

SCRUTINY PANEL

9 February 2017

POVERTY PROJECT - TRANSPORT

Report of the Director for Places (Environment, Planning & Transport)

Strategic Aim:	All	
Cabinet Member(s) Responsible:	Mr T Mathias, Leader and Portfolio Holder for Finance and Places (Highways, Transport and Market Towns)	
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Ward Councillors	All	

DECISION RECOMMENDATIONS

That the Panel:

1. considers the topics and related issues/questions covered in this report;
2. identifies any further information or work it may wish to undertake;
3. authorises the Chair to produce a written report of findings to feed back into the overall project.

1 PURPOSE OF THE REPORT

1.1 The Scrutiny Commission has agreed to undertake a review of Poverty in Rutland. The project objectives are:

- To develop an agreed definition(s) of Poverty in Rutland;
- To develop a Council policy in the form of a White Paper to be approved by Full Council that will outline for Rutland how the Council will act to positively impact on poverty within the County.

2 BACKGROUND AND MAIN CONSIDERATIONS

2.1 Further to the initial workshop attended by Members on 13 September 2016, a list of areas was highlighted for further investigation by individual Scrutiny Panels. The following areas were identified for the Places Scrutiny Panel to take forward:

- Housing / homelessness (covered at a previous meeting of the panel)

- Domestic abuse (covered at a previous meeting of the panel)
- Transport

Family breakdown was also raised, which is sometimes connected with the first two issues.

2.2 Scrutiny Commission have agreed the following timetable for this review:

Stage	Panel	Date
All member workshop		13 th September 2016
Panel work to develop Green Paper	Adults	22 nd September and 1 st December 2016
	Children's	17 th November 2016 and 23 rd February 2017
	Places	24 th November 2016 and 9 th February 2017
	Resources	10 th November 2016 and 16 th February 2017
Green paper to Cabinet	N/R	21 st March 2017
Panel work on White Paper	Adults	6 th April 2017
	Children's	4 th May 2017
	Places	20 th April 2017
	Resources	27 th April 2017
White Paper to Cabinet	N/R	16 th May 2017
White Paper to Council	N/R	June Council

2.3 Further to a meeting with the Chair of the Places Scrutiny Panel, it was agreed that this Panel would focus on transport.

2.4 A short paper has been produced which is included as Appendix 1 to this report. The paper is not exhaustive but provides information to facilitate a discussion.

2.5 Further to the outcome of this meeting the Chair of the Panel will report back to the working group to consider next steps but this will be confirmed at the meeting.

3 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS

3.1 This report gives further information requested by the initial Poverty project workshop.

4 BACKGROUND PAPERS

4.1 There are no additional papers.

5 APPENDICES

5.1 Appendix 1 – Transport

A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.

Appendix 1 - Transport Poverty

1. Background

Transport poverty is a difficult concept to describe and one that both policymakers and practitioners have been struggling to adequately define or measure for many years (Lucas *et al*, 2016; Sustrans, 2012). It is most frequently associated with those without access to a car, but can also include households that own a car but cannot afford to use it for some or all journeys; or to individuals in households who only have one car that is used to transport a family member to work, leaving other residents without access to private transport some of the time.

It is particularly difficult to define and measure because it is multifaceted and affects different people for different reasons. Nevertheless some groups are more likely to experience transport poverty than others for a range of reasons. They include: ethnic minorities, students, unemployed people, elderly people and women. In addition, transport poverty is more strongly associated with rural areas and deprived urban areas (Titheridge *et al*, 2014).

Alongside this, transport poverty tends to affect individuals rather than households, and can be both temporal and spatial. For example an individual may experience transport poverty because they require transport outside of the times when transport is available, or because transport simply is not available. Furthermore they may experience it because they are not aware of the available transport options, or because they have specific needs which cannot be met by the extant transport options.

Therefore whilst ensuring transport is affordable is an important factor in minimising the likelihood of transport poverty, it is also necessary (particularly in rural areas) to consider the availability of alternative transport options, awareness of alternative transport options, the physical and mental capability of the individuals most likely to experience transport poverty, and alternatives that reduce the need for transport (for example localised delivery of services) (Titheridge *et al*, 2014).

Transport poverty (howsoever caused) is likely to impact an individual's ability to access to shops, services and/or activities (including employment and education) resulting in the restriction of individual opportunity and reduced levels of health and wellbeing. As such, it is important to understand how much of the population is at risk of transport poverty, and what measures are currently in place to minimise the likelihood of it, or the impact from it.

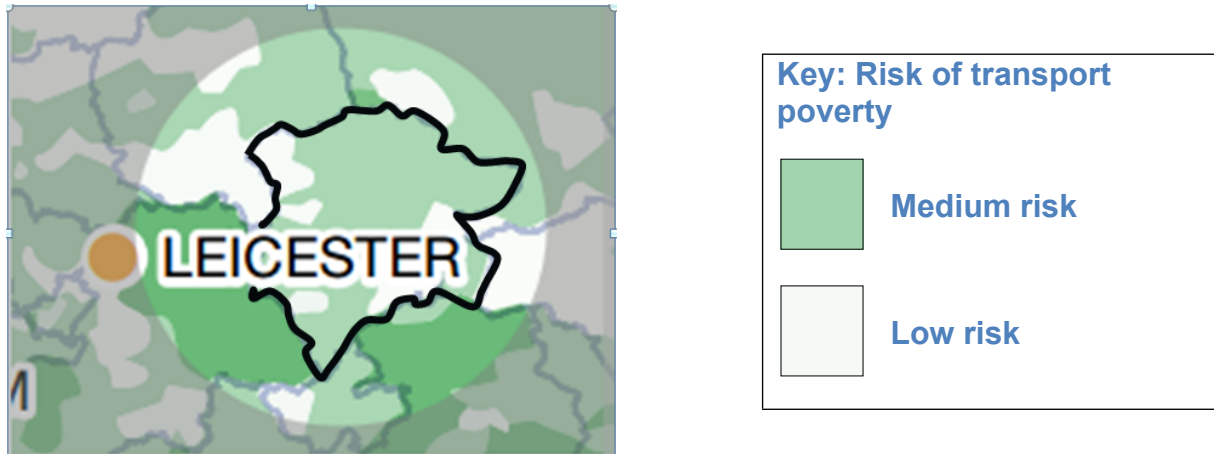
2. Transport poverty in Rutland

In Rutland there are 603 cars or vans per 1000 people, and 87.6% of households have a car or van - this is relatively high compared to the UK average (RAC Foundation, 2012). Nevertheless car ownership and use tends to be higher in rural areas where services are more dispersed and longer distances must be travelled to access them. Expenditure on transport costs also place more of a burden on rural households who

spend 12.5% of household income on transport compared to 10.8% in urban areas (gov.uk, 2015).

According to Sustrans, individuals in Rutland are classified as being at medium or low risk of experiencing transport poverty based on access to services, availability of bus and rail services and income. This is likely to be in part as a result of the predominantly rural nature of the county.

Figure 1: Risk of an individual experiencing transport poverty



Source: Adapted from Sustrans, 2012

3. What support is available

Compared to many other rural local authorities Rutland has thus far retained a relatively extensive rural public transport network that connects many of the smaller settlements to market towns such as Oakham, Uppingham, Stamford or Melton Mowbray, and from there to larger towns and cities such as Corby, Leicester, Peterborough and Nottingham. This is complemented by community transport services, specialist transport services for individuals with certain needs and an extensive network of footpath and cycleways. As appropriate these are widely publicised via the council website, and in other locations such as the library and bus station. Alongside this a range of specific schemes exist at the national and local levels (summarised below) that help to reduce the likelihood of an individual experiencing transport poverty. These are predominantly related to affordability, but some also consider availability.

Nationally

- English National Concessionary Travel Scheme (ENCTS): This scheme entitles individuals of state pension age, or individuals with certain disabilities that affect their mobility, to free travel on local bus services within and outside of Rutland between 09:30 and 23:00 Monday to Friday and all day on Saturday, Sunday and bank holidays. In Rutland this is known as the “Access Travel scheme”.
- Home to school transport: Pupils attending their nearest suitable school are entitled to free home to school transport: up to the age of 8 if they live two miles or more

from school; over the age of 8 if they live three miles or more from school; and of any age if they do not have a safe walking route to school. Pupils from low income households are additionally entitled to free home to school transport: if they are aged 8 to 11 and the school is at least 2 miles away; or if they are aged 11 to 16 and the school is 2 to 6 miles away - as long as there aren't 3 or more suitable schools nearer to home.

- Railcards: Individuals aged 60 or over, under 26 and those with a disability are eligible to purchase a railcard that entitles them to a discount of up to 30% on rail travel.
- Non-emergency patient transport: Individuals with a medical need for support with transport to enable them to access hospital are eligible for free door to door non-emergency patient transport.
- Healthcare Travel Costs scheme: Individuals in receipt of certain benefits are entitled to have the cost of transport to hospital reimbursed. The cheapest suitable mode of transport for the circumstances must be used.

Locally

- Access Travel scheme: RCC also allows ENCTS passes to be used to claim a 50% discount on socially necessary trips made using the Voluntary Action Rutland car scheme. In addition, an individual who is eligible for an ENCTS pass can instead choose to receive £44 of travel tokens per year. These can be used to pay for travel on buses, trains and taxi services with participating operators.
- Post-16 college transport: The post-16 transport policy entitles students 16-18 years old attending their nearest suitable college course to support with transport arrangements and transport cost. Students from low income households receive this support free of charge, all other students are required to make an annual contribution (£339 during 2016/17 but subject to consultation on an increase to £500 per year at the time of writing).
- Travel Aid: Rutland residents who are unemployed can apply for the travel aid scheme which entitles them to travel for half fare on local bus journeys beginning in Rutland for four weeks. The pass can be renewed every four weeks while the applicant is still seeking work.
- Wheels to work: W2W is a scooter and cycle hire scheme designed to help students and young adults who are struggling to access employment or education due to transport barriers. Applicants must be over 2 miles from their education, training, apprenticeship or employment, and not have a direct public transport link to their destination at a suitable time. Various hire prices apply depending on the vehicle, and students receive a £10 discount on the monthly price.

4. Possible questions

- How at risk are Rutland residents of experiencing transport poverty?
- What are the main causes of transport poverty in Rutland likely to be?
- Do the measures in places meet the needs of Rutland residents likely to be experiencing transport poverty?

References

Gov.uk (2015) *Rural Expenditure*, available from https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398454/Expenditure_January_2015.pdf (accessed 24th January 2017).

Lucas, Karen, Giulio Mattioli, Ersilia Verlinghieri, and Alvaro Guzman. Transport poverty and its adverse social consequences. In *Proceedings of the Institution of Civil Engineers-Transport*, vol. 169, no. 6, pp. 353-365. Thomas Telford (ICE Publishing), 2016.

RAC Foundation (2012). *Car ownership rates by local authority in England and Wales*, available from http://www.racfoundation.org/assets/rac_foundation/content/downloadables/car%20ownership%20rates%20by%20local%20authority%20-%20december%202012.pdf (accessed 24th January 2017)

Titheridge, H., Mackett, R. L., Christie, N., Oviedo Hernández, D., & Ye, R. (2014). *Transport and poverty: a review of the evidence*, available from <https://www.ucl.ac.uk/transport-institute/pdfs/transport-poverty> (accessed 24th January 2017).

Sustrans (2012) *Locked out: transport poverty in England*, available from <http://www.sustrans.org.uk/lockedout> (accessed 24th January 2017).