

Section 1 – Initial Screening

Title of function/service /policy/ procedure:	Concessionary fares for children and young people
Department function it belongs to:	Concessions & Ticketing / Infrastructure & Place
Lead Officer Name:	Tim Taylor
Board Sponsor Name:	Pat Beijer
Assessment Team: (please list names)	Suzanne Hutchinson
Is this function/service/ policy/ procedure:	<input type="checkbox"/> New <input checked="" type="checkbox"/> Existing

What is the current function/service/policy/ procedure?
<p>Currently SYMCA offers a subsidised concession to young people aged under-22 which enables them to a single journey for 80p on bus and tram. Whilst this fare has been extended to those aged 18-21 from June 2021, the fare for under 18's has been at the same rate since September 2016.</p> <p>The concession for those aged 18-21 (Zoom Beyond) was introduced as a temporary measure to support this age group recover from the impact of the Covid-19 pandemic and was initially only funded for 1 year. This was extended for a further year from June 2022 but is unfunded beyond September 2023 and is currently costing around £2m per year.</p> <p>Under 22's are issued with either:</p> <ul style="list-style-type: none"> • a Zoom under-16 travel pass • a Zoom 16-18 travel pass • a Zoom Beyond 18-22 travel pass <p>Holders of the relevant under-18 Zoom concessionary passes are also entitled to purchase GetAbout multi-operator prepaid tickets and/or single operator prepaid child tickets.</p> <p>Under-16s also qualify for the national half fare concession on trains. Zoom 16-18 passes can be used to obtain half fare rail travel on Northern Rail services in South Yorkshire.</p> <p>The South Yorkshire Travel Concession Scheme also covers one additional concession:</p> <ul style="list-style-type: none"> • Zero Fare Pass – free travel to and from school for certain young people.

Zero Fare concessionaires are not directly affected by the proposed changes, as the Local Authority covers the cost of the scheme. However, it should be noted that scheme costs will increase for the Local Authorities.

How is it proposed this will change? What are the proposed changes?

The proposed changes to young people's concessions are:

- To increase the under-18 notified single fare from 80p to £1.00 on bus and tram
- To remove the 18-21 notified fare concession

Both of these are planned to take effect from 01 November 2023.

Notified fare

The current child notified fare has been set at 80p per journey since September 2016. This represents the longest period without change to the rate since 2011 when the child fare was raised to 50p after eight years at 40p. A subsequent two further annual increases took place, raising it to 60p and then 70p by April 2013.

We have previously taken the approach of increasing the fare in 10p increments to make cash handling on vehicle easier and the messaging on fares simpler.

Were the 80p fare to have increased in line with the Consumer Price Index (CPI) it would now be at or nearly £1.

We would look to implement the change in November 2023 aligned to the increase in the Government's £2 bus fare cap which on 01 November 2023 will increase to £2.50.

18-21 concession

In June 2021 SYMCA introduced an extension of the existing under-18 travel concession which allowed eligible card holders to a single 80p fare on both bus and tram across South Yorkshire for those aged 18-21.

Originally the intention for the scheme was to operate for one year to support young people aged 18-21 post-Covid as they had been particularly affected in terms of their education and employment. However, the scheme was extended in May 2022 for a further year to June 2023.

Since launch, the scheme has seen on average 144,000 trips made per month and we currently have 34,500 active passes in use in the region.

The scheme is currently costing around £2m per year and there is only sufficient funding in the 2023/24 budget to fund to the scheme to September 2023.

Why is this being proposed?

(e.g. policy, deliverables, changes to systems and process, service delivery offer etc)

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As a result of significant cost pressures on the MCA. Both these policy proposals allow the MCA to further protect the general bus network with a greater provision of tendered services but also ensure that non-statutory school services can be protected for at least a further year beyond July 2024 when the existing school services reserve is expected to be exhausted.

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Will this proposal affect people with protected characteristics and if so, in which group?	
<p>Age: <i>Select the level of impact below:</i> Negative impact</p>	<p>Why do you consider it will have this effect? State any evidence you have and explain what you feel the financial/non-financial impact might be.</p> <p>Notified fare</p> <p>Increasing the child fare from 80p to £1.00 will have a negative financial effect on young people and their families/carers.</p> <p>The concession currently covers circa 8 million journeys annually made by 64,000 pass holders aged under-18's in South Yorkshire.</p> <p>18-21 concession</p> <p>Removal of the 18-21 concession will have a negative financial effect on young people and their families/carers.</p> <p>The concession currently covers circa 1.7 million journeys annually made by circa 34,500 young people in South Yorkshire</p>
<p>Disability: <i>Select the level of impact below:</i> No Impact</p>	<p>Why do you consider it will have this effect? State any evidence you have and explain what you feel the financial/non-financial impact might be.</p> <p>No impact as disabled young children are entitled to an ENCTS Disabled travel pass which enables them to travel at no cost</p>
<p>Gender reassignment: <i>Select the level of impact below:</i> No Impact</p>	<p>Why do you consider it will have this effect? State any evidence you have and explain what you feel the financial/non-financial impact might be.</p> <p>No greater impact than on young people as a whole.</p>
<p>Marriage or civil partnership: <i>Select the level of impact below:</i> No Impact</p>	<p>Why do you consider it will have this effect? State any evidence you have and explain what you feel the financial/non-financial impact might be.</p> <p>No greater impact than on young people as a whole.</p>
<p>Pregnancy or maternity: <i>Select the level of impact below:</i> No Impact</p>	<p>Why do you consider it will have this effect? State any evidence you have and explain what you feel the financial/non-financial impact might be.</p> <p>No greater impact than on young people as a whole.</p>
<p>Race: <i>Select the level of impact below:</i> No Impact</p>	<p>Why do you consider it will have this effect? State any evidence you have and explain what you feel the financial/non-financial impact might be.</p> <p>No greater impact than on young people as a whole.</p>
<p>Religion or belief: <i>Select the level of impact below:</i> Negative impact</p>	<p>Why do you consider it will have this effect? State any evidence you have and explain what you feel the financial/non-financial impact might be.</p> <p>Young people who have to make "two legged" journeys to school will experience a greater increase in travel costs. Young people who attend denominational schools are more likely to have to make such journeys. Local Authorities in South Yorkshire are no longer issuing discretionary Zero Fare Passes on grounds of travel to denominational schools (other than the local catchment school).</p>

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Sex (Gender): <i>Select the level of impact below:</i> No Impact	Why do you consider it will have this effect? State any evidence you have and explain what you feel the financial/non-financial impact might be.
	No greater impact than on young people as a whole.
Sexual orientation: <i>Select the level of impact below:</i> No Impact	Why do you consider it will have this effect? State any evidence you have and explain what you feel the financial/non-financial impact might be.
	No greater impact than on young people as a whole.

Is a FULL IMPACT ANALYSIS required?

No – There are no foreseen negative impacts.

Yes – You have identified that there are negative impacts or a service is being removed/ reduced that requires further analysis.

Please complete the Full Impact Analysis.

Please note: if this impact assessment refers to removal of a service or legal compliance issues a full impact analysis must be completed.

Assessment Summary – please provide a summary of the outcome here:

The proposed changes would negatively impact on the social inclusion of families with children or students under 22. The impact is likely to be more severe for families:

- with low income,
- living in rural areas, and/or
- with one or more children making multi-legged journeys regularly.

Negative impact (please tick):	<input checked="" type="checkbox"/>	High	<input type="checkbox"/>	Medium	<input type="checkbox"/>	Low
Assessor's Name:	Suzanne Hutchinson		Signed		Date	Click here to enter a date.



If there are **negative impacts** or a **removal of service** identified please complete [Section 2: Full Impact Analysis](#).



If there are **no negative impacts** identified please obtain the signatory approvals in [Section 4](#).

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Section 2 - Full Impact Analysis

Only complete this section if you have identified negative impacts, a service is being removed or if the impact is not clear from [Section 1: Initial Screening](#).

Proposed new /revised function/service/policy/ procedure: Give further details of the arrangements being made if applicable.

Add details to the Equality Impact Assessment Action Plan ([Section 3](#))

The following options for changes to young people's concessions are considered here:

- To increase the child/student fare from 80p to £1.00
- To remove SYMCA's financial support for the 18-21 concession altogether

Child notified fare

The current child notified fare has been set at 80p per journey since September 2016. This represents the longest period without change to the rate since 2011 when the child fare was raised to 50p after eight years at 40p. A subsequent two further annual increases took place, raising it to 60p and then 70p by April 2013.

We have previously taken the approach of increasing the fare in 10p increments to make cash handling easier and the messaging on fares simpler.

Were the 80p fare to have increased in line with the Consumer Price Index (CPI) it would now be nearly £1.

Increasing the fare to £1 represents a 25% increase. For a child requiring one bus each way to travel to and from school, the cost across a full school year (190 days) would be £380 (an increase of £76 per year).

Since 2014 we have worked in conjunction with operators/TravelMaster to introduce competitively priced alternative child value for money products which currently make up 11% of the total number of journeys made by under-18's.

Current child ticketing options:

Ticketing product	Cost per trip for 10 trips (1 x leg to school and back per week)	Cost per trip for 20 trips (2 x legs to school and back per week or 1 x leg to school and back + leisure journeys)
80p per journey notified fare bus and tram	80p	80p
GetAbout any bus and tram 7 day (£9.80/£10.90)	98p* £1.09**	49p* 55p**
First child bus 7-day (£7/£8)	70p* 80p**	35p* 40p**
Stagecoach bus and tram child 7- day (£10)	£1.00	50p
Supertram tram 7-day child (£8/£8.50)	80p* 85p**	40p* 43p**

Bought in advance*

Bought on vehicle**

Note that an increase in the child/student flat fare would likely be accompanied by a proportional increase in the price of the GetAbout and single-operator pre-paid tickets is anticipated. The prices of these products are set by the operators concerned (either individually or jointly through the TravelMaster Board for GetAbout). However, it is possible to provide some indicative prices assuming a proportional response to an increase of the fare to £1, and an operator preference to round fares to the nearest 10p to fit with ticketing systems and to reduce change handling.

Potential operator response to the notified fare increase:

Ticketing product	Cost per trip for 10 trips (1 x leg to school and back per week)	Cost per trip for 20 trips (2 x legs to school and back per week or 1 x leg to school and back + leisure journeys)
£1 per journey notified fare bus and tram	£1	£1
GetAbout any bus and tram 7 day (£12.20/£13.60)	£1.22* £1.36**	61p* 68p**
First child bus 7-day (£8/£10)	80p* £1p**	40p* 50p**
Stagecoach bus and tram child 7- day (£12.50)	£1.25	63p

The Enhanced Partnership bus agreements prevent more than one price increase annually. The operators will therefore likely respond between January – March 2024.

18-21 concession

In June 2021 SYMCA introduced an extension of the existing under-18 travel concession which allowed eligible card holders to a single 80p fare on both bus and tram across South Yorkshire for those aged 18-21.

Originally the intention for the scheme was to operate for one year to support young people aged 18-21 post-Covid as they had been particularly affected in terms of their education and employment. However, the scheme was extended in May 2022 for a further year to June 2023.

Since launch, the scheme has seen on average 144,000 trips made per month and we currently have 34,500 active passes in use in the region.

Full year costs for 2022/23 are expected to be around £1.7m and were the scheme to be extended we could expect to see this to rise to nearer £2m full year. There is only sufficient funding in the 2023/24 budget to fund to the scheme to June 2023.

Current alternatives – student fares for First and Stagecoach in Sheffield. TravelMaster 18-22 discount card (free to applicants) which gives 15% off their entire product range.

Potential alternatives – Stagecoach are considering introducing their East Midlands student offer to South Yorkshire. First also suggested they might introduce their own commercial discount and may even ask SYMCA to allow them to use Zoom Beyond passes as a means of checking eligibility to provide a discount to that cohort. We should be willing to consider this as the cost to us to continue to manage the scheme for just card issue is minor.

Impact on Users of Other Concessions

Certain young people are issued with **Zero Fare Passes** to give them free travel to and from school. Local Authorities fund these passes to meet their obligation to provide free travel to and from school by “statutory children”. The cost to the Local Authorities of these passes is based on the additional cost over the cost of providing the same children with the normal 80p fare concession. This cost would increase as a result of changing the current fare.

In this case, however, Local Authorities have largely eliminated the issue of discretionary Zero Fare Passes. Almost all Zero Fare Passes are issued to those with a statutory entitlement to have one. As a result, it is considered unlikely that any Zero Fare Pass users would lose access to free travel to and from school as a result of child fare increases.

Consultation – Engagement is good practice and a useful tool to demonstrate that due regard has been paid. Please indicate the consultation/engagement carried out below:

Peer research?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	SYMCA shares details of concessionary travel arrangements with other PTE/CA areas through UTG working groups. A summary of other areas’ concessions is attached in Section 5 below.
Data study?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	SYPTTE has modelled the likely impact of the proposed change on both patronage and scheme cost.
Statistics?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	SYPTTE maintains databases of concessionary patronage figures claimed by operators. These figures have been used in deriving the parameters of the analysis above.
Other research?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	SYMCA carried out two surveys to understand the awareness and current / future use of the 18-21 concession. The first wave of research was carried out in October 2022 and the second wave carried out in January 2022.

Which protected groups should be consulted with (tick all that apply) and identify numbers of people affected:

<input checked="" type="checkbox"/> Age	Number of people asked: Click here to enter text.	Number of people affected: 64,000 under 18’s and 34,500 18–21-year-olds	How are they affected?	Financial impact?
			Increasing the under-18 child fare from 80p to £1.00 will have a negative financial effect on young people and their families/carers. Removal of the 18-21 concession will have a negative financial effect on	For under 18’s they will pay 20p more per journey. For the 18-21 concession, those in education will be required to pay the operator own student fare (where they exist) which are priced around £1.20.

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			young people and their families/carers.	Anyone under the age of 22 can apply for a TravelMaster 18-22 discount card which currently provides a 33% discount on their adult ticketing range.
Add in summary comments if needed: Click here to enter text.				
<input type="checkbox"/> Disability	Number of people asked: Click here to enter text.	Number of people affected: Click here to enter text.	How are they affected? Click here to enter text.	Financial impact? Click here to enter text.
Add in summary comments if needed: Click here to enter text.				
<input type="checkbox"/> Gender Reassignment	Number of people asked: Click here to enter text.	Number of people affected: Click here to enter text.	How are they affected? Click here to enter text.	Financial impact? Click here to enter text.
Add in summary comments if needed: Click here to enter text.				
<input type="checkbox"/> Marriage or civil partnership	Number of people asked: Click here to enter text.	Number of people affected: Click here to enter text.	How are they affected? Click here to enter text.	Financial impact? Click here to enter text.
Add in summary comments if needed: Click here to enter text.				
<input type="checkbox"/> Pregnancy or Maternity	Number of people asked: Click here to enter text.	Number of people affected: Click here to enter text.	How are they affected? Click here to enter text.	Financial impact? Click here to enter text.
Add in summary comments if needed: Click here to enter text.				
<input type="checkbox"/> Race	Number of people asked: Click here to enter text.	Number of people affected: Click here to enter text.	How are they affected? Click here to enter text.	Financial impact? Click here to enter text.
Add in summary comments if needed: Click here to enter text.				
<input checked="" type="checkbox"/> Religion or belief	Number of people asked: Click here to enter text.	Number of people affected: Unknown	How are they affected? Click here to enter text.	Financial impact? For under 18's they will pay 20p more per journey.
Add in summary comments if needed: Click here to enter text.				
<input type="checkbox"/> Sex (Gender)	Number of people asked: Click here to enter text.	Number of people affected: Click here to enter text.	How are they affected? Click here to enter text.	Financial impact? Click here to enter text.

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	Add in summary comments if needed: Click here to enter text.			
<input type="checkbox"/> Sexual Orientation	Number of people asked: Click here to enter text.	Number of people affected: Click here to enter text.	How are they affected? Click here to enter text.	Financial impact? Click here to enter text.
	Add in summary comments if needed: Click here to enter text.			
Give details of any consultation undertaken. Add resulting actions to the Equality Impact Assessment Action Plan (Section 3)				
Under-16's Market research rules don't allow direct consultation with under-16s.				
16-18's No research undertaken.				
18-21 concession SYMCA carried out two surveys to understand the awareness and current / future use of the 18-21 concession. The first wave of research was carried out in October 2022 and the second wave carried out in January 2022.				

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Section 3: Equality Impact Assessment Action Plan

Protected group it impacts:	Impact Assessment Details:	Mitigating Action(s) identified:	Outcome(s) required:	Financial/ resource implications (if applicable):	Target Date:	Person responsible for identified action(s)
Age	Increasing under-18 child fares will increase costs and cause hardship to low-income families.	A range of competitively priced alternative value for money ticketing products are available within the marketplace. Promotion of these tickets will be made a priority	Young people / parents are aware of alternative better value ticketing options	Demands on C&T and marketing resource. £40,000 marketing campaign promoting alternative ticket options for the under-18's	Mid Sept – end of October 2023	Danielle Sorsby
Age	Removal of the 18-21 concession will increase costs and cause hardship to low-income families	Engage with operators/Travelmaster to consider improving the discount applied / ticketing offer for 18–21-year-olds	Alternative value for money fares are available and promoted to this customer group	Demands on C&T and marketing resource. £40,000 marketing campaign promoting alternative ticket options for the 18-21's	August 2023	Suze Hutchinson

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Age	Increasing under-18 child fares and removal of the 18-21 concession will increase costs and cause hardship to low-income families.	Improve the ticket finder tool on the TSY website	Young people / parents can easily identify which ticket is the best value for their needs	Demands on C&T, IT and Marketing resource	August 2023	Suze Hutchinson
Age	Some young people will not be aware of any change and this may cause conflict with drivers in the first few days following any fare change.	Publicity required to alert young people/their parents of fare changes.	Young people are aware of changes in advance	Demands on marketing resource £xx marketing campaign	Mid Sept – end of October 2023	Danielle Sorsby

Section 4: Signatory approvals

Board Sponsor responsible for Impact Assessment:			
Signed		Date	Click here to enter a date.



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Section 5: Supporting Evidence

Please attach any supporting evidence such as consultation documents here. Potential sources of information are available in the guidance document.

Responses from the two waves of 18-21 concession consultation are attached as Appendix 1 & 2.

The following table details the structures of fares for young people in other UTG member organisation areas.

Organisation	Fare Structures
TfWM	<u>Under 18's</u> Half adult fare
Merseytravel	<u>Under 18's</u> Half adult fare
Nexus	<u>Under 16's</u> Single journey 60p All day £1.10
TfGM	<u>Under 16's</u> Fares on TfGM funded school buses are: Child Single ticket: £1.00 Child Return ticket: £2.00 TfGM school weekly ticket: £7.60. This ticket is only valid on schooldays on school buses.

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Organisation	Fare Structures
SYMCA	<p><u>Under 18's</u></p> <p>Single 80p flat fare</p> <p><u>Under 22's</u></p> <p>Single 80p flat fare</p>
WYCA	<p><u>Under19's:</u></p> <p>Less than a mile 60p</p> <p>Up to 5 miles £1.20</p> <p>More than 5 miles £1.80</p>