

# MUNICIPAL YEAR 2011/2012 REPORT NO. 160

**MEETING TITLE AND DATE:**

Cabinet – 14 December  
2011

Council – 25 January  
2012

**REPORT OF:**

Director of Finance  
Resources and Customer  
Services

Agenda – Part: 1	Item: 10
<b>Subject: Concessionary Travel Policy</b>	
<b>Wards: All</b>	
<b>Cabinet Member consulted:</b> Cllr Chris Bond	

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## 1. EXECUTIVE SUMMARY

Enfield currently does not have a policy covering the concessionary travel service. This policy clearly outlines the processes used to determine the eligibility of those customers who do not automatically qualify for travel concessions (Blue Badge/Disabled Persons Freedom Pass/Taxicard), and clearly sets out the whole processes used within the service. This policy is based on legislation set out by the Department for Transport and the Transport Act 2000.

This policy does not amend or change any processes/practices we currently have in place.

## 2. RECOMMENDATIONS

2.1 To approve the Concessionary Travel policy attached and to implement the same with immediate effect.

### 3. BACKGROUND

The London Borough of Enfield provides the following concessionary transport services for eligible residents:

**Freedom Pass:** The scheme allows free travel on buses, tube, national rail (London network), DLR and Tramlink, for older and disabled people who reside in the Borough.

**Blue Badge:** The Blue Badge scheme gives free and dedicated parking close to amenities for drivers and passengers with mobility related disabilities, or who are blind. Blue Badge holders are able to park on yellow lines for up to three hours and are also exempt from the central London congestion charge. A pass is valid for a 3-year period whereupon pass holders have to reapply;

**Taxicard:** is a London-wide door-to-door licensed taxi and private hire vehicle service for those with long term mobility problem, or severe sight impairment, who have difficulty in using mainstream public transport such as tubes, buses and trains. The scheme in Enfield allows members to take a maximum of eight subsidised trips per month. "Long term" means that the effect of the impairment has lasted or is likely to last at least 12 months.

The Concessionary Travel policy will give a clear, consistent, and robust overview of whole processes of the concessionary travel service, setting out clearly how we determine issue of relevant travel concessions (Blue Badge/Disabled Persons Freedom Pass/Taxicard).

The policy is based on the legislation set out by the Department for Transport and criteria contained in the Transport Act 2000, key stakeholders. Age UK, Enfield, Enfield Disability Action and related council services have been consulted on the content of the document.

### 4. ALTERNATIVE OPTIONS CONSIDERED

Not to implement the policy.

### 5. REASONS FOR RECOMMENDATIONS

The policy will give the concessionary travel service a robust and consistent approach in delivering the service, and will give customers a clear and concise overview of how this is done in line with Department for Transport reforms and guidance.

## 6. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES AND OTHER DEPARTMENTS

### 6.1 Financial Implications

None.

### 6.2 Legal Implications

6.2.1 The Council has the power to implement the recommendation contained within this report under the Greater London Authority Act 1999 as amended by the Transport Act 2000 (sections 240(1) and (2))

6.2.2 The entitlement to a Freedom Pass is governed by the Concessionary Bus Travel Act 2007 which states that free travel should be provided for elderly and disabled people, from 9.30am until 11pm on weekdays and all day weekends and bank holidays, on registered local bus services anywhere in England

6.2.3 The entitlement to a blue badge is governed Disabled Persons (Badges for Motor Vehicles) (England) Regulations 2000 as amended by the Disabled Persons (Badges for Motor Vehicles) (England) (Amendment) Regulations 2000, and the Disabled Persons (Badges for Motor Vehicles) (England) (Amendment) Regulations 2007 as well as Local Authorities' Traffic Orders (Exemptions for Disabled Persons) (England) Regulations 2000

6.2.4 The Taxicard is not governed by a statutory authority and does not have a statutory basis on which it is issued. The related discretionary eligibility criteria are determined by the Council in conjunction with London Councils and the Mayor

6.2.5 The recommendation contained within this report are in accordance with the Council's powers and duties under the above legislation and the Council's duties under the Equalities Act 2010..

### 6.3 Property Implications

None.

## 7. KEY RISKS

In cases where applicants challenge a decision made, there is a risk if no set policy is in place of the council defending the decision in a comprehensive and robust manner.

## **8. IMPACT ON COUNCIL PRIORITIES**

### **8.1 Fairness for All**

Gives a clear, concise and consistent approach on how Enfield council delivers concessionary travel services. The policy will ensure that only those eligible for concessions receive them/help in reduction of fraud and dealing with appeal processes.

### **8.2 Growth and Sustainability**

Concessionary travel plays a vital role in helping older and disabled people to maintain independence and an active role in the local community. This will ensure only those eligible will be able to gain benefit from the concession.

### **8.3 Strong Communities**

Having a policy in place will provide customers with a clear outline of what they can expect when applying for travel concessions. This will also protect the council should any challenge arise, in how we conduct our business in this area.

## **9. PERFORMANCE MANAGEMENT IMPLICATIONS**

Not applicable

## **10. HEALTH AND SAFETY IMPLICATIONS**

Not applicable

### **Background Papers**

Concessionary Travel Policy

Purpose of Document