

## **Concessionary Travel Funding Consultation - Mitigation options assessment**

### **1. Introduction**

This paper is to provide a high level overview of the potential options that have been raised through project meetings and consultation feedback from this current or previous transport consultations.

The tables below give an overview of the potential options that may mitigate some of the impact of the potential removal of the additional levels of concessionary travel for disabled and companion pass holders.

The assessments are based on the experience of officers in working with bus operators, partners and stakeholders.

It must be noted that some options presented in the paper cannot be progressed because of legislative restrictions around the administration of the English National Concessionary Travel Scheme (ENCTS) set out in the legislation that covers the scheme.

Where options can be progressed these will be explored throughout the consultation period.

### **2. Consultation outline**

To assess the potential impacts on Surrey residents of the removal of the additional concessions available to disabled and companion pass holders, the Strategic Transport Group have been commissioned to go out to consultation with the public and stakeholders.

As per the Cabinet Member, decision the consultation will run from 30 Oct 2018 to 4 Jan 2019. The focus of the consultation will be (is) on members of the public and stakeholders providing detail about:

- a. How they use their concessionary pass to travel i.e. why they travel and when
- b. What the impact of removal of the additional concession would mean for them, their family, friends or carers
- c. What they may do as an alternative
- d. Whether they feel savings should be made in this area, and
- e. Any other comments they may have about the proposals

**3. Mitigation options tables**

Option	Outcome	Start-up requirements	Ability to mitigate the removal of additional levels of concession	Likelihood of delivery	Implication/s should there be no mitigation
Pass holders pay for their pass in order to retain the additional concessions	-	<p>This option is not viable.</p> <p>This is because we (SCC), as the administering authority, are not able to take any payment from someone who is eligible to get a free concessionary bus pass under the legislation covering the scheme.</p>			
Passes should be Means Tested so only those who need them get free travel	-	<p>This option is not viable.</p> <p>This is because we (SCC), as the administering authority, are not able to Means Test applicants for passes under the legislation covering the scheme.</p> <p>For this to be workable there would need to be a change to the law and subsequently more funding be made available to administer a Means Tested scheme.</p>			
Keep one additional concession over the other	Retain additional concession	<p>Other authorities in the region (Hants, East Sussex, Kent) offer free travel for disabled companion pass holders covering the statutory times of the scheme i.e. 09.30 to 23.00.</p> <p>However, this option would likely be viewed as being unfair, unreasonable and potentially open to criticism or challenge by keeping one additional concession over and against another group of pass holders.</p> <p>For this reason, this option could be explored further, but may not be as effective a mitigation option as others listed.</p>			

Option	Outcome	Start-up requirements	Ability to mitigate the removal of additional levels of concession	Likelihood of delivery	Implication/s should there be no mitigation
Partners or other organisations pay a contribution towards maintaining the additional concessions	Retain additional concessions	Need to understand the mechanism for making this work i.e. who & how do people pay that meets legal requirements under the ENCTS	High Only if sufficient sources of funding be available	Low Based on previous discussions there has been no interest in partners, stakeholders or community groups contributing funding towards bus services. It is therefore assumed this would be the same for the additional concessions being consulted on.	Would likely result in the moving to the statutory level of free travel between 09.30 and 23.00
Pass holders contribute an annual sum in order to retain the additional concessions	Retain additional concessions	Amount from each person wishing to contribute needs to meet the potential annual requirement for reimbursing the bus operators. Need a payment mechanism in place	High Only if sufficient funding be paid by pass holders	Low This is based on the likelihood of the amount people would be willing to pay would not meet the cost of travel reimbursement. Additionally, administration of this option would need to be funded, with no current additional funding available.	Would likely result in the moving to the statutory level of free travel between 09.30 and 23.00

Option	Outcome	Start-up requirements	Ability to mitigate the removal of additional levels of concession	Likelihood of delivery	Implication/s should there be no mitigation
<p>The county council work with the bus operators to implement a flat fare or part fare scheme that covers the additional concessions for disabled and / or companion pass holders</p>	<p>Pass holders would pay a reduced fare</p>	<p>Ideal scenario would be that all the bus operators to agree to the scheme being implemented across the county.</p> <p>In that instance all the bus operators to agree what the concessionary flat fare amount or part fare scale should be.</p> <p>There may also be an option where specific bus operators may offer a concessionary flat fare or part fare, but this would not be countywide</p>	<p>Moderate - High</p> <p>Subject to agreements needed from the operators.</p> <p>However, there may be some people who would still find a part fare scheme expensive.</p>	<p>Moderate</p> <p>Based on this type of scheme would provide some income for the bus operators, rather than the potential that some people would not travel and therefore there would be no fare or reimbursement from the county council.</p> <p>This needs further exploration with the bus operators running either commercial services, supported services or both.</p>	<p>Would likely result in the moving to the statutory level of free travel between 09.30 and 23.00</p>