus travel for eligible disabled people along with a companion at peak times (24/7) as well as the

alternative of Disabled Person Rail Card. These discretionary elements of the scheme in West Sussex are not being considered in this report.

- 1.3 The County Council also provides Senior Persons Rail Cards as an alternative to the bus pass for eligible older people on a discretionary basis, over and above the statutory requirements within the national scheme.
- 1.4 Currently approximately 2000 residents have taken up the alternative of a Senior Persons Rail Card.

2. Proposal Details

- 2.1 It is proposed to withdraw the free Senior Persons Rail Card from October 2020 to allow time for the County Council to ensure all affected users are aware and giving them ample time to prepare for the change.
- 2.2 Existing rail card holders will be able to use their card until it expires before receiving a free bus pass in accordance to the statutory obligation on the County Council. Alternatively they may purchase a replacement Senior Persons Rail Card for £30 for one year or £70 for three years from National Rail.

Factors taken into account

3. Consultation

- 3.1 A four-week consultation was carried out to understand the views of affected residents and other stakeholders. The consultation ran from 24 October to 4 December 2019 and received 783 responses; 375 of the respondents are current rail card holders. The findings from the consultation can be found in Appendix 1.
- 3.2 The rail card user consultation was shared with Members to comment if required.
- 3.3 The majority of respondents disagree (59% strongly disagree) that the free rail card should be withdrawn and 20% slightly or strongly agreed the free rail card should be withdrawn.
- 3.4 The majority of respondents who are rail card holders stated they would not take up a free bus pass if the rail card was withdrawn.
- 3.5 Many commented that it would put up the cost of the train indicating they would still choose rail instead of the bus, with many stating they use rail for longer journeys. This may indicate that the majority of rail card holders can afford the rail card without the County Council's non-statutory subsidy. However, 125 of the respondents stated they live in an area without good bus services.

4. Financial and Resource Implications

- 4.1 Revenue consequences of proposal

The estimated £50,000 cost reduction arising from the proposal is shown below:

	Current Year 2020/21 £m	Year 1 2021/22 £m	Year 2 2022/23 £m	Year 3 2023/24 £m
Revenue budget	11.940	11.915	11.890	11.890
Change from Proposal	-0.025	-0.025	0	0
Remaining budget	11.915	11.890	11.890	11.890

4.2 It is expected that some of the 2,000 rail card users will take up the option of using a free bus pass instead of continuing to use rail travel. This has been allowed for within the estimate.

4.3 There are no capital consequences arising from this proposal.

5. Legal Implications

The current funding of the senior rail card is not a statutory requirement.

6. Risk Implications and Mitigations

Risk	Mitigating Action (in place or planned)
Legal challenge under the Equality Act 2010	1. Disabled Rail Cards will still be funded 2. Senior Rail Card not a statutory requirement
Card users will have to fund senior rail card	1. Existing rail card holders will retain the card until it expires to delay payment 2. The standard cost of the national senior rail card is £30 providing excellent value for money for frequent users. An alternative of a 3-year card is available for £70

7. Other Options Considered (and reasons for not proposing)

Other options considered included withdrawing the same offer for people with disabilities. However, this was discounted because it is likely to impact access to employment for working age residents with disabilities.

8. Equality and Human Rights Assessment

An Equality Impact Report (EIR) has been completed and can be found in Appendix 2.

9. Social Value and Sustainability Assessment

Not applicable.

10. Crime and Disorder Reduction Assessment

Not applicable.

Lee Harris

Executive Director Place Services

Matt Davey

Director of Highways, Transport & Planning

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Appendices

1. Consultation Analysis
2. Equality Impact Report

Background papers

None

Appendix 1

Consultation on Concessionary Rail Travel for Older People - findings analysis

Introduction

Earlier in 2019, the County Council completed a review of its approach to supporting non-commercial bus services and community transport. This included looking carefully at how we prioritise funding and support for local bus services and infrastructure.

The County Council currently operates a free older person's bus pass (for those who are permanent West Sussex residents and have reached the State Pension age) and a free disabled person's bus pass (for those who are eligible). This meets our statutory requirements under the English National Concessionary Travel Scheme (ENCTS). We also provide additional funding to offer four discretionary enhancements to the scheme in West Sussex. Three of these enhancements are available to eligible disabled people and are not affected by this proposal. However it is proposed to no longer offer a free Senior Railcard as an alternative to the Older Person's bus pass.

Purpose

The purpose of this consultation was to gather feedback from passengers and others to help us understand the impact of our proposal. The results will be shared with members to help inform the decision on the future inclusion of free Senior Railcards within the West Sussex concessionary travel scheme.

Method

A consultation questionnaire was made available online and in paper format from 24 October until 4 December 2019.

Extensive press and publicity was done to promote the survey; posters and surveys were available on buses; through drivers and on company and WSCC websites. Surveys and posters were also distributed widely including to district, borough, town and parish councils, libraries and other information outlets.

Responses

In total there were **783** responses to the consultation, of which 725 were online and 58 paper. Respondents also submitted letters and emails with comments about the proposal. All feedback and comments have been included in the 'free text' analysis of the consultation.

77% of respondents stated that they were aged 65 or older, 23% of respondents who consider that they have a disability or long-term illness, and 48% (375 respondents) were holders of a Senior Railcard provided by the County Council.

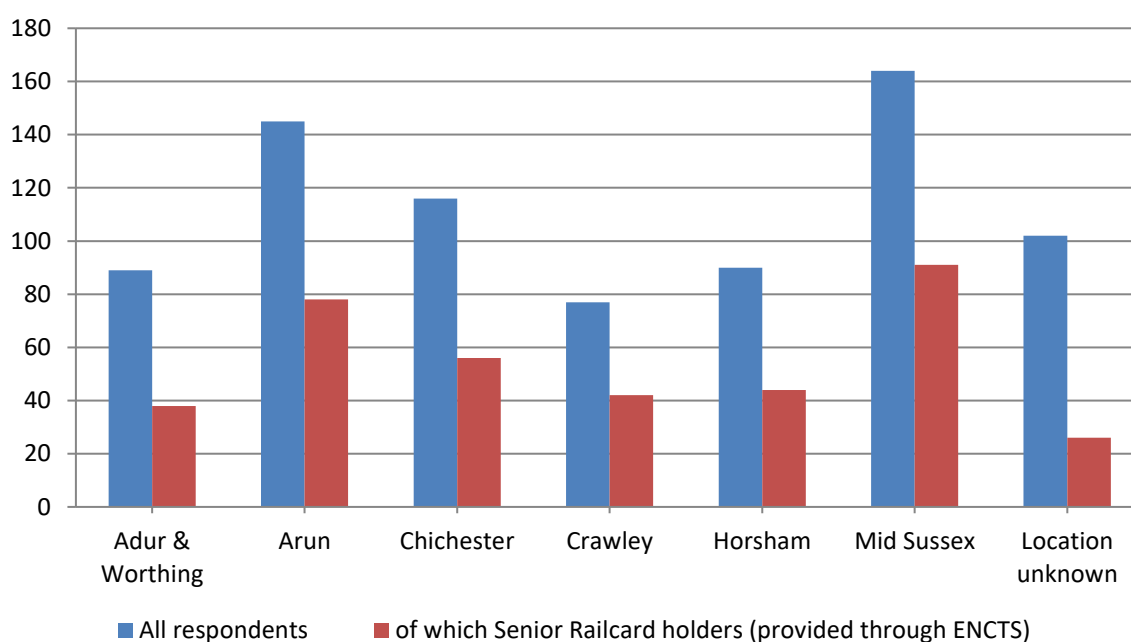
As the scheme only applies to residents who have reached State Pension age, respondents to the consultation were likely to have a different demographic composition to the population of West Sussex.

Table 1: Breakdown of total responses received

A West Sussex resident	661
A West Sussex business	1
A West Sussex business (and resident)	4
A voluntary or community organisation	4
A Parish/Town/District/Borough Council	7

As **Table 1** shows, the overwhelming majority of responses were from individuals, with representations were made on behalf of 7 local councils.

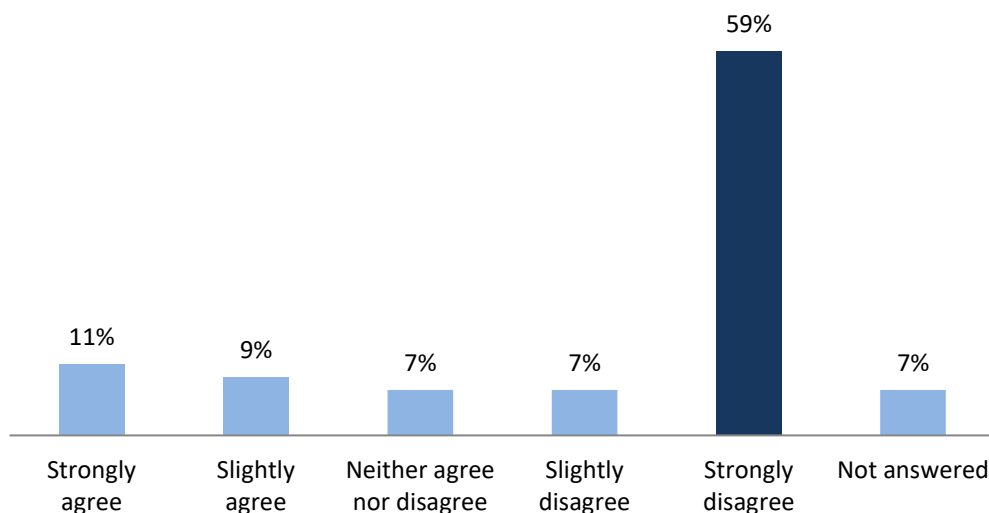
Fig 1: Location of responses received by District/Borough



The highest number of respondents came from Mid Sussex which is served by direct rail links to London, Gatwick and Brighton.

Response to the proposal

Fig 2: How much do you agree or disagree with the proposal to remove the free Senior Railcard option from the concessionary travel scheme in West Sussex?



Respondents were asked how much they agreed or disagreed with the proposal to remove the Senior Railcard option from the concessionary travel scheme in West Sussex. 732 respondents provided an answer to this question.

As **Fig 2** illustrates, the highest proportion of respondents strongly disagreed with the proposal. Of the 465 respondents to strongly disagree with the proposal, 325 were holders of a Senior Railcard provided by the County Council.

Of the 160 respondents to strongly or slightly agree with the proposal, just 20 were holders of a Senior Railcard provided by the County Council.

Fig 3: Do you currently hold a Senior Railcard that has been provided through the concessionary travel scheme in West Sussex?

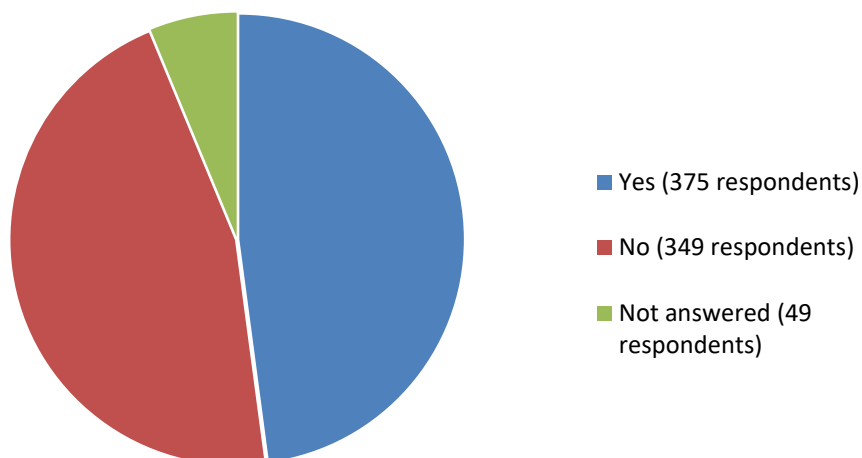
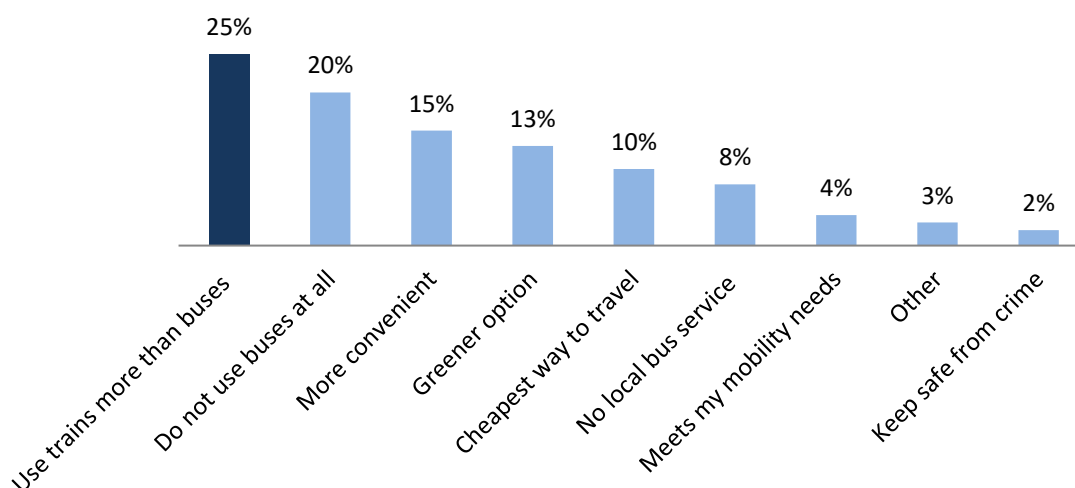


Fig 4: Why did you choose the Senior Railcard instead of the bus pass?

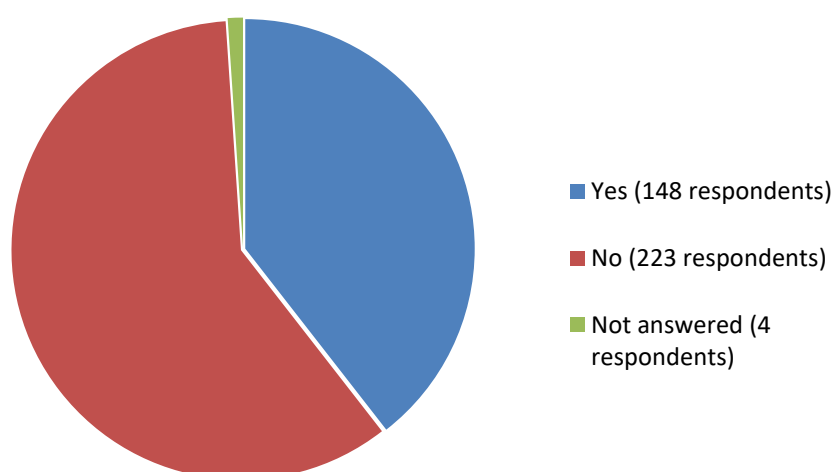
The 375 respondents with a Senior Railcard provided by the County Council were asked why they chose this option instead of the bus pass, and to cite as many reasons as were applicable. The percentage of mentions for each reason is given below:



As **Fig 4** shows, the most commonly cited reason was because railcard holders 'use trains more than buses' (247 respondents), followed by 'do not use buses at all' (198 respondents) and 'more convenient' (149 respondents).

Just 79 respondents (8%) mentioned that they chose the railcard option because they did not have a local bus service available.

Fig 5: Would you be interested in taking up your 'free bus pass' entitlement if the Senior Railcard option was not available? (Railcard holders only)



Additional comments

Key themes were identified from all open text responses in question 5 of the consultation (including any letters or emails received). The most commonly occurring themes are listed below:

Mentions on the impact of losing the free railcard option

It would cost me more	123
It would be harder to visit friends and family	110
I would not be affected	94
It would affect my independence / ability to get out and about	64
I would have less choice of travel	38
It would affect my mobility	36
It would be harder to access medical appointments	17

Other comments

The railcard is used for long distance journeys	150
I do not live in an area with a good bus service	125
It is unfair on the elderly	106
It will encourage less green transport options	88
Rail travel is easier than by bus	85
Question how much would be saved	52
Understand council has to make savings	31
Unfair on rural communities	22

Note: key themes give an overview of the different thoughts and feelings of respondents and are not exact quotes.

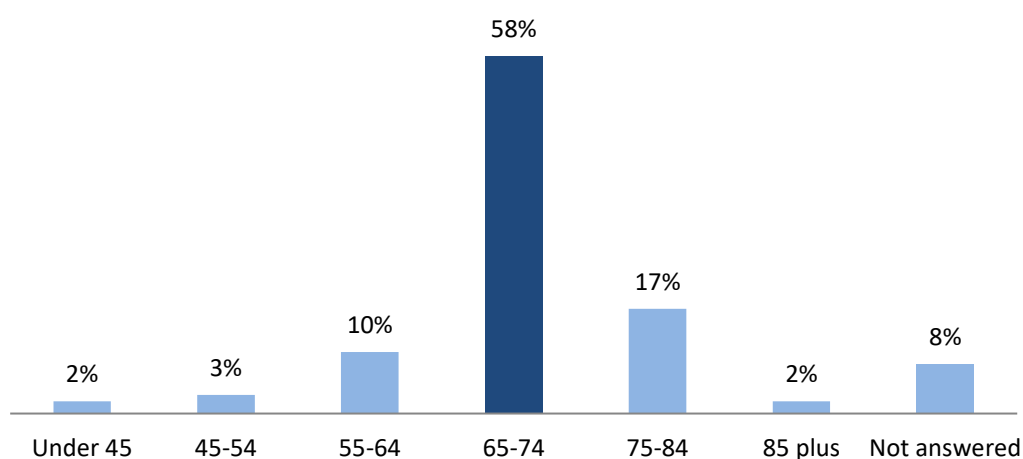
Profile of individual respondents

NB. organisations, businesses and local councils were not required to answer this section.

Age

The graph below shows the age categories of all respondents to the consultation.

Fig 6. Age profile of respondents



As expected the highest number of respondents (77%) were aged 65 and older. There were just 19 responses in total from people aged under 45 and no responses at all from people under 20.

Of the 375 respondents with a Senior Railcard provided by the County Council, the highest proportion were in the 65-74 age category (77%), followed by 75-84 (19%). There were just 5 respondents with a Senior Railcard who were aged 85 plus.

Gender

The consultation received a significantly higher number of responses from male participants at 50%, with 38% female respondents and 12% not answering the question. 2 respondents stated that their present gender was not the same as the one assigned to them at birth.

Of the 375 respondents with a Senior Railcard provided by the County Council, 205 (55%) were male, 152 (41%) were female, while the remainder did not answer the question.

Ethnicity

The overwhelming majority of respondents described themselves as White, with 81% identifying as White British and 3% as White Other. Just four respondents defined as Black, Asian or Minority Ethnic (BAME), one as 'Mixed' and one as 'Other'. 47 respondents (6%) selected 'Prefer not to say' and a further 81 (10%) did not answer the question.

Faith or Religion

50% of respondents described their faith or religion as Christian (all Christian denominations). The next highest category was 'No Religion' with 24%. Three people defined as Buddhist, two as Jewish, one as Muslim and one as Hindu. Of the remainder, a further eight people selected 'Any Other Religion' and six stated that their religion as 'Unknown'. Of the remainder, 104 people (13%) selected 'Prefer not to say' and 84 people (11%) did not answer the question.

Sexual Orientation

74% of respondents described themselves as Heterosexual/Straight, 12% selected 'Prefer not to say' and a further 12% did not answer the question. Seven people defined as Homosexual/Gay/Lesbian, two as Bisexual and one as 'Other'.

Disability

179 respondents (23%) considered themselves to have a disability or long-term illness. Of these, 102 people had a Senior Railcard provided by the County Council.

It is worth noting that these figures do not include holders of the Disabled Railcard which is available to all residents with a qualifying disability and is not included in this consultation.

60% of respondents did not consider themselves to have a disability, with a further 7% selecting 'Prefer not to say'. 10% of respondents did not answer the question.

Respondents who answered 'yes' to the disability question were also asked what the nature of their disability was, and to state all categories that applied to them. The

following table shows the breakdown of disability categories given by those who answered the question:

Table 2: Type of disability

Disability	Total mentions
Physical impairment	102
Sensory impairment	23
Mental health issue	12
Learning disability	2
Long-term illness	80
Other	20

Equality Impact Report

Title of proposal	Consultation on Concessionary Rail Travel for Older People
Date of implementation	December 2019
EIR completed by Name: Tel:	Jo Kenworthy /
1. Background	
<p>The County Council has a statutory duty to administer the English National Concessionary Travel Scheme (ENCTS) in West Sussex. ENCTS provides statutory free off peak bus travel for eligible older and disabled people.</p> <p>In addition the council also provides a number of discretionary enhancements to the scheme in West Sussex, including a free Senior Railcard as an alternative to the bus pass for eligible older people. Due to the council's financial constraints, it is proposed to remove the free Senior Railcard offer from the scheme in West Sussex.</p> <p>A public consultation was carried out from 24 October until 4 December 2019 to gather feedback from passengers and others to help us understand the impact of our proposal.</p> <p>Equality duty</p> <p>The Equality Act (2010) mandates a duty within public bodies to:</p> <ul style="list-style-type: none"> • eliminate discrimination, harassment, victimisation and any other conduct that is prohibited under the Act; • advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and • foster good relations between persons who share a relevant protected characteristic and those who do not share it. <p>To meet the equalities duty set by the Equality Act (2010), authorities are required to analyse the impact of proposed policies, strategies and action plans across all of the protected groups.</p> <p>In this Equality Impact Assessment, we evaluate the impact of our proposal to anticipate and avoid any discriminatory or negative consequences for a particular group, on the grounds of:</p> <ul style="list-style-type: none"> • Age • Disability • Gender reassignment • Marriage and civil partnership • Pregnancy and maternity • Race (including ethnic origin, nationality) • Religion or belief (including lack of belief) • Sex/Gender • Sexual orientation 	

In accordance with the Equality Act, the consultation included an equality monitoring section as part of the survey questionnaire.

Whilst the consultation was available for all West Sussex residents, Senior Railcard users funded by the County Council were contacted directly by letter. Other interested parties were also engaged, including libraries, parish councils, GP surgeries, Your Voice e-Panel, Age UK, Disability Access Forums and other organisations representing people with protected characteristics.

Senior Railcards funded by the County Council

Around 157,000 older people in West Sussex choose to receive their free bus pass – but around 2,200 older people choose to receive a free Senior Railcard instead. This entitles the holder to one-third off their rail travel anywhere in the UK.

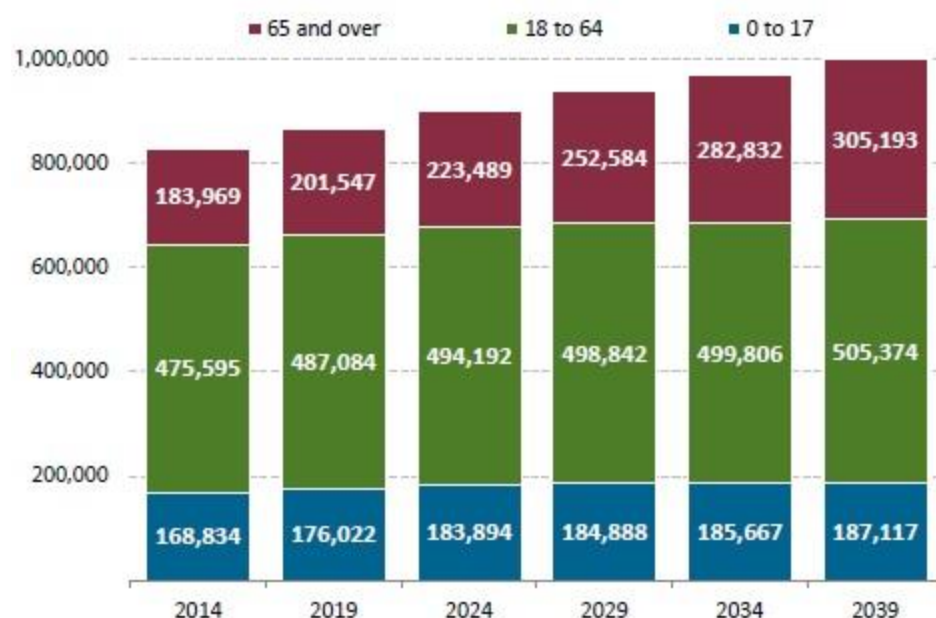
As things stand, approximately 77% of the eligible population take up the Older Person's Bus Pass with just 1% opting for the Senior Railcard.

Age

West Sussex has a disproportionate number of elderly residents – around 18.2% of the UK population are aged 65 years or over, compared to 22.3% of the local West Sussex population ([West Sussex Life 2017-19](#)).

The graph below shows how the 65 and over age group is expected to steadily increase in the years ahead.

West Sussex projected population by age group, 2014-2039



Source: ONS Sub-National Population Projections, Tables Z3-Z7

Government statistics show that rail use decreases steadily after retirement age ([National Travel Survey 2018](#)). This trend is evident in the consultation responses. Of those with a Senior Railcard provided by the County Council, the highest proportion were in the 65-74 age category (77%), followed by 75-84 (19%). There were just 5 respondents with a Senior Railcard who were aged 85 plus.

The consultation questionnaire asked respondents to tick as many reasons for choosing the railcard option as were applicable. The most commonly cited reasons for those aged 65 and older (the majority of respondents) were 'I use trains more frequently than buses', followed by 'I do not travel on buses at all' and 'It is more convenient'.

21% of respondents aged 65 and over stated that they chose the railcard option because they did not have a local bus service available to them.

Access to services in rural areas is likely to become more difficult as the population ages and becomes more dependent on already strained rural public transport links. While the towns of West Sussex are generally well connected, some rural parts of the county remain relatively isolated from the main transport networks of the South East.

Disability

According to 2011 Census data, 17% of the population of West Sussex has day to day activities limited by a long-term health problem or disability, which is similar to the national average.

The County Council provides discretionary free bus travel for [eligible disabled people](#) with no time restrictions and free travel for a companion who accompanies them at peak times, as well as the alternative of a free Disabled Person's Railcard. These enhancements are not included in this proposal and will remain as part of the council's offer to eligible residents.

Nevertheless, the consultation received a relatively high number of respondents (23%) who considered that they had a disability or long-term illness. It is noted that physical disability and frailty increase with age. Residents who do not currently qualify for a Disabled Person's Bus Pass (including the Disabled Person's Railcard option) may do so in the future.

However, the most commonly cited reasons for taking up the Senior Railcard option were the same for disabled and non-disabled respondents: 'I use trains more frequently than buses', followed by 'I do not travel on buses at all' and 'It is more convenient'.

31% of all respondents who considered themselves to have a disability or long-term illness cited 'It is the best option for my mobility requirements'.

Gender

National statistics show that, year on year, more women than men travel by bus and more men than women travel by rail ([2018 WBG Briefing: Public Transport and Gender](#)).

Current take up of the free Senior Railcard option in West Sussex has a gender split as follows: 52.2% male and 47.8% female, despite there being more females than males in the 65 and over age category.

(The gender split in West Sussex is roughly equal for all age groups up until the 65 year group at which is the first point where there are over 3,000 more women in each 5 year age gap, with there being over 8,000 more women aged 85 and over than men.)

The gender split was even further apart in the consultation responses; of those with a Senior Railcard who provided information about their gender, 57% were male and 43% were female.

However, the most commonly cited reasons provided for taking up the Senior Railcard option were the same for male and female respondents: 'I use trains more frequently than buses', 'I do not travel on buses at all' and 'It is more convenient'.

The only reason which received a higher number of female responses than male was 'I do not have a local bus service available to me' (53% female to 47% male). However it was only the fifth most commonly cited reason for women to choose the Railcard option.

Race (including, ethnic origin, nationality)

The overwhelming majority of respondents described themselves as White, with almost 81% identifying as White British and almost 3% as White Other. Just four respondents defined as Black, Asian or Minority Ethnic (BAME), one as 'Mixed' and one as 'Other'. 16% of respondents did not provide an answer to the question.

Minority ethnic groups are largely concentrated in Crawley and in coastal towns such as Bognor Regis, Littlehampton and Worthing, which are served by local buses and therefore the railcard option is likely to be less popular.

Religion or Belief

Sexual orientation and gender reassignment

Of the consultation responses, only 15 people stated that they followed a religion other than Christianity (the highest answer in this category, followed by 'No religion').

Similarly, the consultation received just 10 responses from people identifying as Lesbian, Gay, Bisexual or other, and there were 2 respondents who stated that their gender was not the same as the one assigned to them at birth.

Therefore it is hard to gauge much from this sample, along with the fact that around a quarter of respondents declined to answer to the question in both categories.

Marriage and civil partnership

Pregnancy and maternity

No data was collected for these categories as they are not applicable to this consultation.

2. Describe any negative impact for customers or residents.

There will be no changes to rail services or products as a result of this proposal. The Senior Railcard will continue to be available for residents to purchase independently from national rail stations or online, currently £30 per year or £70 for three years.

Accordingly, 'increased cost' was the most commonly cited impact mentioned by consultation respondents, most of whom had reached State Pension age.

We know poverty and public transport are linked, see [Transport and Poverty: a Review of the Evidence, UCL 2014](#). West Sussex data shows that we have a number of geographical areas of deprivation where there is perhaps a greater need for transport services for those who cannot afford cars.
https://www.westsussex.gov.uk/media/3075/8_deprivation.pdf

We will take this information into account when considering our proposed change in order to promote equality of opportunity and consider the impact on people's ability to access services and reduce isolation. Our ongoing work with partners will seek to enhance the community transport offer and other alternatives for those residents.

3. Describe any positive effects which may offset any negative impact.

If the proposal goes ahead, eligible residents will be able to take up their free Older Person's Bus Pass entitlement. As a result some residents may be encouraged to consider bus travel instead of driving, which could have health benefits and reduce isolation as they get older. [Future of Transport in an Ageing Society \(2015, Age UK\)](#)

If mitigation is necessary and can be put in place, e.g. increased community transport, some residents - particularly older and disabled people - could gain access to passenger transport that they did not have before.

4. Describe whether and how the proposal helps to eliminate discrimination, harassment and victimisation.

Where impacts have been identified, work will be undertaken to mitigate these in partnership with community transport providers and local councils on the provision of alternative transport options wherever possible.

Our work with partners, through the instigation of Enhanced Bus Partnerships and the development of sustainable community transport solutions, will allow us to promote travel alternatives for those residents who may experience reduced transport opportunities and those with protected characteristics in particular. Disability access groups, age organisations, community groups and other key stakeholders will be actively engaged as part of this process.

5. Describe whether and how the proposal helps to advance equality of opportunity between people who share a protected characteristic and those who do not.

See 4 above.

Furthermore, by retaining the discretionary enhancements for eligible disabled people as part of the council's offer, the proposal protects the equality of opportunity available to those residents.

6. Describe whether and how the proposal helps to foster good relations between persons who share a protected characteristic and those who do not.

By encouraging older residents to take up their bus pass entitlement – and retaining the discretionary enhancements for disabled people – the County Council supports the needs of all bus users including disabled and older people, and aims to support services and infrastructure that can be used by a wide variety of users who may have different needs.

This will be actively pursued through the development of Enhanced Partnerships and our work with partners to develop travel solutions that are equitable and accessible (see 4 above).

7. What changes were made to the proposal as a result? If none, explain why.

None.

8. Explain how the impact will be monitored to make sure it continues to meet the equality duty owed to customers and say who will be responsible for this.

A project plan will be developed to follow up, and implement where possible, actions that may mitigate the effects of the decision. As part of this, the Transport Bureau will ensure that the impact is monitored to ensure the equality duty is met accordingly.

To be signed by an Executive Director or Director to confirm that they have read and approved the content.

Name

Matt Davey

Date

02 June
2020

Your position

Director Highways, Transport and Planning

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