**Points in relation to revised criteria for transport from home to service for disabled people:**

Introduction

LCiL is a user-led charity, working with disabled people to enable them take control of their lives and live independently in the community. All our services respond to needs identified by disabled people and offer a range of practical and emotional support to promote their equal participation in all aspects of society.

This submission has been drawn up using some of the experiences and views of disabled people in Edinburgh, including users of LCiL services.

For more information about LCiL visit our website: [www.lothiancil.org.uk](http://www.lothiancil.org.uk)

1. **Independent Living:**
   1. Undermines principle of independent living, specifically:

“Independent living means “disabled people of all ages having the same freedom, choice, dignity and control as other citizens at home, at work, and in the community. It does not mean living by yourself, or fending for yourself. It means rights to practical assistance and support to participate in society and live an ordinary life”.

1. **Motability Agreements under Disability Living Allowance** 
   1. Many people who use their DLA high rate mobility do not get this money in their bank account – it goes straight to their Motability lease if they have a car, scooter or electric wheelchair.
   2. A lot of people use their high rate DLA for mobility cars but it is a family members, carers and/or Personal Assistants (PAs) who drives the car therefore the disruption to their lives would be substantial should they be required to drop off and pick up service users from day services at certain times.
   3. Specifically for PAs, they may not be contracted during the hours when pick up and drop off is required at day services.
2. **Transfer from DLA to PIP:** 
   1. Around 80, 000 people in Scotland are going to lose their high rate DLA with the introduction of Personal Independence Payment over the next five years. Even if people qualify for the enhanced rate of PIP ‘moving around’ component there are going to loose £23.90 a week, which over a month equates to £95. This will have a detrimental impact on their costs of living, particularly during a time when food and energy prices are increasing.
   2. Furthermore those on high rate DLA who do not qualify for enhanced rate PIP, ‘moving around’ component, but do qualify for the **standard rate** ‘moving around’ component will not only loose their Motability vehicles (see below for more details), but will also loose £58.15 a week, which over the course of a month could equate to more than £232 per month.
   3. Many people are going to loose their mobility vehicles with the introduction of PIP over the next 5 years. For many this will also mean the loss of access to their mobility vehicles – cars, scooters or electric wheelchairs – without which they will be unable to move around.
   4. This will result in many disabled people becoming virtually housebound as they will have no access to mobility vehicles and will be unable to get to or use public transport.
   5. This will have serious implications, leaving many isolated and unable to participate in society or live a normal work. This may mean they are unable to continue to work, do their own shopping, have a social life, attend education or community facilities, visit the doctor or attend hospital appointments, etc.
   6. In many cases, social isolation and being trapped in their own homes will lead to deterioration in mental or physical health.
3. **Passporting arrangements for people being transferred over to PIP**
   1. Many people may loose entitlement to Blue Badges when transferred from DLA to PIP as unless they meet the specific points for the moving around component, specifically: 12 points for “planning and following journeys”, **or** at 8 points or more for “moving around”, under the mobility component of PIP. This is concerning in that some people may actually qualify for enhanced rate moving around for PIP but unless they qualify with the certain point criteria within each activity they will not be able to get a blue badge using benefit entitlement. As a result those who have mobility difficulties will be affected with having to use and pay for inaccessible parking spaces.
4. **Wider issues:** 
   1. **Community transport initiatives:** At present - Handicabs, a community transport service, is in extremely high demand by disabled people across the City. Bookings should be made at least 2 weeks in advance and even then there has to be windows of at around 30 minutes to manage pick-ups and drop offs of individuals. Should people be required to use their own means of transport for day centres this would disrupt demand and supply of Handicabs across the city, impacting on those not only using day centres but the economic and social lives of other disabled people in Edinburgh.
   2. **Private Taxis and their usage with people using wheelchairs:**

The availability of taxis from City companies for larger and wider wheelchairs varies across the City. Coupled with this is the training of taxi drivers who will sometimes not have the skills or understanding to manage people using wheelchairs. The two models of taxis which are best for wider and longer wheelchairs are the E7 and M8 models, both of which are 6 seaters and have more floor space to accommodate bigger chairs. It's also worth mentioning that when bookings are made the type of ramp can be important, a twin ramp may be required if there are larger chairs too. TX2s are the standard black cabs which are accessible to some wheelchairs but most are not large enough.

* 1. **Geography of day centres:** This policy could is unequal in that those who live further away from day services, if funding their own means of transport they will have to pay more, the further they live from the location of day services, whether in taxis or in fuel consumption.
  2. Accessible parking spaces at both the main CEC day centres in Edinburgh (Craighall and Firhill) are extremely limited. The locations of both centres in Edinburgh are on main thoroughfares in the City (Ferry Road and Oxgangs Road respectively). On street parking near both facilities is limited and if choosing to park on these roads, there is a risk of safety to the disabled person as well as adequate space for accessible vehicles to park.