

Agenda Item No. 7 (h)

DERBYSHIRE COUNTY COUNCIL

CABINET MEETING

26 May 2015

Report of the Strategic Director – Economy, Transport and Environment

**PROPOSED CHANGES TO THE B\_LINE CONCESSIONARY FARES  
SCHEME (HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)**

(1) **Purpose of Report** To report to Cabinet the outcome of the recent consultation on proposed changes to the b\_line scheme and to seek approval to implement changes to the scheme with effect from 1 August 2015. It will be necessary to update the post 16 Transport Policy Statement in the light of these changes prior to its publication on 31 May 2015.

(2) **Information and Analysis**

**Background**

At its meeting on 20 January 2015, Cabinet approved proposals to consult on changes to the b\_line scheme (Minute No 14/15 refers). The current scheme provides reduced rate travel on buses and trains for young people aged 14 to 18 who are in full-time education. The scheme provides a card which can also be used to obtain discounts in local shops and businesses, as well as acting as a library card.

Different cards are provided dependent on age. Under the current scheme:

- b\_line1 cards are for 11, 12 and 13 year-olds, with the card acting as proof of age for any concessions offered commercially on bus and train services.
- b\_line2 cards are for ages 14 to 17 (up until their 19<sup>th</sup> birthday if in full-time education). Cardholders receive one third discount off adult single and return fares on bus and train services in Derbyshire and Derby City (including cross-boundary services). The local authorities reimburse the transport operators for the cost of providing this discount.

The previous report to Cabinet explained that there was a need to review the existing scheme in the light of possible budget reductions, a concern to help young people access employment and changes in the age at which people must continue in education or training (the 'participation age').

Against this background Cabinet agreed to consult on proposals to:

- extend the availability of b\_line2 cards to all 16, 17 and 18 year-olds in Derbyshire and not just those in full-time education.
- withdraw the b\_line2 travel discount for under 16s. Most bus and train companies currently offer their own concessionary tickets which in most cases will match or better the current b\_line2 discount. This would mean a b\_line1 card would, in future, be for ages 11 to 15 inclusive.
- reduce the level of discount available to holders of b\_line2 cards from 33% to 25% as a contribution towards the cost of extending the scheme to all 16, 17 and 18 year-olds.

Under these arrangements, discounts would continue to be available for b\_line2 cardholders on train services and cross-boundary bus services. Both b\_line1 and b\_line2 cardholders would continue to enjoy the benefits of discounts at local shops and businesses, and to use it as a library card.

The current b\_line scheme operates in both Derbyshire and Derby City. Whilst this report only applies to Derbyshire, Cabinet may wish to note that on 15 April 2015, Derby City Council approved the same proposed changes, subject to Derbyshire County Council approving the changes. This would ensure that there would be a consistent scheme across the two authorities.

The current b\_line offer is included in the Authority's post 16 Transport Policy Statement for learners aged over 16. It is a statutory requirement for the Authority to consult on and publish its Policy for the coming academic year (which starts on 1 August). The changes proposed in this report will therefore be reflected in the Policy document, which must be published by 31 May 2015.

### **Feedback from Public Consultation**

Public consultation took place over an eight week period ending on 29 March 2015. The consultation was promoted widely to the general public, young people, schools, colleges, job centres, bus and rail operators, local councils, Youth Forums and hard to reach groups such as ethnic minorities, looked after children and disabled young people. A variety of media was used to ensure people had the opportunity to comment on the proposals. This included press releases, social media, promotion through the Youthinc website, discussions with the Youth Council and face-to-face meetings with bus operators. Questionnaires were available in printed form and online. A summary of the consultation activity is included in Appendix 1.

There was a good response and, by the close of consultation, 1,034 completed questionnaires and 9 email comments had been received. Responses appear to have been received from all areas of Derbyshire.

About two thirds of the responses were from cardholders. Some 36% of respondents said they had a b\_line2 card, with 28% having a b\_line1 card. Respondents were asked what types of journey they used their b\_line2 card for. Multiple responses could be given to the question and the most popular reasons for using the b\_line2 card were shopping (46%), leisure/entertainment (41%), getting to school or college (40%), and visiting family and friends (26%).

Over half (53%) of respondents agreed with the proposal to withdraw the b\_line travel discounts for under 16s and to provide a b\_line card as proof of age so that holders can take advantage of the commercial concessions offered by bus and train operators. The main concern of those who did not agree with the proposal (34% of respondents) was that child fares may not be available up to age 16 from all operators.

Nearly three-quarters (74%) of respondents agreed with the proposal to give b\_line2 cards to 16, 17 and 18 year olds who are not in full-time education. Existing cardholders in this age range will see the discount reduced from 33% to 25%. Around a third (31%) of respondents agreed with this change, whilst 57% disagreed.

The survey also offered respondents the opportunity to make additional comments on how they may be affected by the changes and on any alternative suggestions they may have. The results of the survey, including summaries of these open ended responses, are shown in Appendix 2. Just under half (40% – 45%) of these comments were of a general nature relating, for example, to the need for free or subsidised travel, arrangements for re-issuing cards, and various suggestions for raising more money through, say, sponsorship or charging more for council supported school bus services. About 40 (23%) of the open ended responses made reference to the need for families to find extra money for fares and, more generally, to the effect of the proposals on the cost of travel. Other comments related to the discounts available in shops/leisure facilities, the potential for other types of discount (eg for groups and families) and requests to extend the scheme to cover the whole period of an apprenticeship (the proposed scheme would end at the users 19th birthday).

The feedback obtained through the public consultation was used to inform an Equality Analysis which is attached as Appendix 3. This considers the impact of the proposed changes in detail, including the effect on different groups. In line with the Cabinet's decision on 20 January 2015, screening was undertaken to assess the health impacts of the proposed changes (Minute No.14/15 refers). This enables potential health impacts to be assessed in a systematic way and, in this case, it was concluded that the likely health effects did not need a full Health Impact Assessment. A copy of the screening checklist is attached at Appendix 4.

## Issues for Consideration

The main issues raised in the consultation and emerging from the Equality Analysis are considered below:

### *Discounts for under-16s*

If the proposals are accepted, 14 and 15 year olds will in future make use of the commercial discounts provided by the operator rather than discounts provided through the b\_line scheme. In the same way that 11, 12 and 13 year olds currently benefit from discounts, under the proposed changes, 14 and 15 year olds will be able to use their b\_line 1 card to obtain commercial discounts of at least 33% on many bus services and, as now, on all train services.

The response from bus operators has been encouraging. Many already offer child fares up to 16 and some of those who do not do so have indicated that they will adjust their fares to provide discounts up to the age of 16. Whilst the Equality Analysis noted that there is no guarantee that commercial concessions will continue to be available in the future, discussions with bus operators have not revealed any intentions to reduce or withdraw existing concessions.

Some young people, such as those who use High Peak Buses, may have to pay more for their journeys and the Equality Analysis identified these people as one of the groups that may be disadvantaged by the proposals. If the bus company decides to retain its existing child fares the level of discount available will reduce from 33% available under the current scheme to 30% for those under 14 and to 15% for those aged 14 to 20. In both cases passengers will need a card that would need to be purchased from the company. Information about the number of people affected is not readily available. The company is currently reviewing its fares, and there is still an opportunity for them and other operators to modify their current charging policy should they choose to do so. More generally, officers will seek to mitigate any adverse impact by liaising with bus operators and encouraging them to maintain and improve child fares up to age 16, particularly where they are not already available.

### *Discounts for 16, 17 and 18 year olds*

The consultation resulted in a positive response to the proposal to extend the scheme to all 16, 17 and 18 year olds. The change would mean that around 6,000 young people under the age of 19 will become eligible for the scheme. This should help apprentices and others to get to work and to other destinations.

The Equality Analysis noted that existing cardholders in this age range will see the discount reduced from 33% to 25%. This would mean, for example, that the cost of a discounted fare (based on an adult single fare of £3.00)

would increase by 24p from £2.01 to £2.25. The existing level of discount (33%) could only be maintained at considerable cost and, at present, the Authority is not in a position to provide the additional funding that would be required. For those young people in most need, the 16-19 bursary scheme provides assistance with education-related costs. Providing help with transport costs on days when young people attend study or training is identified in the Government guidance as one of the aims of the bursary scheme and for some people access to a bursary could help to mitigate the impact of the increased costs. The scheme, however, is only available to those students who satisfy eligibility criteria, for example those who do not have access to parental support and those receiving certain benefits.

### *Wider impacts*

The cost of travel is only one of many factors that will affect people's choice of where to study, work or take up an apprenticeship. For 16, 17 and 18 year olds who are not in full-time education, access to a b\_line card will mean that, for the first time, they are able to benefit from discounts on the costs of travel. The Equality Analysis noted that in some cases this will enable people to look for work, or to consider places to study, over a wider area. Those in full-time education, however, will experience an increase in fares because the rate of discount will be reduced from 33% to 25%. It is thought that the impact of this on people's choice of where to study will be fairly marginal, although there may be some instances where this could be a more significant factor. Members will appreciate that it is not possible to quantify the impact of these changes as it is dependent on the outcome of a large number of individual decisions. However, CAYA officers have been involved throughout the process and are satisfied that the proposed changes would not breach the Council's statutory responsibilities as explained in the legal considerations to this report.

### **Proposed Way Forward**

In the light of the response to the public consultation and the findings of the Equality Analysis, it is considered that the proposals set out in the consultation should be endorsed and put into effect from 1 August 2015. If this is accepted, a number of key actions will need to be implemented with immediate effect, as outlined below.

### *Post 16 Transport Policy*

The text of the policy statement will need to be amended to reflect the proposed changes to the b\_line scheme prior to publication of the statement by 31 May 2015. Officers in the Childrens and Younger Adults (CAYA) Department are satisfied that appropriate consultation has taken place with stakeholders on the proposed changes to the statement. To a degree this overlaps with the consultation referred to in this report.

### *Publicity and Promotion*

If the recommendations are accepted, publicity will be needed to make sure people most directly affected are aware of the changes and the reasons they are being introduced. This will need to include those who are not in full-time education but would become eligible for the scheme under the proposed changes. Other interested parties, such as bus operators, schools and families, will also need to be made aware of the proposed changes.

In order to address some of the concerns raised by the consultation, officers will encourage operators to promote awareness of discounted tickets. It may also be helpful to draw attention to the availability of Network Rail's 16-25 Railcard.

It may also be helpful to ask the Citizens Advice Bureau (CAB) advisors in children's centres and in other settings to prompt eligible parents to register their children for free school meals. This will trigger eligibility for free school transport for some children and will complement other Council activities promoting uptake of free school meals to schools and parents.

### *Card Re-Issuing*

As the entitlement age is changing for both b\_line cards, all existing cardholders will need to be re-issued with new cards with expiry dates aligned to the new scheme entitlement. All 11 to 15 year-olds will be issued with b\_line1 cards which will expire on their 16<sup>th</sup> birthday, while 16 to 18 year olds will be issued with the b\_line2 cards which will expire on their 19<sup>th</sup> birthday.

Under current arrangements, most new and replacement cards are issued at the start of the school year. The card re-issue for the revised scheme would coincide with this, but some additional one-off costs would be incurred. It would also be necessary to issue cards to those 17 and 18 year olds who are currently not eligible for the scheme.

**(3) Financial Considerations** The estimated cost per annum of implementing the proposals is in the range £400,000 to £450,000 with additional one-off costs in 2015-16 of approximately £95,000 to re-issue existing b\_line cards and to issue cards to those 17 and 18 year olds who are not currently eligible for the scheme. An estimated £35,000 to £40,000 is also needed to meet the costs of maintaining the existing scheme from 1 April 2015 to 1 August 2015. It should be emphasised that the costs of providing the scheme are estimates and actual costs will depend on the level of usage. The cost of the recommended option would be met from financial support available from the Public Health Resource Fund (£405,000), with the remainder coming from available budgets within the Economy, Transport and Environment budget. The continuation of the scheme from April 2016 will be subject to the availability of funding.

The provisional 5 Year Financial Plan identified a potential annual budget reduction of £720,000. The contribution of £405,000 from the public health resource fund means that the net budget saving would be £315,000.

(4) **Legal Considerations** The Authority has no statutory obligation to provide subsidised transport to young people who are not eligible for free home to school transport as set out in the Education and Inspections Act 2006.

Under Section 509AA of the Education Act 1996 and the associated statutory guidance local authorities have discretion to determine what transport and financial support are necessary to facilitate young people's attendance at school/college or for training purposes.

The local authority must exercise its power to provide transport or financial support reasonably, taking into account all relevant matters. A failure to make arrangements would amount to a failure to meet the duty. Members must therefore be satisfied that the proposed changes set out in the report are reasonable and will not have the effect of significantly deterring young people's attendance at education or training.

The transport policy statement must detail the transport arrangements and financial assistance with transport that the local authority considers it necessary to make to ensure access to education or training for learners of sixth form age

The local authority has a duty to consult with specified stakeholders in developing the annual statement to ensure that it provides a full picture of the available transport and support.

The Equality Act 2010 provides that the Council should give 'due regard' to the need to eliminate discrimination, harassment and victimisation, and to advance equality and diversity and foster good relations, in the exercising of its functions. This need for 'due regard' specifically applies to all nine protected characteristics set out in the Act, including age and disability. An Equality Analysis has been undertaken and is attached to this report. Cabinet is required to give careful consideration to the Equality Analysis and its findings before arriving at a decision.

(5) **Equality and Diversity Considerations** Copies of the Equality Analysis and the Health Impact Assessment screening exercise that have been undertaken are attached at Appendix 3 and 4.

## Other Considerations

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, human resources, environmental, health, property and transport considerations.

(6) **Key Decision** Yes.

(7) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? Yes.

The proposed changes to the b\_line scheme will need to be incorporated in the Authority's post 16 Transport Statement. To meet the requirement for this to be published by 31 May 2015 it will be necessary for call-in to be waived. In order to achieve this, Councillor Lauro, Chair of the Improvement and Scrutiny Committee, Places, has been consulted and has agreed that call-in can be waived.

(8) **Background Papers** Held on file within the Economy, Transport and Environment Department. Officer contact details – Steve Cannon, ext 38148.

(9) **OFFICER'S RECOMMENDATIONS** That Cabinet:

- 9.1 Notes the outcome of the recent consultation and equality analysis process.
- 9.2 Approves the implementation of changes to the b\_line scheme from 1 August 2015, as follows:
  - extend the availability of b\_line2 cards to all 16, 17 and 18 year-olds in Derbyshire
  - withdraw the b\_line2 travel discount for under 16s.
  - reduce the level of discount available to holders of b\_line2 cards from 33% to 25%
- 9.3 Approves changes to the Post 16 Transport Policy.
- 9.4 Agrees that due to the circumstances set out in the report, call-in should be waived.

**Mike Ashworth**  
**Strategic Director – Economy, Transport and Environment**



## Appendix 1 – Proposed Changes to b\_line scheme: Summary of Public Consultation Activity and Response Rates

Consultation period: 28 January to 29 March 2015

Publicity/Activity	Target Audience/Reach	Responses/comments
<b>Online Questionnaire</b> www.derbyshire.gov.uk/blinechanges	All Derbyshire residents, particularly young people	1,821 page views 1,020 online completed questionnaires
<b>Printed Questionnaire</b> – distributed through libraries, district/borough offices, schools where requested	All Derbyshire residents, particularly young people	14 completed printed questionnaires
<b>Derbyshire County Council website</b> – feature story and press releases in 'Latest News' section	All Derbyshire residents, particularly young people	635 page views of 3 press releases
<b>DNet</b> - feature story	DCC employees	253 page views
<b>Media</b> – 3 press releases issued	All Derbyshire residents through county-wide papers, local radio and TV	Coverage in local papers/radio interviews
<b>Your Derbyshire</b> – Derbyshire Challenge news article March edition	330,000 Derbyshire householders	Online edition 94 page views
<b>Social Media</b> – 8 Facebook and 7 Twitter postings between 4 February and 20 March	4,926 Facebook followers 23,893 followers on Twitter	248 Facebook interactions (likes/comments/clicks) 112 Twitter interactions (retweets/clicks/replies/favourites)
<b>Youthinc website</b> <a href="http://www.derbyshireyouthinc.com">www.derbyshireyouthinc.com</a> – feature story and Twitter	All young people aged 11 to 19	221 page views
<b>Youth Council</b> – Youth Engagement and Participation Officer presentation to January Youth Council Conference	All Derbyshire secondary school students	Youth Council representatives provided input into questionnaire and acted as advocates to raise awareness and encourage participation in their schools
<b>Schools/Colleges</b> – Headteachers e-mailed directly with e-poster and provided with information through Learning in Derbyshire (education extranet)	All Derbyshire secondary school children	Headteachers requested to cascade information to students

<b>Training Providers</b> – emailed directly with e-poster	DCC apprentices and county-wide apprentices and young people on training courses.	Training providers requested to cascade information to apprentices and those on training courses
<b>Parish Councils</b> – emailed directly and provided with e-poster for parish noticeboards	Local residents	Several requests for printed copies of consultation questionnaire and poster
<b>Hard to reach groups:</b> <b>BME groups</b> – Presentation in January to BME Forum. Information sent to BME community facilitators <b>Young people in care</b> – information sent to all children's homes and foster carers. Promoted to Barnardo's and included in newsletter sent directly to young people in care and their families <b>Special schools' forum</b> – provided with information <b>Youth Workers</b> – provided with e-poster for display at youth centres and to forward to groups such as Belper Blend and drop-in projects <b>Children's Rights Team</b> – provided with information	BME Forum members and groups  Looked After young people and young people in Contract Care  Disabled young people  Young people  Young people in care	For all groups, to cascade information to young people and their families who they may be in contact with
<b>Operators</b> – emailed directly and face to face meetings	All bus and rail operators in Derbyshire	General support for proposed new b_line scheme
<b>Bus surveyors</b> – face to face at bus stops	Young people as bus users	DCC surveyors presence at bus stops to raise awareness of proposed new scheme and encourage response to consultation
<b>Shops and Businesses</b> – email to b_line discounters	Up to 600 businesses providing a b_line discount	Businesses contacted to raise awareness of the proposed new scheme and to encourage participation in consultation
<b>Members</b> – Members' e-newsletter article	Elected members	Reminder to promote within their local communities

### **Results of Public Consultation on Proposed Changes to the b\_line Scheme**

The following pages provide details of the results of public consultation on proposed changes to the b\_line scheme that started on 29 January 2015 and ended on 29 March 2015, including summaries of the open-ended responses. The quotes in the Equality Analysis (Appendix 3) should be read in conjunction with the summaries of the open-ended responses.

It should be noted that:

- rounding errors mean that totals may not add up to 100% for single response questions
- where questions asked for multiple responses, the total against individual questions is the percentage of all responses

# THIS QUESTIONNAIRE

Tell us what you think about our proposed changes to b\_line travel discounts by filling in this questionnaire. We need to make changes because we need to save money in the future.

By law, Derbyshire County Council doesn't have to provide young people with discounted travel but we have done, since 2001, through b\_line. This is because the council pays the discounted part of the fare back to the bus and train companies.

## This is how b\_line runs now

There are two types of b\_line card:

- b\_line 1 – an orange card for 11, 12 and 13-year-olds which acts as proof that the cardholder qualifies for a child fare on buses and trains.
- b\_line2 – a silver card for 14 year-olds up to their 19th birthday as long as they stay in full-time education. The cardholder gets 33% off adult single and return fares on all bus and train journeys in Derbyshire, including Derby, and on some journeys to nearby towns and cities where the journey starts or finishes in Derbyshire.

## This is our proposal for b\_line in the future.

- make a b\_line2 card available to all 16, 17 and 18-year-olds in Derbyshire and not just those in full-time education. This means apprentices, young people in other types of training and those looking for work would also get a travel discount.
- withdraw the b\_line2 travel discount for under 16s. Most bus and train companies currently offer their own cut-price tickets which generally match or beat the current b\_line2 discount. This means a b\_line1 card would now be for 11- year-olds up to their 16th birthday.
- reduce the current b\_line2 discount from 33% off to 25% off.

We need to make changes because we're facing budget pressures like never before and have to make cuts of £157m by 2018.

Reductions in Government grants, inflation and greater demands on areas of our budget for adult social care and vulnerable children mean we must re-think the way we deliver services.

It means some services will remain, some will be run differently, but some will have to stop. We don't want to cut any services but we have no choice.

Please note this consultation is only asking about travel discounts. There are no current proposals to make changes to the shop and business discounts or to b\_line as a library card.

Deadline for responses: 29 March 2015

## YOUR VIEWS

1. Do you agree with our proposal to withdraw the b\_line travel discounts for under 16s but to provide you with a b\_line card as proof of age so you can get the bus and rail companies cut-price tickets?

53%	Yes	34%	No	13%	Don't know
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2. Do you agree with our proposals to give b\_line2 cards to more 16 to 18 year olds who are not in full time education to help them get to training/work placements/apprenticeships?

74%	Yes	15%	No	11%	Don't know
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3. Do you agree with our proposal to reduce the travel discount for over 16s from 33% to 25%?

31%	Yes	57%	No	12%	Don't know
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4. Please tell us about what type of journeys you use your b\_line2 card for: (select all that apply)

40%	To get to school or college	26%	Visiting family or friends
46%	Shopping	22%	Don't have a b_line card
41%	Leisure / entertainment		
14%	Other (please state below)		

Other relevant comments included:

- Getting to work / work experience / interviews and voluntary work
- Towns and Cities
- Going on holiday
- Getting to the stables
- Getting to the gym
- Hospital
- Restaurants
- Library

5. If you have anything else you would like us to know about how the proposals would affect you please tell us below:

176 open ended responses were made. These were interpreted and summarised into the categories below to provide a quantitative analysis (NB Total responses will not equate to 100% as respondents may have made comments against multiple areas, or made no response at all).

- i – General / Non-specific ~ 40% related to general comments including the need for free transport, re-issuing of cards and general statements of fact.
- ii - Increased costs ~ 23% related to having to find extra money for fares, making travel more expensive.
- iii – Beneficial ~ 5% related to the proposals helping with the cost of travel.
- iv – Choice ~ 5% related to restricting choice of study, having to pay more to study at a faith school or another school of choice.
- v – Shop discount – 5% related to keeping shop discounts, increasing discounts, shops not offering discount.

6. If you have any comments to make including any alternative suggestions that you would like us to consider in terms of the proposals to b\_line, please tell us below:

159 open ended responses were made. These were interpreted and summarised into the categories below to provide a quantitative analysis (NB Total responses will not equate to 100% as respondents may have made comments against multiple areas, or made no response at all).

- i – General / Non-specific ~ 45% related to smart cards / e-purse, withdraw scheme if not statutory, include the PASS hologram, raising money through sponsorship on buses, update photos each year, charge more for council supported school bus services.
- ii – Discount ~ 24% related to ending discounts in shops / leisure, offering discount to buy young person's rail card, introduce 18- 25 discount card, expand discounts, group or family discount card, booklet on discounts.
- iii - Eligibility ~ 8% related to extending scheme to cover whole apprenticeship course, restrict to term time and / or peak hours.
- iv – Gold Card Change ~ 2% relating to raising the age for older people to get free travel and reducing the time they can use it.

## ABOUT YOU

We are asking you to help us understand the views of different people. Please answer all questions as fully as you can.

7. Are you answering this questionnaire as: (please select all that apply):

- |                              |   |                              |   |
|------------------------------|---|------------------------------|---|
| <input type="checkbox"/> 28% | A b_line1 (orange) cardholder   | <input type="checkbox"/> 1%  | A young person on a training course   |
| <input type="checkbox"/> 36% | A b_line2 (silver) cardholder   | <input type="checkbox"/> 1%  | A young person looking for work   |
| <input type="checkbox"/> 3%  | A young person who is not currently in Full time education (at least 15 hrs per week) | <input type="checkbox"/> 15% | A parent / carer of a young person  |
| <input type="checkbox"/> 1%  | A young person in part time education (less than 15 hours per week)                   | <input type="checkbox"/> 1%  | An owner / manager of a business or shop who offers a discount to B_line card holders |
| <input type="checkbox"/> 5%  | An apprentice   |                              |   |
| <input type="checkbox"/> 9%  | Other (please state below):   |                              |   |

'Other' categories included:

- Concerned resident / tax payer
- Bus operator
- Teacher
- Parish Councilor

8. Are you

- |                              |      |                              |        |
|------------------------------|------|------------------------------|--------|
| <input type="checkbox"/> 43% | Male | <input type="checkbox"/> 57% | Female |
|------------------------------|------|------------------------------|--------|

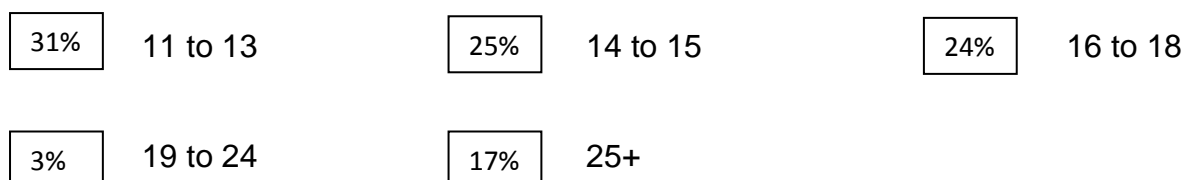
9. Please tell us your home postcode

A wide range of postcode were given across the County, including some in Derby City

10. If you don't know your postcode, please tell us which town or village you live in:

A wide range of locations were given across the County, including some in Derby City

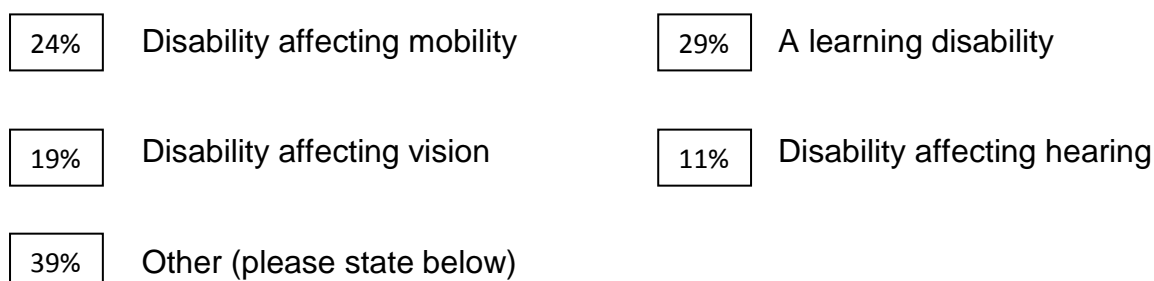
11. To which age group do you belong?



12. A disabled person is someone who has a physical or mental disability which effects their ability to carry out day to day activities. Do you consider yourself to have a disability?

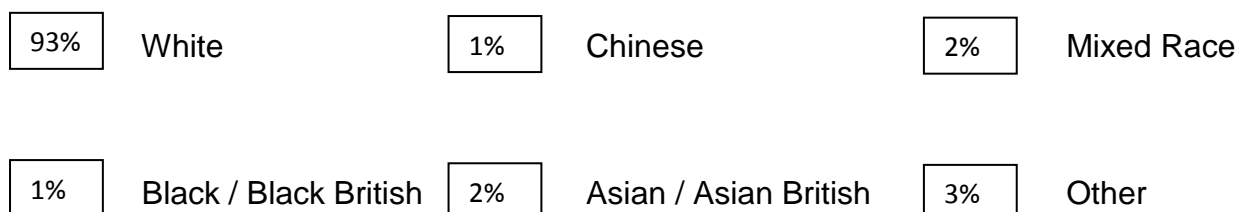


13. If you answered 'yes', what type of disability do you have?



'Other' included Asperger's, dyslexia, anxiety, depression, mental health, autism

14. What is your ethnic group?



Other (please specify)

'Other' included African, New Zealand, Polish



## CONTACT DETAILS

15. The County Council often sends out questionnaires or holds meetings with people who live in Derbyshire to find out what they think about Council services. Would you be interested in taking part in more consultations with the County Council?

<div>14%</div>	Yes	<div>86%</div>	No
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16. If you answered 'Yes' to the question above, please provide your contact details below:

Name	<div>140 names given</div>
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e-mail	<div>130 e-mail addresses given</div>
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Phone Number	<div>95 telephone numbers given</div>
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We promise we will not use your contact details for any other reason or pass them to anyone outside of Derbyshire County Council. Your details will not be stored with your answers to the questions.

# Derbyshire County Council

## Equality Analysis



Department	Economy, Transport and Environment (ETE)
Service Area	Transport
Changes or proposals	Changes to b_line scheme
Chair of Analysis Team	Steve Cannon
Date of Analysis	March / April 2015
Version	2.0

### 1 Prioritising what is being analysed

#### a Description of current service arrangements

The b\_line scheme provides discounted fares on public transport for 14-18 year-olds, and a discount scheme in 600 local shops for 11-18 year-olds. Eligible young people are issued with a b\_line1 card if they are aged 11-13, or a b\_line2 card if they are aged 13-18. b\_line1 acts as a proof of age card allowing them to access child fares where appropriate. b\_line 2 enables holders to get up to a third discount off adult bus and train fares and is only available to young people aged 14-18 (up to their 19<sup>th</sup> birthday) attending education or unpaid training courses of at least 12 hours per week. The card also serves as a library card and proof of age card.

The County Council pays for the cost of administration and issuing the cards, as well as reimbursing transport providers where b\_line2 cards have been used. The County Council also operate the scheme on behalf of Derby City Council.

#### b Details of proposals or changes

To expand the b\_line2 subsidy to include all young people aged 16 up to their 19<sup>th</sup> birthday in Derbyshire. This will mean around 6,000 additional young people will become eligible for the scheme, potentially increasing the number of b\_line

cardholders by about 17% from 36,000 to around 42,000. At the same time the subsidised concession would be withdrawn for the under 16s. In future, this age group would take advantage of the commercially provided discounts which generally match or better the discount available through the b\_line scheme. The amount of discount offered through the b\_line scheme would also reduce from 33% to 25%.

### c Rationale for proposed changes

Derbyshire County Council is facing budget pressures like never before and needs to save £157m by 2018.

Alongside the need to make savings, the Authority is keen to support young people to access employment, education and training. The current b\_line scheme is only available to young people in full-time education, but recent changes to the education participation age mean young people must continue in education or training until the end of the academic year in which they turn 18 (from 2015). The proposed changes will help these young people by reducing the cost of transport.

Although the subsidised concession will be withdrawn from under 16s, this age group will be able to take advantage of commercially provided discounts which generally match or better the discount available through b\_line. The main exception to this is the services provided by High Peak Buses where the commercial discount offered is 30% for passengers up to their 14<sup>th</sup> birthday and 15% thereafter.

Funding has been secured from the Public Health Resource Fund to enable the revised b\_line scheme to be delivered.

## 2 The team carrying out the analysis

<b>Name</b>	<b>Area of expertise/ role</b>
Steve Cannon (Chair)	Accessibility and Transport
Anthony Crompton	Local Bus Services and Concessionary Fares
Rebecca Pennyfather	Accessibility and Bus Policy
Neill Bennett	Surveys and Data Analysis
Philip Smith	School Transport
Caroline Carey	Communications
John Walker	CAYA - Transport
Rachel Sidebottom	Youth Engagement and Participation
Julie Hirst	Public Health
Keiran Waring	Apprentice - Local Bus

### 3 Scope of the Analysis

Scope of the analysis to cover:

- all 11 to 19 year olds in Derbyshire;
- the impact of increased fares resulting from the reduction in the value of travel concessions;
- inconsistency of travel offers - concessions offered on different services are not all the same;
- measures that may help to mitigate any adverse impacts of changes;
- possible impact on other areas of County Council service eg travel to school/college; and
- importance of affordable transport in delivering wider economic, social and environmental objectives.

Likely issues to arise may include:

- higher costs of making journeys, especially the impact on certain age groups, household income levels or areas of social deprivation; and
- no guarantee that commercial concessions will continue.

### 4 Existing information and consultation based feedback

#### Sources of data and reason for using

<b>Source</b>	<b>Reason for using</b>
Public consultation on proposed changes (January to March 2015)	Understand the impact of proposed changes
Census 2011	Provides demographic data (eg number of young people affected, lone parent families)
Index of Multiple Deprivation (2010)	Provides deprivation data
Transport and Young People (2012) British Youth Council Youth Select Committee <a href="http://www.byc.org.uk/media/189434/youth_select_committee_-_young_people_transport.pdf">http://www.byc.org.uk/media/189434/youth_select_committee_-_young_people_transport.pdf</a>	Provides information on transport issues facing young people, including affordability issues.
Monitoring Poverty and Social Exclusion 2014 – Joseph Rowntree Foundation <a href="http://www.jrf.org.uk/sites/files/jrf/MPSE-2014-FULL.pdf">http://www.jrf.org.uk/sites/files/jrf/MPSE-2014-FULL.pdf</a>	Provides information on poverty and its consequences.
Barriers to Education, Employment and Training for Young People in Rural Areas	Provides information on barriers to access to education and work in

<b>Source</b>	<b>Reason for using</b>
(2012) Commission for Rural Communities <a href="http://dera.ioe.ac.uk/15199/1/Barriers-to-education-employment-and-training-for-young-people-in-rural-areas.pdf">http://dera.ioe.ac.uk/15199/1/Barriers-to-education-employment-and-training-for-young-people-in-rural-areas.pdf</a>	rural areas, including the impact of transport cost.
Transport Barriers facing young people (2013) Campaign for Better Transport <a href="http://www.bettertransport.org.uk/sites/default/files/research-files/No_Entry_final_report_definitive_0.pdf">http://www.bettertransport.org.uk/sites/default/files/research-files/No_Entry_final_report_definitive_0.pdf</a>	Provides information on transport barriers for young people, including the impact of cost.
Young People's Aspirations in rural areas (2011) <a href="http://www.nfer.ac.uk/publications/LYPA01/LYPA01.pdf">http://www.nfer.ac.uk/publications/LYPA01/LYPA01.pdf</a>	Provides information on how young people's aspirations are impacted by a number of issues, including cost.
Barriers to participation in education and training (2010) DoE <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/182518/DFE-RR009.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/182518/DFE-RR009.pdf</a>	Provides information on the extent to which transport is a barrier or constraint for young people accessing education and training
Council Plan (2014-17) Derbyshire County Council	Sets out the priorities of the County Council
National Travel Survey 2013 <a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/342160/nts2013-01.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/342160/nts2013-01.pdf</a>	Provides data travel including bus usage by young people and the numbers holding driving licences
Research by stakeholders, interest groups, and other organisations	Specialised information on user groups' needs and views
b_line Survey Summer 2011	Provides information on the level of usage
Number of b_line journeys	Provides information on the level of usage

## 5 Known impact on different protected characteristic groups

**a From existing data and information – who is likely to be adversely affected, how, and to what degree? Will anyone gain or benefit from the proposals?**

### Statutory

<b><i>Protected Group</i></b>	<b><i>Findings</i></b>
Age including children and families, older people	<p>11, 12 and 13 year olds will continue to receive a b_line1 card which will act as a proof of age card and enable them to access any commercial concessions provided by bus and train operators.</p> <p>14 and 15 year olds will no longer be eligible for a discounted fare using their b_line card (approx 18,000 young people). They will continue to receive a b_line card which will act as a proof of age card and help them to access whatever commercial concessions are available. In most cases, the proposals will not have a negative impact as the commercial concession will be at least as good as the current b_line concession.</p> <p>Users of bus services run by operators who do not offer a commercial concession, either at all or which is less than that available with b_line, will be adversely impacted by these proposals. Operators included in this category are High Peak Buses, who only offer child fares up to a child's 11<sup>th</sup> birthday. The operator does offer a 15% discount card which can be purchased for an annual fee of £10.</p> <p>Increased travel costs for young people are likely to have a significant impact for some regular users, especially for education journeys where the young person is not eligible for free school transport. The impact will be less significant for occasional users, although it could increase dependence on parents and friends for lifts.</p> <p>Access to after-school activities may be restricted for young people on low incomes or dependent on public transport. Young people will have to pay extra if they do not have a bus pass which is valid on the service they need to use.</p> <p>The most recent National Travel Survey shows that bus use, as a proportion of all trips, was highest among those aged 17-20, accounting for 18% of all trips in this age group.</p>

The proportion of young adults (aged 17-20) with a full driving licence has decreased significantly since the early 1990s when driving licence holding for this age group was at its highest, although the level does fluctuate year-on-year. In 1995-97, 44% of those aged 17-20 held a full licence, compared with a low of 27% in 2004 and 31% in 2013. For young adults, cost factors are the main barriers to learning to drive.

16, 17 and 18 year olds who are not currently eligible for a b\_line card will become eligible and receive the 25% discount off an adult fare.

16, 17 and 18 year olds who currently hold a b\_line2 card will pay more than they do at the moment as the discount on an adult fare will reduce from 33% to 25%. The table below shows how much extra they will need to pay for each journey, and as an annual amount, based on indicative fares and travelling to and from an educational institution each day. In practice bus fares are usually rounded to the nearest 5p.

Example Adult Single fare	Current b_line discount (33%)	Current fare with b_line discount	Proposed b_line discount (25%)	Future fare with 25% b_line discount	Extra cost per journey	Total extra annual cost based on 2 journeys every day of education term
£1.50	50p	£1.00	38p	£1.13	12p	£46.80
£2.00	66p	£1.34	50p	£1.50	16p	£62.40
£2.50	83p	£1.68	63p	£1.88	20p	£78.00
£3.00	99p	£2.01	75p	£2.25	24p	£93.60
£3.50	£1.16	£2.35	88p	£2.63	28p	£102.96
£4.00	£1.32	£2.68	£1.00	£3.00	32p	£109.20

On 20 March 2015 Alfreton Grange school announced it would cease to provide post 16 courses from September 2015. There are 48 post 16 learning places provided at the school, with most students living local to Alfreton. Alternative post 16 provision is available in Swanwick, Bilborough, Chesterfield, Derby or Mansfield. Although there is generally good transport links from Alfreton to most of these locations, there is likely to be an additional cost for young people accessing these locations. Due to the late notice given of this change, affected young people may find it hard to find a place on a suitable course, which may in turn increase the distance they have to travel, and therefore cost.

<p>Disabled people including mobility, sensory, learning, mental health, HIV, and also include carers and relatives</p>	<p>Some disabled young people rely on public transport. Young people from the age of 5, with certain disabilities, are eligible for a Gold Card which entitles them to travel free on local bus services throughout the Country. Use of the card is restricted to after 9.30am on weekdays, but can be used anytime at weekends.</p> <p>Young people in this protected group who use public transport before 9.30am during the week will be affected if they use a b_line card.</p>
<p>Gender (Sex) including men and women, boys and girls</p>	<p>50.8% of Derbyshire's population is female and 49.2% male.</p> <p>Young women now have around the same proportion of driving licence holders as young men so both sexes are equally reliant on public transport.</p> <p>There is no evidence to suggest that the proposals will disproportionately have an adverse impact on people in this protected characteristic group.</p>
<p>Gender reassignment – including impact, if any, on transgender people</p>	<p>The Gender Identity Research and Education Society estimates that 1 in 4,000 people are transgender in Derbyshire, which could mean 200 people. There are no figures for the numbers of 11 to 19 year olds in the County but the numbers are likely to be very low.</p> <p>Although Transgender people may travel further to nearby cities in order to socialise and to find group support, there is no evidence to suggest that the proposals will disproportionately have an adverse impact on people in this protected characteristic group.</p>
<p>Marriage and civil partnership – also include impacts on lone parents and unmarried couples</p>	<p>In 2011, there are over 20,000 lone parent households with dependent children in Derbyshire. 87% of these are female lone parent households. Nationally, half of all people in lone parent families are on low incomes.</p> <p>The extra cost of fares will impact on lone parent households, especially if on low incomes or benefits.</p>
<p>Pregnancy and maternity – including new mothers/ parents</p>	<p>Young women, particularly those living in rural areas and on low incomes, have difficulty accessing ante-natal care. If they are currently not in full-time education and aged 16, 17 or 18, they would benefit from the proposals by becoming eligible for a b_line2 card.</p>



<p>Race – including all racial groups, including impact, if any, on Gypsies and Travellers</p>	<p>Data from the 2011 Census shows that 95.8% of the population of Derbyshire consider themselves to be White British. This figure is higher than the regional or national rate.</p> <p>Economic activity rates in Derbyshire are similar for the White British and Black and Minority Ethnic (BME) populations. This contrasts with the national situation where there is a much lower rate among the BME population.</p> <p>There is no evidence to suggest that the proposals will disproportionately have an adverse impact on people in this protected characteristic group</p>
<p>Religion and belief including non-belief, including religious minority communities, Humanists</p>	<p>Census data from 2011 shows that 63.6% (489,668) of people in Derbyshire describe themselves as Christian, while around 27.9% (215,158) of Derbyshire's population indicated they had no religion. The next largest religion is Sikh with 0.3% (2,316).</p> <p>From September 2015, the Authority will cease providing subsidised transport to faith schools, and contracted provision to denominational schools will end in July 2016. Work will be undertaken with schools and operators to see if services can be replaced commercially, or in other ways. In Derbyshire, changes to the Faith School Transport Policy only affects Roman Catholic and Church of England schools as no provision is currently made to schools of other faiths.</p>
<p>Sexual orientation – including the impact, if any, on any lesbian, gay and bisexual people</p>	<p>The Department for Business Innovation and Skills has estimated that between 5% and 7% of the population could be lesbian, gay, bisexual or transgender (LGBT). If this figure were applied to Derbyshire this would mean around 37,000 people. Currently around 1% of the county Copuncil's workforce has indicated that they are lesbian, gay or bisexual, although many people have not yet provided information.</p> <p>Although lesbian, gay and bisexual may travel further to nearby cities in order to socialise and to find group support, there is no evidence to suggest that the proposals will disproportionately have an adverse impact on people in this protected characteristic group.</p>

**Non-statutory**

<p>Poorer and disadvantaged communities and groups, including people who experience financial exclusion</p>	<p>Those on the lowest incomes are more reliant on public transport with one in two of the poorest households lacking access to their own car. Areas of deprivation in Derbyshire are generally also those areas with the lowest levels of car ownership. The most deprived areas in the County are in the following locations:</p> <ul style="list-style-type: none"> <li>• Bolsover (Shirebrook East and North West, Elmlton with Creswell)</li> <li>• Chesterfield (Rother, Loundsley Green, Middlecroft and Poolsbrook, Barrow Hill and New Whittington)</li> <li>• Erewash (Ilkeston North and Central)</li> <li>• High Peak (Gamesley)</li> <li>• North East Derbyshire (Holmewood &amp; Heath)</li> </ul> <p>The Education and Inspections Act 2006 requires the Authority to provide free school transport for children aged between 11 and 16 who are entitled to receive free school meals or whose families receive the maximum level of working tax credit if they attend one of the three nearest appropriate school. There are currently 600 children in Derbyshire who receive assistance on this basis and whose journeys to school will be unaffected by the proposals to change the b_line scheme.</p> <p>Young people on a low wage / from a low wage family will be impacted more if they are under 16 and their bus operator does not offer a concession of 33% off the adult fare, or if they are 16, 17 or 18 and currently hold a b_line2 card. 16, 17 and 18 year olds who do not already have a b_line card will benefit from the proposals.</p>
<p>Rural communities</p>	<p>Young people in rural areas are less able to walk to a place of work or learning, compared to those in urban areas, and may therefore be more dependent on public transport. Secondary school children receive free school transport, until they finish school in year 11, if they meet the requirements of the Authority's Home to School Transport Policy:</p> <ul style="list-style-type: none"> <li>• attend the normal area school, or a school closer than the normal area school, or the nearest suitable school as determined by the Authority; and</li> <li>• live beyond walking distance from that school</li> </ul>

	<p>There are approximately 3,000 young people aged 14 and 15 who currently receive free school transport, out of a cohort of approximately 20,000.</p> <p>If implemented, the proposals will make it more expensive to travel for 14 and 15 year olds using High Peak Buses (mostly in the rural north-west of the County) and in some instances this could affect the choice of location and courses studied</p>
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Impact on employees of Derbyshire County Council or prospective employees

<ul style="list-style-type: none"> <li>• additional time processing more b_line applications.</li> <li>• additional time required to answer complaints.</li> <li>• DCC employees as parents or carers will have to pay more for their children to travel because of the change in discount level.</li> <li>• DCC employees (apprentices) will gain as they will now be able to benefit from a discount.</li> </ul>
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**b From existing customer and other feedback – who is likely to be adversely affected, how and to what degree? Will anyone gain or benefit?**

*Note: The quotations used in this section are intended to help give a flavour of some of the open-ended responses to the public consultation questionnaire and should be read in conjunction with the summaries provided in Appendix 2 of the report to be considered by Cabinet at its meeting on 26 May 2015.*

<b>Protected Group</b>	<b>Findings</b>
Age	<p>The highest number of responses to the consultation were from the 11 to 13 age group (31.3%), followed by the 14 and 15 age group (24.5%) and 16 to 18 age group (24.4%). The lowest numbers of responses were from the 19 to 24 age group (2.6%).</p> <p><b>Under 16s</b> If under 16s are unable to access a commercial concession which is as good as that offered by the current b_line scheme, they will need to pay more and therefore be disadvantaged over other young people who can access a commercial concession.</p>

	<p><i>"Travel costs to get to school would become more expensive - where do you expect families to get the money from?"</i></p> <p><b>16-18 year olds</b> 16, 17 and 18 year olds who already hold a b_line card will have to pay more to travel with their b_line card. It may be possible for some of these young people to access more attractive commercial concessions in some cases.</p> <p><i>"By cutting the b-line for 16 year olds who travel it will put them into more debt, or lose them money they need for school"</i></p> <p><i>"My b_line2 is the only way I can afford to get to my sixth form everyday"</i></p>
Disability	<p>10% of respondents to the consultation say they have a disability.</p> <p><i>"I don't use my b line card because I use a wheelchair"</i></p> <p>There is no evidence to suggest that the proposals will disproportionately have an adverse impact on people in this protected characteristic group.</p>
Gender (Sex)	<p>56.6% of respondents to the consultation were female and 43.4% male.</p> <p>There is no evidence to suggest that the proposals will disproportionately have an adverse impact on people in this protected characteristic group.</p>
Gender reassignment	<p>Data from the consultation does not identify whether the respondent is going through gender reassignment. Discussions with Derbyshire Friend suggest there may be an impact on some young people who want to travel to socialise or for group support as they may feel unable to ask parents / guardians for additional money, but that the impact is likely to be very small and the proposals would not disproportionately have an adverse impact on people in this protected characteristic group.</p>

Marriage and civil partnership	There is no information to suggest that the proposals will disproportionately have an adverse impact on people in this protected characteristic group.
Pregnancy and maternity	There is no information to suggest that the proposals will disproportionately have an adverse impact on people in this protected characteristic group.
Race	92.8% of responders classify themselves as white. There is no information to suggest that the proposals will disproportionately have an adverse impact on people in this protected characteristic group.
Religion and belief including non-belief	There is no evidence to suggest that the proposals will disproportionately have an adverse impact on people in this protected characteristic group.
Sexual orientation	There is no evidence to suggest that the proposals will disproportionately have an adverse impact on people in this protected characteristic group.

### Non-statutory

Poorer and disadvantaged communities	<p>Young people in poorer and disadvantaged communities will be impacted as a small increase in the amount they have to pay can make a big difference.</p> <p><i>“Being on a very low income, dropping the concession from 33% to 25% will have a big impact on me”.</i></p> <p>Help is offered by some colleges for young people on very low incomes.</p>
Rural	<p>Young people in rural areas tend to travel further to get to education, work or training opportunities, and will be impacted as they are likely to be paying a higher fare due to the greater distance travelled. Young people using High Peak Buses will be particularly affected. If a young person aged from 11 to 16 travels from Glossop to Chapel school with High Peak Buses, they would have to pay around 50p extra for each single journey based on current fares. The precise amount will depend, among other things, on the extent to which passengers are able to take advantage of discounted weekly tickets.</p>

	<p><i>"The catchment area of the local colleges and sixth forms is very large, people travel from as far as Ashby to get to school using the bus service. Travelling along this route up to 10 times a week (5 journeys to and from school) can be expensive with a b_line card. Reducing the discount will only add to this expense for some students".</i></p> <p><i>"Already on a tight budget. Will struggle to pay for my son's bus fares as High Peak Buses don't offer an alternative".</i></p> <p><i>".... High Peak Buses have said that they do not and could not offer such a discount and therefore we, as parents, would need to make up the shortfall...."</i></p> <p><i>"We live in rural area and would prefer to pay higher fares than have the service withdrawn completely".</i></p>
Employees or prospective employees	<p>There will be an increased cost for employees who rely on the bus and who currently hold a b_line card, but there will be a benefit for those who currently are not eligible for a b_line card.</p> <p><i>"Young people have very few services as it is without isolating them even more by reducing the supplement currently given to teenage travel. As a family we already pay over £120 per month for bus travel passes for our two children. Our eldest child also works part time (for DCC) and uses her pass to get to work which currently is three bus journeys, She also uses her card to gain discount travel to college".</i></p>

**c Are there any *other* groups of people who may experience an adverse impact because of the proposals?**

**Bus Operators** - Discussions with operators of commercial bus services indicate that there is a "market rate" to attract users onto school bus specials and that if operators charge above this then users will switch to travelling to school by other modes (walking, cycling, being given a lift to school).

The removal of the b\_line discount to under 16s may, in some instances, result in increases to the fares charged to users. There is also a risk that this may, in turn, affect patronage levels on these services if users perceive that fares charged no longer represent value for money, and therefore switch to other modes.

## d Gaps in data

What are your main gaps in information and understanding of the impact of your policy and services? Please indicate whether you have identified ways of filling these gaps.

<b><i>Gaps in data</i></b>	<b><i>Action to deal with this(if any)</i></b>
The numbers of under 16's who will not have access to a commercial concession if the proposals are approved.	Not currently possible to collect this data as b_line cards are not 'smart' cards so individual reference numbers are not recorded
The number of b_line users who travel on different operators.	See above

**6. From the consultation you have carried out specifically in relation to proposed changes, what views or issues have been raised by those who have responded?** *(Include both their views and any issues they have raised which alludes to the likely impact)*

### a Please summarise the consultation which has been carried out

The consultation began on 28 January 2015 and ran though until 29 March 2015, a period of 8 weeks and 4 days. The focus was on the completion of on-line questionnaires, although paper-based questionnaires were also publicised and available through libraries and district and borough councils.

The consultation was widely publicised through the County Council's website, the Youthinc website, press releases, social media, and through the Youth Council. All schools were requested to contact students directly via e-mail to alert them to the proposals and encourage their response. Other stakeholders, such as bus and train operators, were contacted directly, as were Parish / Town Councils.

There has been a good response to the consultation, having received at the close of consultation:

- 1,034 on-line questionnaires
- 14 hard copies

**b Please summarise the feedback received. This should make clear where those who have responded have highlighted any potential adverse impact as well as their opinions on the proposals.**

## **General**

Responses were received from around the County, including Derby City.

36.2% respondents said they had a b\_line2 card, whilst 28.4% said they had a b\_line1 card.

The most popular reason for using the b\_line2 card was for shopping (46.2%), followed by leisure / entertainment (40.7%), getting to school or college (40.4%), and visiting family and friends (26.3%)

## **Withdrawal of travel discount for under 16s**

53% of respondents agreed with the proposal to withdraw the b\_line travel discounts for under 16s and to provide a b\_line card as proof of age so that holders can get commercial concessions offered by the bus and rail operators.

*“b-line should just be a proof of age to access discounts that bus companies will provide, it enables easy proof to enforce price discrimination, bus companies will give discounts as they face an inelastic demand curve”.*

Concerns raised amongst those who did not agree, 34% of respondents, related to child fares not being available up to age 16 for all operators:

*“I'm not sure that all bus/train services have discounted fares up to 16 and if not that should be addressed or we could find ourselves in the situation of 14-16 year olds paying full fare”.*

## **Provide all 16, 17 and 18 year olds with a b\_line card**

74% of respondents agreed with the proposal to give b\_line2 cards to more 16 to 18 year olds who are not in full time education to help them get to training/work placements/apprenticeships. 15% disagreed.

*“I think giving people b-lines is a good idea to give people who aren't in full-time education because it gives them an easier transport to get to training/placement”.*

*“I think it's a good idea to give b-lines to people that are not in full-time education because it give them easier transport to get to training/placements”.*

*“My son is on an apprenticeship and would benefit from reduced travel costs”.*

*“I am on an Apprenticeship and earn very little, so the discount would help me to get to work more cheaply”.*

## **Reduction in travel discount from 33% to 25% for 16, 17 and 18 year olds**

57% of respondents disagreed with our proposal to reduce the travel discount for over 16s from 33% to 25%.



*"Buses are already very expensive. Not every young person has the money to pay for regular buses and b\_lines really help us when paying for transport. I am 17 and pay enough for buses every day and have to stand anyway because OAP's are getting on for FREE - they could go from Scotland to Cornwall for nothing and I have to pay a ridiculous amount to travel less than a mile!!".*

*"By cutting the b\_line for 16 year olds who travel it will put them into more debt or lose them money they need for school".*

But some, 31%, agreed with the proposal:

*"I think it is fair to reduce the discount a bit but let other 16 - 18 year olds benefit from it too".*

*"Your suggestions seem to be a good compromise".*

### **Other comments**

Some respondents felt that, as the scheme is not a statutory requirement, the Authority should not provide it at all:

*"If there is no statutory requirement to provide b\_line then it should be withdrawn - there are more valuable Council services that can be protected with the money".*

Comments were made regarding the unfairness of young people having to pay what is often full fare to travel when they have to be in education or training, but older people get free travel.

*"I think you could reduce the 100% discount that you give to OAPs and distribute the savings in order to subsidise young people's travel".*

*"I find it a personal affront that young people are expected to pay almost in full for bus travel when people aged 60 plus can obtain free travel. I have no problem with people who are on means-tested benefits receiving this but I know an older couple who have two houses and an ocean going yacht who travel for free on buses!".*

A number of respondents felt it unfair that young people may have to pay more because they choose to go to a different school from their nearest one

*"My daughter goes to Derby College and my son may start next year. It already costs over £20 a week for bus fares. If the price went up it would affect whether I could afford for my son to go to college. It would be a shame if his choice of further education was dictated by travel costs".*

*"I travel daily by train from Chinley to UTC in Sheffield. This is only possible because of the 3rd off fare. You cutting this will mean I can't continue at this prestigious Engineering college. I am SERIOUSLY worried about my future now at*

*the college”.*

A number of comments were received relating to the availability of discounts in shops and businesses. Many of these reflect a feeling that not enough shops offer discounts and these discounts should be greater.

*“It seems that the number of shops etc in the High Peak who use b-line is quite limited compared with places nearer to Derby”.*

*“You could possibly make more places able to accept b\_line discounts as many shops in Burton and Derby do not accept the card”.*

## **7 Are there any ways of avoiding or reducing likely possible adverse impact on any groups of people, what are those actions, and how will they assist?**

- Ask the CAB advisors in children’s centres and in other settings to prompt eligible parents to register their children for free school meals. This will trigger eligibility for free school transport for some children and will complement other Council activities promoting uptake of free school meals to schools and parents.
- Encourage schools to promote awareness of entitlement to free school transport to all students who live more than three miles from their normal area school. Schools should be encouraged to identify families who may qualify for transport assistance because they receive certain benefits, or are on a very low income.
- Encourage schools and colleges to promote the 16-18 bursary fund to those who may qualify for assistance to help them overcome financial barriers, including transport costs, which may prevent them from attending further education.
- Promote availability of bus operator discounted tickets and young persons’ rail card.
- Encourage bus operators to maintain and improve child fares up to age 16, particularly where they are not already available.
- Identify new opportunities with businesses across the County to see if the discount scheme can be extended to include new shops and services. This should include services that can offer health benefits to residents such as leisure services.

## 8 Main Conclusions and Recommendations

### Conclusions

Based on the analysis, the following is believed to be of importance and should be noted by decision-makers:

- Most 11 to 16 year olds will be able to obtain a commercial discount on many bus services and all train services of at least 33% using their b\_line1 card. There may be some exceptions to this, particularly relating to users of High Peak Bus services.
- An unknown number of young people aged 11 to 16, particularly those who use High Peak Buses, are likely to have to pay more for their journeys. This could impact on those part way through a course who will have to pay more and have not budgeted for this.
- All 16, 17 and 18 year olds will receive a 25% travel discount. Although existing b\_line card holders in this age group will have to pay a little more than now, the change will remove the current inconsistency of provision.
- The proposals for 16, 17 and 18 year olds may affect some people's choice of where to study, work or take up an apprenticeship. This may be positive for some, but potentially negative for others.
- There is no guarantee that commercial concessions will continue to be available, either at their current level, or at all, in the future.
- Apprentices will benefit from the scheme, although placements often last past the 19<sup>th</sup> birthday, so the young person will only benefit for part of the course

### Recommendations (if any)

It is recommended that:

1. Officers continue to work with bus operators to encourage them to maintain and improve child fares up to age 16
2. A publicity and communication programme is developed and implemented to explain proposed changes, timescales and ticket options

## 9 Action planning in response to the completed analysis

<b>Objective</b>	<b>Planned action</b>	<b>Who</b>	<b>When</b>	<b>How will this be monitored?</b>
<b>What you want to achieve</b>	<b>What you intend to do</b>	<b>Responsible person or department</b>	<b>Timing of action</b>	<b>Monitoring and review arrangements</b>
Ensure all under 19s are aware of the proposed changes	Develop a publicity and communication programme to explain proposed changes, timescales and ticket options	C Carey	June - Sept	Derbyshire Youth Council Bus Operator Liaison Group
Ensure any eligible young person who wants a b_line card has access to one	Re-issue b_line cards	A Crompton	June - Sept	Derbyshire Youth Council Schools
All bus and train operators in Derbyshire to offer child fares up to age 16	Encourage local operators to maintain, improve or introduce child fares to age 16	A Crompton	Ongoing	Bus Operator Liaison Group
Reduce the impact of higher transport costs	Work with CAYA to support / encourage them to automatically register eligible young people for free school meals, which will entitle them to help with transport costs	J Hirst / J Walker	Summer 2015	Number of children aged 11 to 16 who are registered for free school meals
Ensure parents and carers are aware their entitlement to free school transport, if eligible	Encourage schools to promote awareness of entitlement to free school transport to all students who live more than three miles from their normal area school	J Walker	Ongoing	Liaison with schools

Restricted

Ensure parents / carers are aware of the 16-18 bursary fund	Encourage schools and colleges to promote the 16 – 18 bursary fund to those who may qualify for assistance	J Walker	Ongoing	Liaison with schools and colleges
Reduce the impact of higher transport costs	Promote increased awareness of discounts at shops / businesses etc	C Carey	Summer / Autumn 2015	Review of impact after first year

## **10 Monitoring and review arrangements**

Please outline what steps will be taken to monitor and review the implementation of proposals if they are agreed here:

Monitoring of the success of the implementation of the actions will take place through the Youth Council and Bus Operator Liaison meetings.

Additional monitoring will be undertaken during the first year of implementation through further contact with consultation respondents who were interested in being involved in future consultation.

#### Appendix 4 – Proposed Changes to b\_line Scheme: Health Impact Assessment Checklist

Potential Health Impacts on the population of Derbyshire (ie not just the protected groups for Equality Analysis)	Yes* + or -	No* + or -	Not sure* + or -	Comment (including potential for mitigation)
Will health be directly affected?		x		
OR				
Will health be indirectly affected?	x + and -			
Social and economic factors - Will the conditions in which people live be affected? eg education, poverty, housing, transport	x + and -			Ask the Citizens Advice Bureau (CAB) advisors in children's centres and in other settings to prompt eligible parents to register their children for free school meals. This will trigger eligibility for free school transport for some children and will complement other Council activities promoting uptake of free school meals to schools and parents.
Environment - Will the environments in which people live/work be affected? eg built environment/environmental		x		

hazards				
Mental well-being - Will people's sense of control, social inclusion, emotional well-being or motivation be affected?			x + and -	The slight increase in cost due to loss of some subsidy may affect some young people's ability to travel around, potentially affecting their ability to maintain social networks. Others may benefit by becoming eligible for the scheme. The impact is likely to be marginal due to the low numbers involved.
Access to services - Will access to services be affected?	x + and -			As above, with regard to access to various services and amenities, but larger numbers will be involved.
Lifestyle - Will health-related lifestyles be affected? eg diet, physical activity, smoking.			x	
Sustainable future (green environment) – Any effect on sustainability?			x	
Is a significant proportion of the population affected by the initiative? eg <i>over 25%</i>	x			All young people aged 14-19 in Derbyshire will be affected.
Are there community concerns about potential health			x	



impacts?				
Is this likely to increase health inequalities and / or disproportionately affect vulnerable groups?			x	If there is an impact it will not be measurable due to low numbers affected.
Is the cost of the initiative high ( <i>over £100,000</i> )? OR will it save money?	x			It will save money which will be used on other Council services which may have a greater positive impact on public health.
Is the initiative a high priority/important for the organisation/partnership?	x			
Is there potential to change the proposal?	x			
<b>Total Negative Impacts</b>	<b>3</b>			

If the number of **negative** impacts is more than 7 (50%) please refer to Richard Keeton in Public Health for advice.

*\*These columns are ascertaining a) if there is likely to be an impact on health and b) if that impact is positive or negative.*