



KENT COUNTY COUNCIL
EQUALITY IMPACT ASSESSMENT

Please read the EqIA GUIDANCE and the EqIA flow chart available on KNet.

Directorate:

Growth, Enterprise & Transport

Name of policy, procedure, project or service

Young Persons Travel Pass

What is being assessed?

Subsidy per pass reduction of £60 for standard passes

Responsible Owner/ Senior Officer

Mike Whiting/Phil Lightowler

Date of Initial Screening

15th February 2019

Version	Author	Date	Comment
1.1	Phil Lightowler	26/02/19	Reduction in subsidy to the cost of the standard pass by £60, increasing the cost to the user.

11

12

Screening Grid

Characteristic	Could this policy, procedure, project or service affect this group less favourably than others in Kent? YES/NO if yes how?	Assessment of potential impact HIGH/MEDIUM LOW/NONE UNKNOWN		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities
		Positive	Negative		
Age	For scheme users, no The scheme is limited to 11 to 16 age range . This is not a protected category for those under 18. If applied to parents/guardians the yes.	None	None	a) Yes. Change to application process, moving from yearly/half yearly to yearly/instalments may impact a portion of the user group. Monitoring to be put in place.	Yes. This YTP subsidy continues to provide equal access to the bus network for all young people at an affordable price
Disability	No	None	None	a) No . b) No.	No
Gender	No (See Pregnancy and maternity)	None	None		
Gender identity	No	None	None		
Race	Yes	Yes	None	No.	
Religion or	No	Yes	None	No.	

belief						a). No b).No.
Sexual orientation	No	None	None	None		
Pregnancy and maternity	No	None	None	None		
Marriage and Civil Partnerships	No	None	None	None		

Part 1: INITIAL SCREENING

Proportionality - Based on the answers in the above screening grid what weighting would you ascribe to this function – see Risk Matrix

Low	Medium	High
Low relevance or Insufficient information/evidence to make a judgement.	Medium relevance or Insufficient information/evidence to make a Judgement.	High relevance to equality, /likely to have adverse impact on protected groups

Low

The impact is determined as Low, on the basis of;

- *The scheme continues to provide reduced cost bus travel for those students travelling to a school, who would not be eligible for free travel.*
- *It can in selected cases reduce the cost from 25% up to 100%, depending on pass type and journey undertaken.*
- *It is open to all year 7-11 and residing in Kent.including UASC.*
- *The subsidy reduction does not apply to the low income pass, which remains at the same price to the user since 2015.*
- *The standard pass at £350 annual cost/£360 cost on instalments, delivers a price per day of £1.84/£1.89 for bus travel, significantly less than commercial bus fares. This taking account of the £60 subsidy reduction.*
- *The scheme still delivers a cost per day, which for many, is still better than a half fare scheme. Half fare schemes being the norm that are supported by other authorities across the UK, outside of London.*
- *The introduction of instalments will allow the spreading of the cost of payment, better than the current yearly/half yearly arrangement. This instalment option will be open to all. The introduction of instalments may have an impact on those who previously bought half year options and this impact will be monitored.*
- *The administration fee of £10 for instalments is based on recovery the cost of implementing instalments, both for additional staff and payment collection through Cantium Business Support.*
- *The pass can be purchased/applied for online and by application form.*

- *No change free pass offer, for those families with more than two students accessing the scheme is retained.*

Context

This is the third EqIA for this scheme. The first covering the transition from the Kent Freedom Pass (KFP) to Young Persons Travel Pass (YPTP). This occurred in 2014 for the academic year 14/15 and when this transition took place, the total number of passes issued under the scheme dropped from 29,972 to 24,233.

The second version of the EqIA was prepared when the subsidy per standard pass was reduced by £50.

This transition saw no fall in pass numbers, in fact pass numbers increased to 24,950.

Subsequent pass costs increases to absorb operator inflation in 16/17 & 17/18 have seen pass numbers of 24,111 and 23,678.

The third version of the EqIA is for the proposal below.

The YPTP has been available since academic year 2014/15, replacing the Kent Freedom Pass. The subsidy provided to the pass supports families to exercise their preference of suitable school for their young person. Outside of London, where travel for those under 18 is free, 24/7, the YPTP is the only local authority scheme we are aware of, where on payment of their contribution they receive a pass entitling free travel across the Kent local bus network. Other authorities provide half fare or other reduced cost schemes, but not as generous as the Kent scheme.

For academic year 2019/20, the Young Persons Travel Pass is to be re-branded as the Kent Travel Saver, will see a reduction in the subsidy provided to the standard pass and will see introduction of instalments, which will change how the pass can be purchased.

The core offering of the YPTP remains, that on either purchase of a pass or entitlement to a free pass, this allows you unlimited travel on the local bus network of Kent, between the hours of 06.00 and 19.00 Monday to Friday, from the start of the academic year until the 31st July. That a number of operators will continue to provide additional travel entitlement, at either no charge or at an additional cost.

Aims and Objectives

The YPTP is designed to;

- Provide access to a bus pass provided at a subsidised cost, allowing free travel for school journeys, across Kent.

- Open access for all to the school of their choice.
- Develop public transport use at an early age, so that this continues in later life, which supports mobility sustainability.
- The scheme also helps to reduce congestion and ensures that school journeys are not unnecessarily inconvenienced by traffic congestion.

Beneficiaries

The beneficiaries of the scheme are the;

- Parents/Grand parents/ Guardians of children attending a school and who have no entitlement to free transport.
- Those in care, receiving a free pass.
- Parents/Grand parents/Guardians of children, who are on a low income, who access a reduced price.
- Care Leavers

Proposal

That the previous approach to the setting of the subsidy to the cost of the pass, as approved by Cabinet on the 1st June 2015, whereby there was an initial reduction in subsidy to the pass of £50 and any other annual changes, would be capped to a value of 5% of the gross cost of the scheme is replaced for 19/20 with a reduction in subsidy of £60 for those who purchase a standard pass.

The reduction of £60 in subsidy per standard pass will reduce the net cost of the YPTP scheme to KCC by £800K. Set against a context of continued funding reductions from national government to the authority, the pressure on key services and the funding challenge, this ensures that the scheme is financially sustainable. That KCC can continue to provide the discretionary travel scheme accessed by 24,000 students.

For those on a low income, as defined as those registered on the KCC Awards Database as receiving free school meals, the cost of the pass remains at £100.

The provision of free passes to those in care, care leavers remains as is.

The current offer that those families purchasing more than two standard cost passes, will only pay for the first two, with the remainder free is retained.

Following requests from county members to the Cabinet Member for Environment & Transport for provision of a payment instalment process, the

current process where the pass can be purchased in yearly or half yearly options will be replaced. Instead passes will be available in either an annual or instalments option.

For those opting for instalments, they will be issued an annual pass but will pay over 8 months if applying in June/July, with payments pro-rata for those who apply later.

For those on low income they will still be able to take up the option of 8 instalments, however they will not be charged a £10 administration fee.

The cost of the YPTP standard will be £350 annually or £360 on instalments. The low income Travel Saver will be £100 for either option.

A process will be in place for those on instalments in respect of a payment failure, to ensure that it is notified to the pass purchaser, so there is no requirement to stop a pass. In cases of continued non payment, the pass will be stopped.

Potential Impact

The cost of the standard pass will rise by £60 for annual/£70 for instalments, which is a significant increase. Mitigation, through instalments is part of this proposal.

The current process of purchasing the pass in yearly/half yearly will end. There will be some current pass purchasers who prefer this method of purchase, compared to yearly/instalments. Particularly those with year 11 students, purchasing a half year for the first part and not the second, due to exams. The number of people purchasing first half year in 17/18 was 9576 and who then purchased a second half year was 9055. This shows that 517 people who would normally save the second half year cost of the pass, would under the new arrangements would be dis-advantaged. Alternatively for those who previously purchase a full year pas (either full or in two parts) will be able to spread the cost of the pass over 8 payments.

There could be cases, in respect to instalments, where non payment leads to the stopping of a pass and a student not being able to travel. A sympathetic process will be in place to ensure that this is managed with the student in mind.

YPTP Data

Historically the service has not collected equalities information for the parents/guardians of pass holders, as there is no capability within the current IT system. The service will look to develop this option as part of its concessionary card management system renewal.

The data available to the service is in the form of Mossiac data, as shown below. The data below is for current pass holders, as at Jan 19.

District	Full Cost YP Travel Card Holders	Reduced Cost YP Travel Card Holders	Free YP Travel Card Holders	All Young Person's Travel Card Holders	Full Cost YP Travel Card Holders (%)	Reduced Cost YP Travel Card Holders (%)	Free YP Travel Card Holders (%)	All YP Travel Card Holders (%)
Ashford	2,229	161	406	2,796	79.7%	5.8%	14.5%	100.0%
Canterbury	2,216	171	381	2,768	80.1%	6.2%	13.8%	100.0%
Dartford	1,028	63	126	1,217	84.5%	5.2%	10.4%	100.0%
Dover	1,200	82	473	1,755	68.4%	4.7%	27.0%	100.0%
Gravesham	968	62	188	1,218	79.5%	5.1%	15.4%	100.0%
Maidstone	1,775	102	248	2,125	83.5%	4.8%	11.7%	100.0%
Medway	7		2	9	77.8%	0.0%	22.2%	100.0%
Sevenoaks	2,506	85	157	2,748	91.2%	3.1%	5.7%	100.0%
Shepway	1,459	98	357	1,914	76.2%	5.1%	18.7%	100.0%
Swale	1,326	101	251	1,678	79.0%	6.0%	15.0%	100.0%
Thanet	776	103	282	1,161	66.8%	8.9%	24.3%	100.0%
Tonbridge and Malling	3,223	95	287	3,605	89.4%	2.6%	8.0%	100.0%
Tunbridge Wells	1,608	72	238	1,918	83.8%	3.8%	12.4%	100.0%
Unknown	23	2	3	28	82.1%	7.1%	10.7%	100.0%
Total	20,344	1,197	3,399	24,940	81.6%	4.8%	13.6%	100.0%

Mosaic Group	Full Cost YP Travel Card Holders	Reduced Cost YP Travel Card Holders	Free YP Travel Card Holders	All Young Person's Travel Card Holders	Full Cost YP Travel Card Holders (%)	Reduced Cost YP Travel Card Holders (%)	Free YP Travel Card Holders (%)	All YP Travel Card Holders (%)
A - Country Living	2,185	57	128	2,370	92.2%	2.4%	5.4%	100.0%
B - Prestige Positions	3,716	48	191	3,955	94.0%	1.2%	4.8%	100.0%
C - City Prosperity	73	2	6	81	90.1%	2.5%	7.4%	100.0%
D - Domestic Success	3,342	75	322	3,739	89.4%	2.0%	8.6%	100.0%
E - Suburban Stability	1,485	68	220	1,773	83.8%	3.8%	12.4%	100.0%
F - Senior Security	1,761	66	215	2,042	86.2%	3.2%	10.5%	100.0%
G - Rural Reality	1,838	119	243	2,200	83.5%	5.4%	11.0%	100.0%
H - Aspiring Homemakers	2,575	158	417	3,150	81.7%	5.0%	13.2%	100.0%
I - Urban Cohesion	146	3	46	195	74.9%	1.5%	23.6%	100.0%
J - Rental Hubs	435	52	214	701	62.1%	7.4%	30.5%	100.0%
K - Modest Traditions	373	54	367	794	47.0%	6.8%	46.2%	100.0%
L - Transient Renters	543	96	181	820	66.2%	11.7%	22.1%	100.0%
M - Family Basics	1,494	330	618	2,442	61.2%	13.5%	25.3%	100.0%
N - Vintage Value	254	35	179	468	54.3%	7.5%	38.2%	100.0%
O - Municipal Challenge	62	31	41	134	46.3%	23.1%	30.6%	100.0%
U - Unclassified	62	3	11	76	81.6%	3.9%	14.5%	100.0%
Total	20,344	1,197	3,399	24,940	81.6%	4.8%	13.6%	100.0%

JUDGEMENT

Option 1 – Screening Sufficient - No

Justification:

A lack of equalities information for parents/guardians of students means that the full equality impact of the proposed subsidy reduction and introduction of instalments cannot be measured. Impacts have been identified however this could be limited.

Option 2 – Internal Action

Future mitigation put in place in respect of equalities information.

Option 3 – Full Impact Assessment

Equality and Diversity Team Comments

The recommendation would be to undertake further consultation and engagement to ensure a full understanding of impact can be assessed.

Sign Off

I have noted the content of the equality impact assessment and agree the actions to mitigate the adverse impact(s) that have been identified.

Senior Officer

Signed:

Name:

Job Title:

Date:

DMT Member

Signed:

Name: J. JONES

Job Title:

DIRECTOR HTW

Date: 07 - 03 - 19

Equality Impact Assessment Action Plan

Protected Characteristic	Issues identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
Age	The move from yearly/half yearly passes to annual/instalments approach may impact current users of the scheme.	Monitor scheme uptake for 19/20 incl split between yearly/instalments. Record all correspondence identifying concerns or adverse outcome as a result of change to pass application process.	Identify the benefit/disbenefit of moving to instalments.	Head of Public Transport	19/20 scheme year	None
All protected groups.	That the service has never collected the equalities data for the parents/guardians	To put in place a process for collecting the equalities information of the parents/guardians,	Detailed equalities information to support future Eq/A	Head of Public Transport	20/21 scheme year	Needs further work, as there will need to be IT involvement.

	<p>of those using the pass. This means that the service relies on Mossiac data for identifying those who use the pass. This does not provide the required transparency.</p>	<p>both electronically and on paper forms.</p> <p>To allow this information to be presented in a downloadable format for analysis.</p>				