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<b>Report title:</b> Park and Ride Services and Fares	
<b>Report to:</b> Cabinet	
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<b>Date:</b> 21 January 2020	<b>For:</b> Decision
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<b>County Divisions affected:</b> All Essex	

## 1. Purpose of Report

- 1.1 This report sets new and discounted fares for people who hold a concessionary bus pass and use Essex County Council run park and ride services in Essex.
- 1.2 With the intention of making the position fairer, the Council has consulted on a new set of fares for holders of concessionary bus passes who also use the park and ride services in Chelmsford and/or Colchester. Holders of an older people's pass or a disability pass will be able to take advantage of a new discounted fare before 9am. After 9am holders of a disability pass will travel free. For older people's pass holders travelling after 9am a discounted fare of £1.50 per day will apply. This is to make the position fairer by asking pass holders to contribute to the overall costs of the service (parking, customer service, site management and amenities) while still in effect getting their bus travel free.
- 1.3 This report asks Cabinet to agree proposals to make charging on the park and ride services fairer from 1 April 2020 by:
  - Setting a new discounted charge of £1.50 for travel before 9am for both older people's and disability-based pass holders (who both currently pay full fare) and similarly for a person travelling as a companion to a disability-based pass holder with the C+ companion pass.
  - Continuing to provide free service use for disability related pass holders after 9am as part of the concessionary travel scheme;
  - Set a £1.50 charge for age-related concessionary pass holders at all times including for travel after 9am; and
  - Withdrawing park and ride services from the Essex concessionary travel scheme for older people's pass holders.

## 2. Recommendations

- 2.1 That with effect from 1 April 2020 the following changes will apply:
  - Holders of age-related concessionary passes will be able to use park and ride services at all times for £1.50 day fare.

- Holders of disability related concessionary passes and, where eligible, their companion, will be able to use park and ride services:
    - For £1.50 before 9am (Mondays to Fridays)
    - Free at any other time.
- 2.2 Agree that for six months from 1 April 2020 an introductory offer which enables two concessionary pass holders travelling together to use services for £2 return on park and ride services.

### **3. Summary of issue**

- 3.1 Park and ride services are used by people with access to a car and who wish to have a convenient way to travel into town and city centres and avoid car parking charges. They are an important way of reducing congestion by reducing the number of cars in town centres. Motorists and their passengers park without making a separate payment and pay a fare. The cost of park and ride is in many cases cheaper than paying car parking charges in town centres. If blue badge holders use park and ride services, there is a further benefit in terms of congestion reduction since they are entitled to park for free on street in many locations which can contribute to congestion.
- 3.2 Park and ride is a core part of ECC's approach to sustainable travel. Those using the service contribute to reduced congestion and carbon emissions and improved air quality in our urban centres. To provide an effective service it is important that park and ride services achieve financial sustainability after their initial taxpayer investment. This is so that resources can be invested in further new sustainable travel initiatives supporting new passenger groups and travel modes, rather than continuing to provide ongoing support indefinitely to a single passenger group.
- 3.3 Park and ride services are predominantly accessed by people who have access to a car. ECC prices its park and ride services to incentivise their use over town and city centre car parking. All day car parking in a central city or town location can range in cost from £8 to £14 and up to 4 hours is over £4-£5. This means that a £1.50 charge will remain competitive for up to three people travelling together. Park and ride also offers facilities such as customer service staff, easy, stress free parking and toilet facilities.
- 3.4 The Council is the operator of park and ride buses and it has allowed concessionary passes to be used on County Council operated Park and Ride services. The Council does not have to allow this on park and ride because such services are 'amenity services' providing more than transport because it involves the provision of parking, provision of on-site facilities and customer services staff. Many park and ride services where the council is the operator ask concessionary pass holders to contribute to the cost of the service.
- 3.5 At present it is estimated that around 39.5% of the 1.48m park and ride journeys made every year are made free of charge by holders of concessionary passes. The cost of this is funded by council taxpayers.

- 3.6 Concessionary passes are issued by ECC under statutory rules. Anyone of retirement age or having a qualifying disability is entitled to a free pass. ECC has issued 263,515 passes to older people and 15,290 to disabled people.
- 3.7 The County Council has to reimburse bus operators for the revenue they lose by not charging pass holders. The County Council's park and ride budget receives an internal transfer of funds from the concessionary fares budget to reimburse the revenue lost by those taking advantage of free use of park and ride services.
- 3.8 Funding for the statutory offer has historically come from central government grant funding. However, funding from central government is being significantly reduced and will be phased out entirely from the end of 2020. This means that the whole cost will fall on council tax and business rate payers from the end of next year.
- 3.9 The overall cost of the concessionary fares scheme is estimated at £18,200,000 for 2019/20. The cost of reimbursing the park and ride budget for the cost of allowing pass holders to use Park and Ride schemes for 2019/20 is estimated to be £594,000 of which £574,000 is estimated to be related to age related pass use.
- 3.10 The fact that park and ride services are legally classified as 'amenity' services and are not required to be included in the concessionary fares scheme reflects the position at present, concessionary pass holders are benefitting from free use of a service that is much wider than just bus travel. It is considered that introducing a discounted charge for older people's concessionary pass holders would be fairer as it involves a contribution to the wider costs of providing parking, customer service, amenities and site maintenance but in effect maintaining free bus travel (albeit that it will be collected by means of a charge to travel).
- 3.11 Accordingly ECC has developed proposals to ensure fairer charging by withdrawing free use of park and ride services for those with older persons passes. Instead the holders of such passes would be entitled to pay a reduced fare of £1.50. Full details of the proposal are set out in section 4 below.
- 3.12 The £1.50 charge is modest charge compared to the cost of running a car. In 2010 the AA estimated that the lowest cost per mile of running a car is 27 pence (based on an annual mileage of 30,000). If someone is travelling 5,000 miles a year or less they estimated the costs to be 63p a mile. Costs have significantly increased since then.
- 3.13 The impact of the proposal, if implemented, would be that the park and ride budget would no longer receive funding from the concessionary fares budget for most journeys. This would create a saving in the concessionary fares budget. However, this will create a pressure in the park and ride budget which will need to be offset by the income that will be generated by introducing

charges as set out above. We consulted Essex residents on the proposals. The consultation ran between 8 May 2019 and 31 July 2019.

#### 4. The Proposals

- 4.1 The proposals would see the introduction of a £1.50 charge, which is equivalent to or less than half the full adult fare on park and ride services. A table showing how the charges currently operate and how the proposal would be different is shown below.

Older pass holders:

Time:	Before 9am	After 9am
Current	Full fare	Free
Proposed	£1.50	£1.50

Disabled pass holders:

Time:	Before 9am	After 9am
Current	Full fare	Free
Proposed	£1.50	Free

Free journeys would continue to be funded from the concessionary fares budget.

- 4.2 These proposals have advantages and disadvantages for pass holders:

- A £1.50 fare would be available before 9am for all pass holders. Currently all pass holders wishing to use the service before 9am have to pay the full fare. At present some demand on the morning peak services is suppressed because some pass holders delay their journey to take advantage of free service use after 9am. These proposals would remove that incentive for older people and reduce it for disabled people. This may lead to an increase demand at the morning peak.
- Older people will have to pay £1.50 after 9am when currently they can use the service for free.

- 4.3 The financial impact on ECC would be:

- There will no longer be any free use of park and ride services for holders of concessionary fares passes for older people holders after 9am, reducing the demand on the concessionary fares budget.
- Some people who currently have the older person's pass may also qualify for disability passes and we may receive more applications from older people for such passes. At present there is little reason why anyone eligible for an older people's pass would apply for a disability pass, but that will change if these proposals are implemented.
- ECC will receive income from those paying the £1.50 fare who currently do not pay to use park and ride services.

- If people choose to park elsewhere, there will be no financial impact on ECC as it saves the concessionary fare payment, but the park and ride service receives no fare income.
- If people choose to use other bus services instead, a concessionary fare re-imbursement would be paid to the alternative bus operator. This will lead to an overall increase in expenditure to ECC.
- The reduced fares for pass holders before 09:00 will also cost ECC the difference between the £1.50 and the full fare. However, the number of pass holders using the service at this time is currently believed to be low – but this may increase.

4.6 Whilst the annual cost of the concessionary fares scheme for park and ride is currently netted off against the income within the park and ride budget, the introduction of a charge for a previously discretionary service means that each payment of £1.50 for service use after 09:00 would be net income benefit to ECC.

## **5. Consultation Responses Analysis**

5.1 The consultation asked several questions to establish who was using concessionary passes, how often and what they said they would do if they had to pay to use the service. The results of the consultation are set out below:

5.2 There were 1,494 responses. Of these 1,194 were pass holders. The highest number of respondents lived in Chelmsford, Maldon and Braintree districts and 61.85% of respondents were aged between 65 and 74.

5.3 31.86% of people who replied would consider themselves to have a disability, with 11.38% having a hearing impairment.

5.4 We asked which park and ride sites people used. Users could use more than one of the services so may be counted twice.

- 631 people used the Sandon site
- 470 use the Broomfield Hospital shuttle service at Chelmer valley
- 428 use the park and ride service from Chelmer Valley
- 325 people using Colchester P&R responded.

5.4 We asked if people agreed or disagreed with the proposition.

- 391 or 26.17% of respondents agreed with the proposal and;
- 1,097 or 73.43% disagreed.

5.5 The biggest reason for disagreeing with the change was that park and ride supports independent living and prevents isolation with 60.89% of respondents holding this view.

- 5.6 Of the 1,194 responses from pass holders 1,115 said that they were holders of concessionary bus passes issued under ENCTS. Of the pass holders:
- 726 (65.11%) said they would stop using the service if the charges were introduced.
  - 378 (33.90%) said they would still use the service.
  - 11(0.94%) people did not reply.
- 5.7 We asked what people would use as an alternative to the park and ride. The question allowed multiple responses so there are more responses than responders. The replies broke down as follows:
- 'go to a retail park', 444 (39.82%)
  - 'go to another town or shop' 432 (38.74%) and;
  - 'park in a side street' 290 (26.01%)
  - 101 people (9%) said they would use a local bus route instead
- 5.8 Of the older person's pass holders who replied to the consultation and said they would continue to use the P&R if there was a fare:
- 20% use Sandon,
  - 13.72% Chelmer Valley,
  - 15.25% hospital shuttle and
  - 8.70% Colchester.
- 5.9 Of the passholders who said they would stop using the P&R service if there was a charge:
- 36.14% use Sandon,
  - 24.22% Chelmer Valley,
  - 26.37% hospital shuttle and
  - 20.27% Colchester.
- 5.10 398 of 1,194 (33.3%) of people did not indicate what they would do if they did not use the P&R
- 5.11 A number of questions gave people the opportunity to make individual comments. These are summarised at appendix A and some of the key issues are set out in section 6 below.

## **6. Analysis of Consultation Responses**

- 6.1 It is clear that there is significant opposition to the proposals and that 65% of respondents said, when asked in the consultation, that they will stop using the park and ride if a fare is introduced. However, people have acknowledged the convenience and competitive cost of park and ride services compared to the alternative of driving into Chelmsford or Colchester and the deterrent effect of a £1.50 return fare is still likely to be cheaper than the alternatives available to

most people. For that reason it is considered that in practice most people affected will continue to use the park and ride service.

- 6.2 Unfortunately there is no way of knowing the actual impact without introducing the charges. It is important to note that even if the charges do slightly reduce usage of park and ride, we do not expect the reduction to be large and it is likely to be financially neutral for ECC.
- 6.3 Although it is possible that people may change their travel arrangements following the introduction of the charges, most people indicated that they have other travel options open to them, which means that the impact on them will be small.
- 6.4 Some people indicated that they feel that the park and ride schemes are important attractors for them visiting the city and town centres and the proposed charges will make this a less attractive option.
- 6.5 They also feel that the additional cost could impact on people's ability to pay for other things. However, the proposed charge is modest compared to the overall cost of travel and the impact on individuals will mainly be small whilst resulting in a significant saving to the County Council
- 6.6 Some people felt that older people had worked hard all their lives and were 'owed' free travel. However free bus travel for the elderly is a relatively recent innovation in Essex and older people will still be entitled to free travel on regular bus services and will be entitled to use park and ride services at much lower cost than the general public both before and after 09:00.
- 6.7 It was suggested that disabled people should be treated in the same way as older people as disabled people get more benefits. However, the Council considers that disabled people qualifying for the pass have reduced mobility and are entitled to a blue badge meaning that they can park on-street free of charge in town centres, which makes introducing park and ride services undesirable. Furthermore, the number of disability passes represents only 5% of the number of passes issued so the financial impact is currently limited, although the number may increase significantly if these proposals are implemented as some people may currently be eligible on both age and disability grounds but may choose to get an age pass as eligibility is easier to establish.
- 6.8 It was suggested that some people may switch to 'normal' buses, which would have a negative financial impact because the council will have to pay money to the operator of 'normal' bus. It is considered that the potential impact is limited as if this option were attractive then people would be doing it now given that it is financially neutral for them at the moment.
- 6.9 People were concerned that this charge may lead to social isolation because the park and ride service was a 'lifeline' service. The park and ride service is valuable, but it is really only fully usable by people with access to a car who can afford to travel.

6.10 In addition, this proposal was considered at a meeting of the Council's Place Services and Economic Growth Policy and Scrutiny Committee, October 2019. The recommendations are subject to ratification by the Committee but in broad terms:

- Members suggested that the fee should be introduced gradually – they suggested at first at the cost should be £0.50 and then be increased over time to £1.50

To reflect this proposal, it is proposed to introduce a '2 for £2' when two pass holders use the service together after 9am for the first six months of implementation, which will achieve a staged implementation for many people.

- Members felt that the Business Improvement District (BID) partners in Chelmsford and Colchester should be consulted over the changes, with a view to potentially securing additional funding to continue to operate at current costs.

Officers have approached the Chelmsford and Colchester BID Partners. We do not believe that either BID has the appetite to replace the potential income which could be generated if the proposal is implemented. The BID organisations have a fixed income set for the life of the BID when there is a BID ballot. This budget is already largely committed. The Chelmsford BID has a total annual budget of around £600k.

- Members were concerned about the air quality and environmental implications of the proposals and suggested that this should be considered by the proposed Climate Change Commission when it is established (should this be found to be within the commission's remit).

Although the introduction of fares will have some impact on usage of the park and ride, the actual impact is not known. Logically if more people choose to drive into the town and city centres this would result in an increase in both air quality and carbon emissions compared to the current position. There is an Air Quality Management Area at the Army and Navy roundabout which is on the route between the Sandon site and Chelmsford City Centre.

However, results of the consultation show that a substantial number of people are likely to continue to use the park and ride, use another form of public transport or divert away from the city or town centre. Additionally, many of any journeys affected are likely to be made at off peak times when congestion and therefore the impact on air quality is lower. It is also more likely that charging for service use will mean some people will combine journeys rather than make separate trips reducing the overall demand for travel, which would have a positive environmental impact. As a result we are not expecting any



impact sufficient to have an appreciable adverse effect on national air quality standards being met.

The remit of the Climate Change Commission has yet to be finalised but it may be that the Climate Change Commission will wish to consider this issue. It should be noted that the Council is not proposing to withdraw any bus services and the impact of other ways of achieving savings in order to achieve an overall balanced budget could have a higher impact on climate change. It is not therefore proposed to delay a decision until the commission has reported.

## **7. Issues for consideration**

### **7.1 Financial implications**

- 7.1.1 Essex employs concessionary fare specialist consultants MCL to undertake financial administration and advice services for the Essex ENCTS scheme.
- 7.1.2 A fixed pot scheme is currently in operation for the re-imbursement to operators for concessionary pass use. For 2019/20 the value of the revenue foregone (fares not collected by bus operators due to concessionary pass use) in Essex is estimated at £32.7m.
- 7.1.3 The level of reimbursement that ECC has agreed to pay to operators in reimbursement in 2019/20 is £18.2m. This gives a re-imbursement rate of 55.6%.
- 7.1.4 Of the total £18.2m, per MCL data including Q1 actuals, an estimated £594,000 (3.3%) is forecast to be reimbursed in 2019/20 to the Park and Ride budget from the ENCTS budget as a result of total concessionary pass use. Of this, approximately £574,000 relates to age-related concessions with the remainder being disability related which is not included within this proposal.
- 7.1.5 At present, the effect on both the ENCTS budget and the park and ride budgets is that the cost to one contra's off against the income in the other with a net nil effect to the organisation.
- 7.1.6 In 2018/19, a total of £564,000 was reimbursed to the Park and Ride budget from ENCTS for concessionary pass use.
- 7.1.7 In October 2019 the Cabinet decided to set negotiating parameters for the reimbursement of concessionary fares for 2020/21. As was explained to the Cabinet in that report, this budget will be very difficult to achieve unless the Cabinet decides to take park and ride services outside the scope of the concessionary fares budget.
- 7.1.8 The park and ride MTRS forecast budget for 2020/21 assumes a £515,000 income from total concessionary fare re-imbursement equating to approximately £497,000 age related only concessions. A pressure equal to

this will be created within the park and ride budget should the decision be taken to proceed.

- 7.1.9 The park and ride budget includes re-imbursement for concessions as a recharge from the ENCTS budget. This is presented as the gross revenue earned from passengers who travel under the concessionary fares scheme. Therefore, the overall organisation wide impact of the concessionary fares scheme relating to park and ride is net nil. The financial saving does not come from the withdrawal of the concessionary scheme but instead from the opportunity to earn income by charging a fare to more passengers.

## 7.2 Table 2 – Summary of financial impacts from proposed changes based on consultation outcome.

Overall budgetary impact (based on 2019/20 projections)	Detail	Based on consultation responses (35% continued use of P&R) (£)	Low case (20% continued use of P&R) (£)	High case (90% continued use of P&R) (£)	Expected case (75% continued use of P&R) (£)
ENCTS budget: Saving from removal of re-imbursement of age-related concessionary travel from park and ride	Removing age related concessionary pass use from P&R removes these costs from the concessionary fares scheme	497,000	497,000	497,000	497,000
<b>Net impact on ENCTS budget</b>		497,000	497,000	497,000	497,000
P&R budget: Loss in revenue generated from concessionary fare re-imbursement	Total lost revenue payment from the concessionary fares scheme	(497,000)	(497,000)	(497,000)	(497,000)
P&R budget: generated fares from change in policy	New income generated from continued use of park and ride services by age-related concessions	148,000	84,000	380,000	317,000
<b>Net impact on P&amp;R budget</b>		(349,000)	(413,000)	(117,000)	(180,000)
<b>Net saving to ECC</b>	<b>Overall impact on ECC finances as a result of implementing this decision</b>	<b>148,000</b>	<b>84,000</b>	<b>380,000</b>	<b>317,000</b>

Assuming that 75% of people continue to use the park and ride, net additional income of £317,000 will be generated. This income will partially offset the pressure of £497,000 referred to above. Even in the high case (90%) scenario the income generation is forecast to be less than this pressure. Advertising and promotion of the park and ride to maximise its use alongside development of alternative mitigating actions will be sought to offset the total revenue pressure in 2020/21.

## 7.3 Calculation assumptions and risks

- 7.3.1 The financial estimates are complex as they involve the interaction of several factors, for which the only empirical evidence is provided by the consultation survey. In practice, people's behaviour is unlikely to align to the survey responses.

- 7.3.2 The range of overall potential income generation is therefore quite varied from as low as £84,000 up to £380,000. Although only 35% of survey respondents said that they would continue to use the park and ride, it is the professional

judgement of the service that the percentage of people that do continue to use the service would be far higher than that.

7.3.3 These calculated savings are in context of the section below regarding risks and limitations of the data.

#### **7.4 Further financial risks and limitations of the data**

7.4.1 The proposal includes affecting the provision of concessionary fares on 3 park and ride sites (Sandon and Chelmer Valley in Chelmsford and Colchester) and the Broomfield Hospital shuttle service. The hospital shuttle service is funded by fares and concessionary fares with the hospital making up the shortfall in income to cover its cost.

7.4.2 The change to the provision of concessionary fares on this service may mean that there will be an increased financial requirement to maintain the service. Funding for this will need to be identified or the provision of the service will need to be reviewed.

7.4.3 The indication from the consultation is that some individuals will choose to use an alternative bus route to allow them to continue to use their concessionary pass. This would create additional users to be accounted for within the concessionary fares pot for which the expectation is that these payments should be contained within the pot allocation.

7.4.4 The element of the proposal relating to the reduced fare to £1.50 for all concessionary pass holders pre 9am is difficult to quantify. Currently, in these time periods, these individuals would be classed as full fare payers and there are no means to separately identify the number of pass holders using the service.

7.4.5 It is not thought that there are a significant number of concessionary pass holders using the park and ride services pre 9am as it is reasonable to expect that in general, concessionary pass holders will currently wait until after 9am.

7.4.6 Therefore, the revenue foregone in reducing the fare for service usage before 9am is not thought to be of material negative effect.

7.4.7 Similarly, the reduction in charge to those with a disability-based pass pre 9am is also not expected to be of a material nature.

7.4.8 Any marketing or incentivised offers relating to the new proposal have not been costed and would have a negative impact on the saving realised by the Council. However, it would be expected that these offers would be short term and limited to encouraging use of the services, therefore restricting any financial impact of this to 2020/21.

7.4.9 Modelling has not been undertaken as to the possibility that there may be increased applications from those with age related pass holders who may also qualify for a disability related pass. The difficulty in quantifying the volume of

potential applications would not be expected to have a material effect, although it would offset savings made from implementing the charge.

## 7.5 Legal implications

7.5.1 The Transport Act 2000 requires the Council and bus operators to make concessionary fares available on 'eligible services'. Article 4(1)(e) of the Travel Concessions (Eligible Services) Order 2002 (as amended) excludes bus services where the fare for the service includes a special amenity element. Park and ride services include parking, a customer services building and support from staff on site and the passenger therefore receives significantly more than just a bus service. On that basis the Council is not required to make concessionary fares available on park and ride services. The impact of the changes has been assessed as best it can be but it will depend on passenger behaviour.

## 8. Options

8.1 ***Option One: continue to enable free concessionary service use for older people's pass holders on the Park and Ride services after 0900: This would mean that concessionary pass holders receive the benefits of the full service for free and not just the bus travel element. This would mean that they were treated favourably compared to other fare paying passengers.*** Previous consultations on Park and Ride services have also raised issues of equity and fairness relating to the provision of free service use for certain groups. This option is therefore not recommended.

### 8.2 Option Two (recommended):

8.2.1 **Apply a discounted £1.50 charge for older people's pass holders on Park and Ride services:** ECC currently allows the use of concessionary passes on Park and Ride services. The County Council considers that the inclusion of these services within the concessionary fare scheme is discretionary as Park and Ride includes an amenity value (parking, customer service and site facilities) and this type of service is excluded from automatic inclusion within the scheme.

8.2.2 Some customers will shift their journey, either to use a car park or to a bus journey. However, the convenience and high-quality service offered by Park and Ride means that some customers can be expected to continue and choose to pay the half fare. Consultation will test the extent of that potential change. There will be adverse equalities impact for older pass holders, mainly the requirement to pay a £1.50 fare for the service they currently receive for free. There will be positive impacts for disabled pass holders who will be able to take advantage of the new £1.50 fare before 9:00 am whereas they currently pay full fare.

8.2.3 This is estimated to offer a saving to the taxpayer of £317,000

- 8.3 **Option Three: As option two but apply the proposed changes for elderly people to disabled persons:** Disabled pass holders only make up 7% of concessionary pass holders and hence are a very small element in the costs of the scheme. The complexity and diversity of the potential impacts of any changes on this small group would make their inclusion disproportionate and potentially have wider adverse impacts. This option is therefore not recommended.

## 9. Equality and Diversity implications

- 9.1 The Public Sector Equality Duty applies to the Council when it makes decisions. The duty requires us to have regard to the need to:
- (a) Eliminate unlawful discrimination, harassment and victimisation and other behaviour prohibited by the Act. In summary, the Act makes discrimination etc. on the grounds of a protected characteristic unlawful
  - (b) Advance equality of opportunity between people who share a protected characteristic and those who do not.
  - (c) Foster good relations between people who share a protected characteristic and those who do not including tackling prejudice and promoting understanding.
- 9.2 The protected characteristics are age, disability, gender reassignment, pregnancy and maternity, marriage and civil partnership, race, religion or belief, gender, and sexual orientation. The Act states that 'marriage and civil partnership' is not a relevant protected characteristic for (b) or (c) although it is relevant for (a).
- 9.3 The equality impact assessment indicates that the proposals in this report could have the following impacts on these groups:
- A negative impact on older, non-disabled people. For holders of older people's concessionary passes using the service after 9am on Park and Ride Services (likely to be the largest group) an adverse financial impact due to the proposed change to paying a £1.50 fare for journeys that are currently free. However, although people disagreed with the proposal the impact is likely to be small compared to the cost of running a car and most people are able to make alternative arrangements if they need to;
  - Part of the proposal will have a positive impact on older and disabled people: For holders of all concessionary passes and disability passes using the service before 9am on Park and Ride services (likely to be a smaller group) a positive financial impact due to the proposed change to paying a £1.50 fare for journeys that are currently charged at full price.

There is therefore some negative impact which the Cabinet will need to weigh with other issues such as the need, if the proposal is not implemented, to find savings elsewhere in the budget which may have a greater impact on people with protected characteristics.

**10. List of appendices**

**Appendix 1 – Consultation Outcomes Report**

**Appendix 2 - EQIA**

**11. List of Background papers**

The Essex Bus Strategy: “Getting Around in Essex”

The Local Bus Service Priority Policy 2015 to 2020

Both can found at the following link: <https://www.essexhighways.org/transport-and-roads/getting-around/bus/bus-strategy.aspx>