

Consultation Response Form: Discounted bus travel for younger people in Wales

SCHEME OBJECTIVE

QUESTION 1

On a scale of 1 to 5 (1 being not important and 5 being very Important) how important do you consider the influence of lower bus fares for young people on their choice of transport mode? (Please select one of the following)

Not Important			Very Important		
1	2	3	<u>4</u>	5	Don't know

Lower bus fares are an important factor that certainly influences young people in their travel choices; however, we feel that there are important additional factors that also determine choice of transport, including length of journey, convenience and ease of accessibility.

SCHEME SCOPE

Based on current usage trends, the scheme is forecast to assist 1.5 million bus journeys by young people during 2017/18 financial year. We wish to obtain your view whether the current offer is suitable or you whether you would consider it appropriate to enhance provision.

QUESTION 2

Do you consider the current age range of 16-18 years appropriate for a Young Persons Discounted Bus Travel scheme?

<u>NO</u>	YES
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QUESTION 3

If you answered no to question 2, what do you consider the appropriate upper age limit for a Young Persons Discounted Bus Travel scheme?

19	21	23	<u>25</u>	Other (Please state)
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QUESTION 4

Do you consider the current discount level of one-third (33%) off the adult fare an appropriate level to attract greater bus use by young people?

NO	<u>YES</u>
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Although the current discount level of one-third (33%) off the adult fare is likely to attract greater bus use by young people, we feel that a larger discount would encourage even greater numbers of young people to choose bus travel.

QUESTION 5

If you answered 'yes' to Question 4, what level of discount would you consider appropriate and affordable to attract greater bus use by young people?

(Please indicate one of the following)

<u>50%</u>	66%	75%	100%	Other (Please state)
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QUESTION 6

The current scheme provides a discount off the equivalent adult fare. Would you consider the introduction of a fixed contribution per journey from younger persons a suitable alternative? (A journey being defined as a single trip between one origin and destination regardless of the number of changes of vehicle)

<u>NO</u>	YES
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QUESTION 7

If a user contribution scheme was introduced, what do you consider the appropriate fare per journey?

(Please indicate one of the following)

20p	50p	£1	£2	Other (Please state)
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We do not feel that enough information has been given to enable us to answer this question.

QUESTION 8

An alternative to paying a fee per journey would be the introduction of a monthly or annual pass that entitled the eligible person to obtain free travel at the point of use. What fee would you consider reasonable for such a scheme?

(Please indicate one of the following for each period)

Monthly fee	£5	£10	£20	£25	<u>Other (Please state)</u>
Annual fee	£20	£50	£100	£200	Other (Please state)

We would support the introduction of a monthly pass rather than an annual one, as young people's circumstances can change considerably over the course of a year; however, we do not feel that enough information has been given to enable us to give a detailed answer to this question.

QUESTION 9

Pass holders are currently entitled to a discount on all journeys to reduce confusion and delays when boarding the bus. Do you think significant journey time delays would occur if the discount was restricted to selected journey purposes, which need to be verified to prove eligibility to travel?

NO	<u>YES</u>
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QUESTION 10

If you answered 'yes' to Question 9, which journey purposes do you consider most important?

(Please select a maximum of TWO of the following)

<u>Commuting</u>	Training	Shopping	<u>Education</u>
Other Leisure	Health Appointment	Visiting Friends	Other (Please state)

EXTENDING ELIGIBILITY

The current scheme is available for people aged 16 - 18 years. We are keen to obtain your view whether discounted bus travel should be extended to others outside the current age based eligibility for those who contribute to society or require additional support to assist access to education or employment

QUESTION 11

Should discounted Bus Travel be offered to persons in receipt of Educational Maintenance Allowance (EMA)?

NO	<u>YES</u>
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QUESTION 12

Should discounted Bus Travel be offered to persons in Full Time further education (Over 15 hours study per week)?

NO	
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	<u>YES</u>
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QUESTION 13

Should discounted Bus Travel be offered to persons in PART-TIME further education (between 8 and 15 hours study per week)?

NO	<u>YES</u>
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QUESTION 14

Should discounted Bus Travel be offered to persons in recognised apprentice schemes?

NO	<u>YES</u>
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QUESTION 15

If you answered 'yes' to Question 14, should the offer be available to apprenticeships in which of the following age groups?

Please indicate one of the following)

19-21 years	<u>19-25 Years</u>	19-30 years	All ages
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QUESTION 16

Should discounted Bus Travel be offered to registered carers?

NO	<u>YES</u>
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QUESTION 17

If you answered 'yes' to Question 16, should the offer be to registered carers in which of the following age groups?

(Please indicate one of the following)

19-21 years	<u>19-25 Years</u>	19-30 years	All ages
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QUESTION 18

Should discounted Bus Travel be offered to people undertaking voluntary work?

NO	<u>YES</u>
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QUESTION 19

If you answered 'yes' to Question 18, should the offer be to registered volunteers in which of the following age groups?

(Please indicate one of the following)

19-21 years	<u>19-25 Years</u>	19-30 years	All ages
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QUESTION 20

Should discounted Bus Travel be offered to any person holding a Job Centre Plus Travel Discount Card?*

NO	<u>YES</u>
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*This is provided to those unemployed claiming Jobseekers Allowance or Universal Credit for 3-9 months (18-24 year olds) or 3-12 months (over 25s).

Other benefit recipients may receive a Jobcentre Plus Travel Discount Card from 3 months of their claim and if they are actively engaged with a Jobcentre Plus adviser.

QUESTION 21

Do you have any further observations about discounted bus travel for younger people in Wales?

Young people are at considerable risk of being involved in a road crash. In 2015, 23% of people killed or seriously injured on the roads in Wales were aged 16 to 24; this age band is disproportionately represented, as 16–24-year-olds comprise only 12% of the Welsh population. Young drivers and passengers are at particularly high risk of being killed or seriously injured in a crash: in 2015, 22% of drivers and 39% of vehicle passengers killed or seriously injured were aged 16–24 years old [1].

Research shows that young people are more likely to engage in risky behaviours when behind the wheel, including speeding, drink-driving and dangerous overtaking [2]. Access to better and more affordable public transport is vital if we are to encourage fewer young people to see driving in their teens as a necessity.

A graduated driver licensing system, including a minimum learning period, mandatory training on rural roads and restrictions for newly qualified drivers – such as a zero drink-drive limit – is also important, to enable novice drivers to build their skills and experience over a longer period of time.

We think that discounted bus travel should be made available to everyone under the age of 25. This reflects the increased risk of a young person being involved in a road crash, as outlined above, but also the financial constraints of young people still in education or training, or in the early years of a career when salaries are likely to be lower. In 2015, 79% of Welsh young people aged 16 to 18 and 38% of 19–24-year-olds were engaged in some kind of education or training; a further 10% of 16–18-year-olds and 19% of 19–24-year-olds were not in education, employment or training (NEET) [3].

Providing young people with discounted bus travel should encourage more people to choose bus travel rather than travelling by car, and therefore offers the opportunity to reduce traffic congestion – and thereby improve air quality. It could also help improve social mobility and potentially encourage disadvantaged young people to stay in full-time education.

Brake is a global road safety charity dedicated to working with communities and other organisations to prevent road death and injuries, and to promote a safe and sustainable future for everyone. We recognise that providing affordable and accessible bus services for young road users is an important step towards these goals.

[1] [Annual report: Young people road casualties, 2015](#), Welsh Government, 2017

[2] [An analysis of young drivers involved in crashes using in-depth crash investigation data](#), Centre for Automotive Safety Research, 2012

[3] [Annual report: Participation of young people in education and the labour market, 2015 & 2016 \(provisional\)](#), Welsh Government, 2017

RESPONDENT DETAILS

Please print the following details in the spaces below.

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If you do not want your name or address published, please tell us this by circling the appropriate box, below. We will then blank them out.

(Please circle one of the following)

I am content for my name and address to be published, if necessary.	I do not wish my name and address to be published.
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Names or addresses we blank out might still get published later, although we do not think this would happen very often. The Freedom of Information Act 2000 and the Environmental Information Regulations 2004 allow the public to ask to see information held by many public bodies, including the Welsh Government. This includes information which has not been published.

However, the law also allows us to withhold information in some circumstances. If anyone asks to see information we have withheld, we will have to decide whether to release it or not. If someone has asked for their name and address not to be published, that is an important fact we would take into account. However, there might sometimes be important reasons why we would have to reveal someone's name and address, even though they have asked for them not to be published. We would get in touch with the person and ask their views before deciding to reveal the information.

It would be helpful if you were to also provide the following information about yourself, to help us report on the range of respondents to this consultation.

In which age range are you?

(Please indicate one of the following)

Under 16	16-18	19-22	23-24	25-59	60 & over
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Do you consider yourself to be disabled?

Yes	No	Don't wish to say
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Please tell us on behalf of which group you are responding (**Please indicate one**)

Local Government	Public transport user group
Local Education Authority	<u>Third Sector</u>
Disability group	Transport industry
Community group	Commissioner/Ombudsman
Advisory group	Media
Bus operator	Health sector
Emergency services	Trades unions
Individual	Other (Please state)