



Tt19 Supported Passenger Transport Services and Concessionary Travel - Consultation Phase

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Department: Economy, Transport and Environment
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Description of current service/policy

This relates to subsidising bus services that are not commercially viable but which are deemed to be socially important, and the administration of the National Concessionary Fares scheme in Hampshire, predominantly affecting older people and people with disabilities, which has been enhanced locally by Hampshire County Council.

Geographical impact: All
Hampshire

Description of proposed change

To make savings of £1.1 million from a the public bus subsidy and concessionary fares budgets by:

- Making operational changes to the current local bus and ferry - services supported by the County Council;
- Replacing some subsidised public bus services with alternative forms of community transport;
- Reducing the amount of printed publicity with a greater use of electronic information;
- Reducing the amount of support available to organisations that provide or support transport services;
- Removing the use of Older Person's Bus Passes on Taxi shares, Dial-a-Ride and Call and Go services, which is a discretionary enhancement to the National Concessionary Travel Scheme.

Impacts of the proposed change

This impact assessment covers Service users

Engagement and consultation

Has engagement or consultation been carried out? Planned

A public consultation, available to all Hampshire residents, will run from the 11th June to the 5th

August. Members of the public will be able to respond online and by return of hard copies. There will also be targeted engagement with users of dial-a-ride, call and go, and taxi shares, as well as with local transport forums, and a special event for parish councils.

Statutory considerations	Impact	Mitigation
Age: Medium	Withdrawal of this funding could have an impact upon the mobility of older and younger people who are disproportionately dependant on subsidised public transport to access amenities and services.	Precise plans will be made once the consultation is complete, and will be subject to more detailed impact assessments to better understand the impact upon these groups in specific areas, and what mitigation might be possible.
Disability: Medium	Withdrawal of this funding could have an impact upon the mobility of people with disabilities who are disproportionately dependant on subsidised public transport to access amenities and services.	Precise plans will be made once the consultation is complete, and will be subject to more detailed impact assessments to better understand the impact upon these groups in specific areas, and what mitigation might be possible.
Sexual orientation: Neutral		
Race: Neutral		
Religion and belief: Neutral		
Gender reassignment: Neutral		
Gender: Low	Statistically, a larger number of women use subsidised public transport to access amenities than men. On this basis, these changes would have a disproportionate impact upon women.	
Marriage and civil partnership: Neutral		

Pregnancy and maternity: Neutral		
Other policy considerations	Impact	Mitigation
Poverty: Medium	Withdrawal of this funding could have an impact upon the mobility of poorer people who are disproportionately dependant on subsidised public transport to access amenities and services.	Precise plans will be made once the consultation is complete, and will be subject to more detailed impact assessments to better understand the impact upon these groups in specific areas, and what mitigation might be possible.
Rurality: Medium	Withdrawal of this funding could have an impact upon the mobility of people who live in rural areas, who are disproportionately dependant on subsidised public transport to access amenities and services.	Precise plans will be made once the consultation is complete, and will be subject to more detailed impact assessments to better understand the impact upon these groups in specific areas, and what mitigation might be possible.

Any other information

It should be noted that 87% of passenger transport journeys are on bus services which are provided commercially without subsidy, and that the County Council is not the sole funder of community transport services in Hampshire.