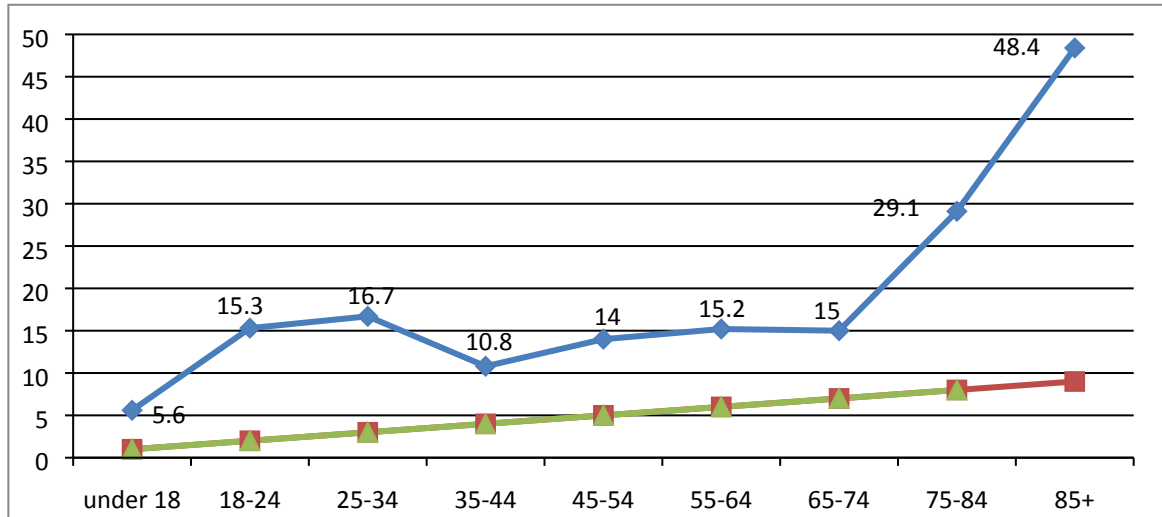


## Appendix 2 – Further analysis on age and vulnerability

### Topic 1: Age and disability.

Q. *How many of the respondents aged over 65 regarded themselves as disabled?*



A. The above graph represents the percentage of respondents in each age category who consider themselves disabled. It is important to note the significant increase in disability once over the age of 75, but it is also interesting to note that there is generally a high percentage of people who consider themselves disabled who responded. Any reduction in public transport would impact upon this vulnerable group, potentially placing additional cost pressures on other Wiltshire Council services.

### Topic 2: The percentage of people who use concessionary bus passes who consider themselves disabled.

Q. *How many of those who have concessionary bus passes say they are disabled in any way?*

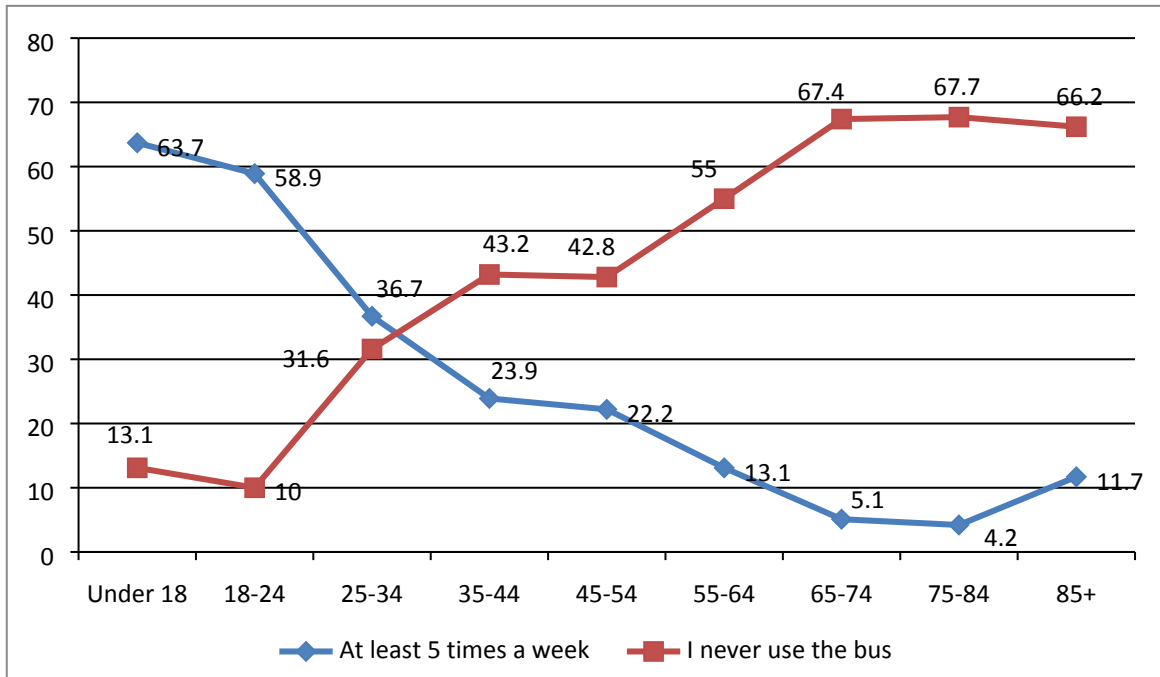
A. *There were roughly 64% of respondents who said they used a concessionary bus pass in our survey. Of these some 24% considered themselves disabled, above the average within the whole survey which was 18% but perhaps not markedly so. Conversely, however, 82% of those who did say they were disabled had a concessionary bus pass. Again the steep rise above the ages of 75, seem to account for this.*

### Topic 3: The use of buses by the various age groups.

Q. *What was the age breakdown of the various use of buses, was there a particular bus use that was more popular with a particular age group?*

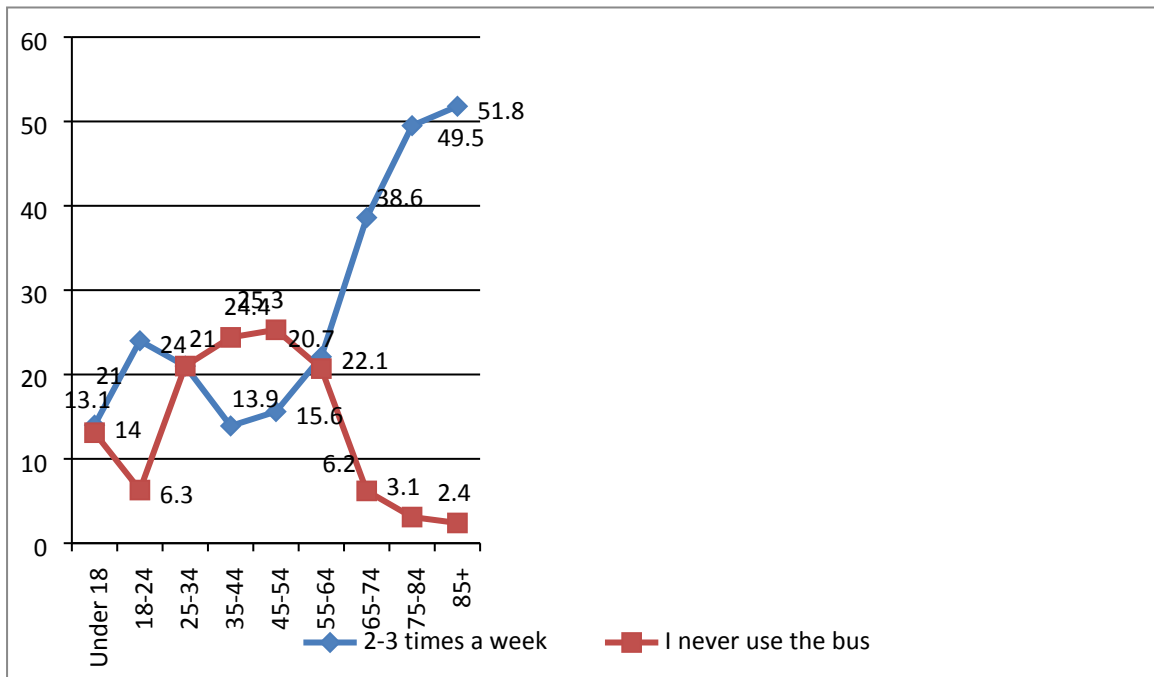
To get to work  
 To go shopping  
 To visit family and friends  
 To get to a Doctors or medical appointment  
 To get out and about

**Figure 1 using the bus to get to work by age group**



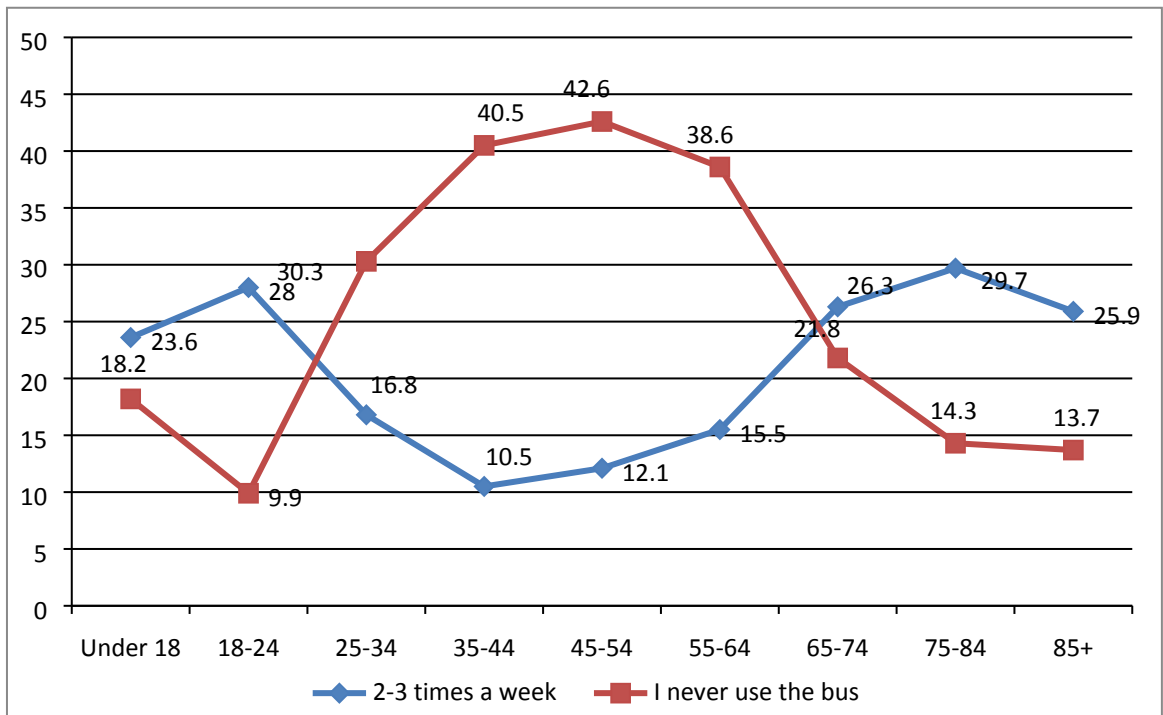
A. *As can be seen the use of buses to get to work is very much age related as one would expect. This is particularly relevant for those under 24 perhaps without access to a car. It does not represent all under 24 year olds, just those who answered the survey who by its nature would tend to be bus users anyway.*

**Figure 2 using the bus to go shopping by age group**



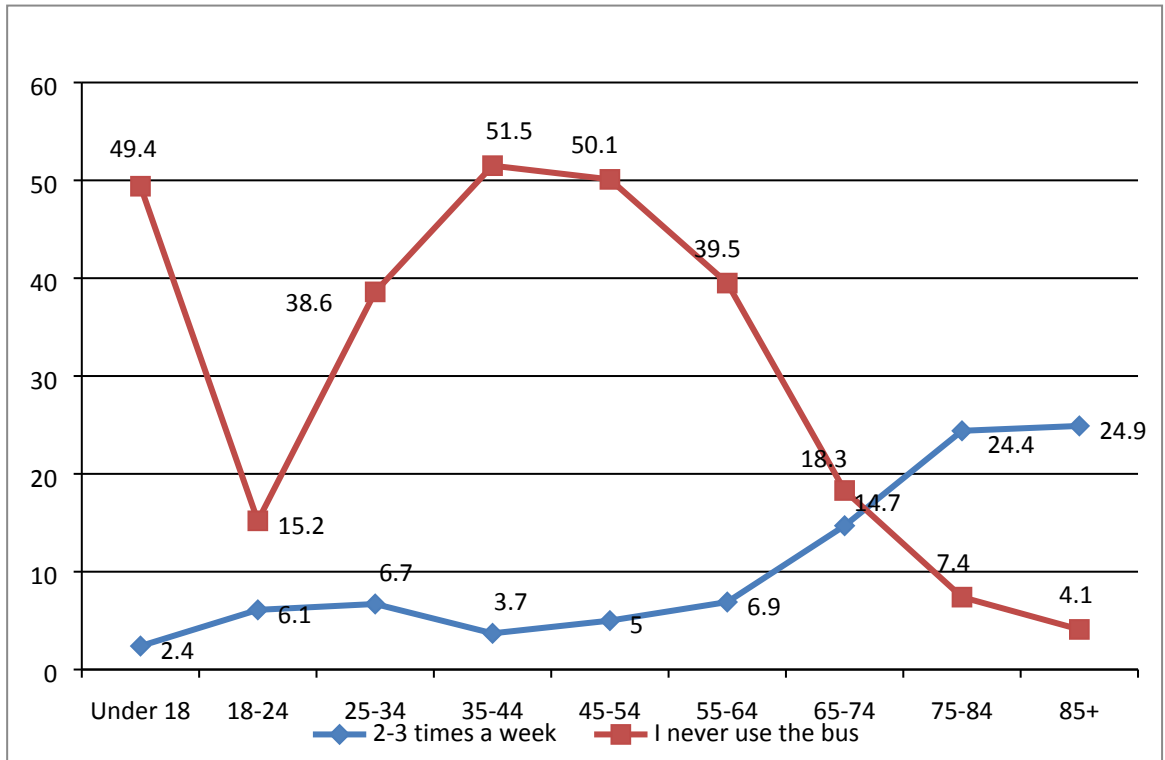
A. As can be seen the use of buses to go shopping (in this case the most popular aspect – shopping 2-3 times a week) is very much age related as one would expect. This is particularly relevant for those over 75 perhaps without access to a car. It does not represent all over 75 year olds just those who answered the survey who by its nature would tend to be bus users anyway.

**Figure 3 using the bus to visit family and friends**



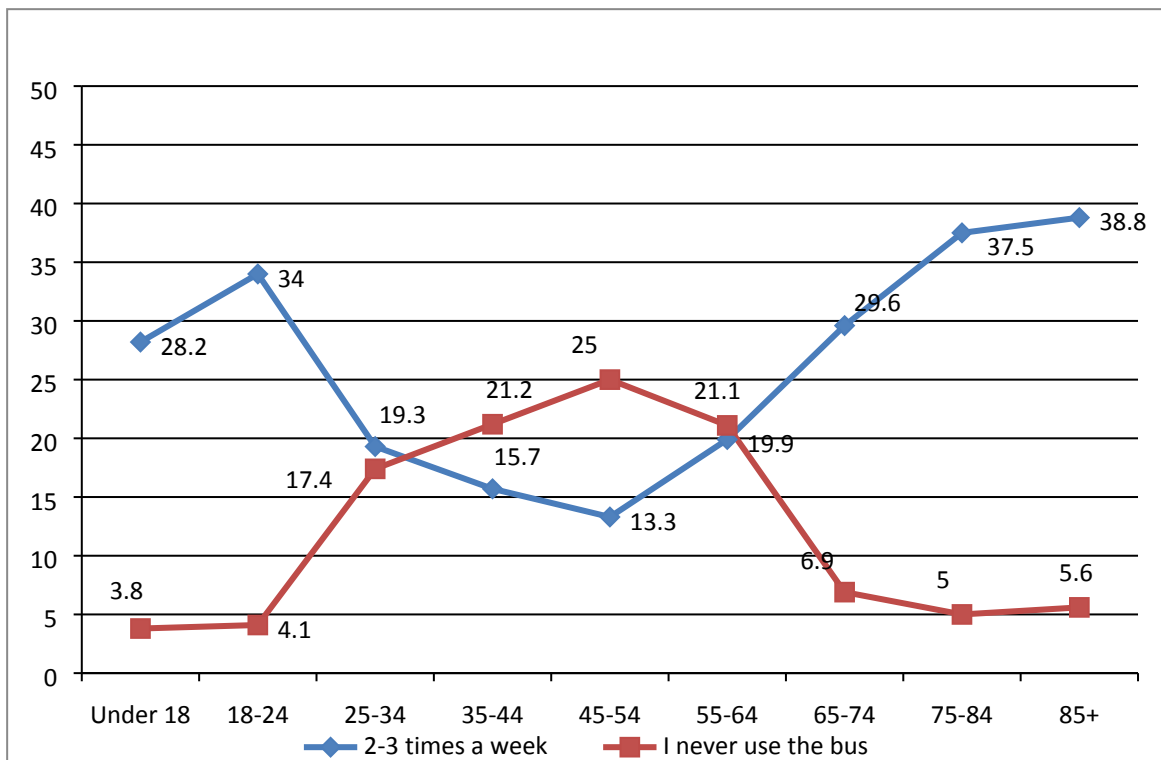
A. The above pattern is perhaps typical with those between 25 and 64 rarely using the bus to visit family and friends. This more important for the younger and older age groups.

Figure 4 using the bus to get to a Doctors or medical appointment



A. Again perhaps a typical distribution with the elderly relying more on the bus to get to medical appointments.

Figure 5 using the bus to get out and about



- A. *This pattern shows that for the youngest and eldest age groups those traditionally who may not have access to a car, the bus is important as a social tool to get out and about.*

**Topic 3 the 6 options – Did respondents views vary dependent on age?  
What was very important or important to respondents?**

- Q. *Strategic network routes linking the main towns*

- A. *Looking across all the age groups between 87-92% said that these were very important or important – there was no significant variation therefore by specific age groups – all regarded such routes as important.*

- Q. *Town services*

- A. *Looking across the age ranges it is noticeable that the level of importance (very important and important) climbs gradually as age increases with 68% of under 18's, 71% of 18-24's, 75% of 25-34's all the way to over 90% of respondents aged 55+*

- Q. *Evening services*

- A. *Looking across the age ranges the pattern is age related with evening services being regarded as very important or important by around two thirds of respondents until they are aged over 65 when the relative importance drops to 50% at 65-74 years old, 41% at 75-84 years old and 36% at 85+.*

- Q. *Sunday and Bank holiday services*

- A. *Looking across the age ranges the relative importance of the service was greatest amongst the 18-24 age group (70% said it was very important or important, the 25-34 age group (63% said it was very important or important) but tailed off as one got older so that by 75-84 only 41% said it was very important or important and 36% amongst those over 85.*

- Q. *Rural regular services*

- A. *Looking across the age ranges there was no noticeable difference in the percentage who said it was very important or important with the range spanning 88%-93%.*

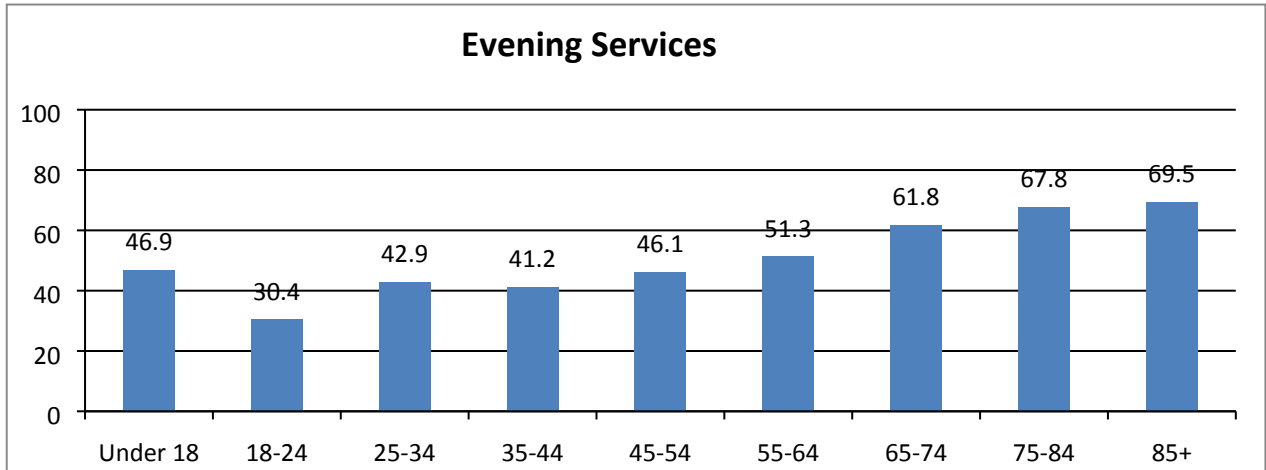
- Q. *Rural infrequent services*

- A. *Looking across the age ranges there was a slight lowering of relative importance amongst those up to aged 44 with those saying these*

services were very important or important varying between 63% and 69% whereas in the two age groups 65-74 and 75-84 it was around 80%.

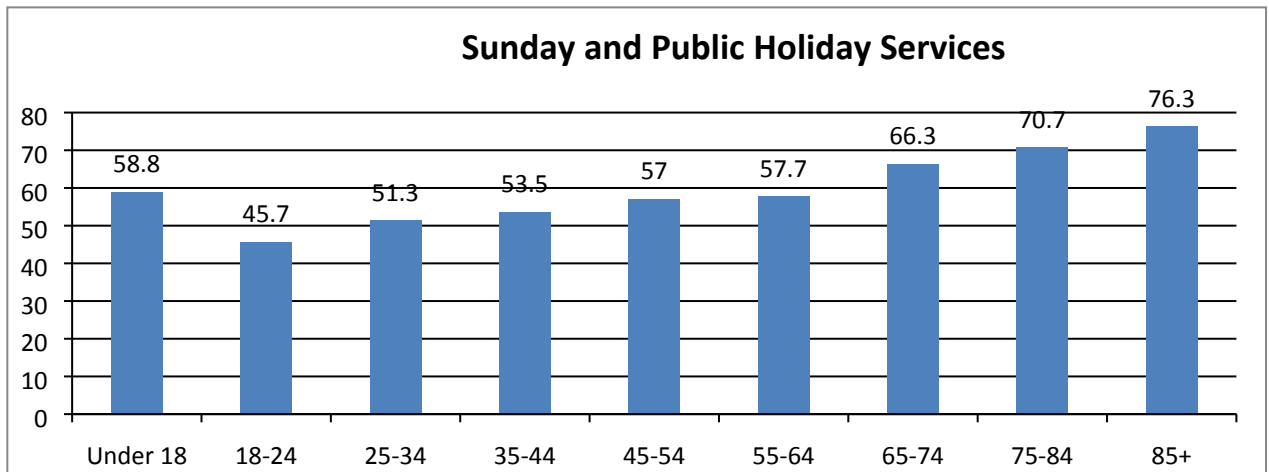
#### Topic 4 Looking for savings – Is support for savings dependent on age?

Q. Do you support the Council looking for savings in this area? Evening services



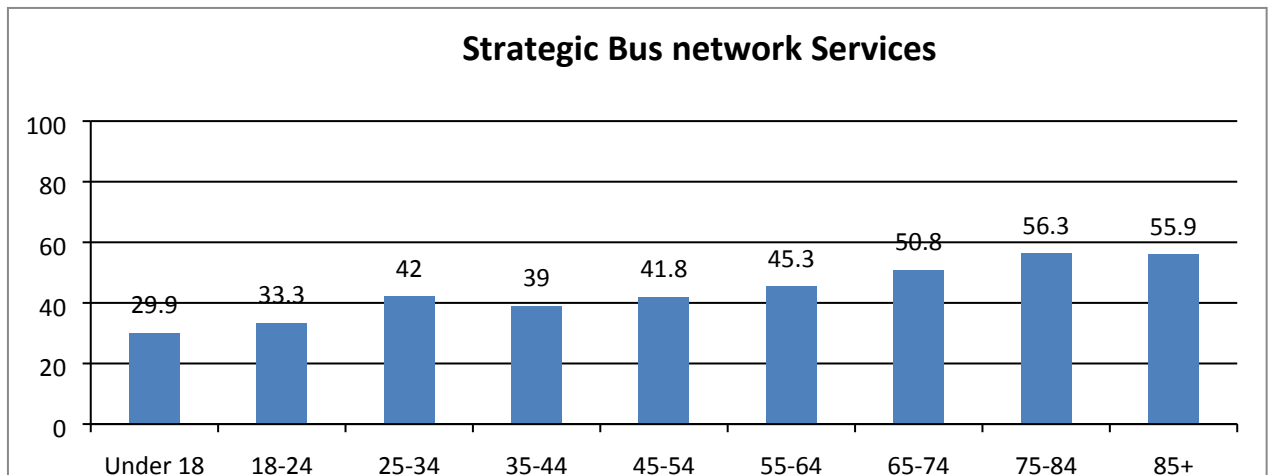
A. The level of support for saving increases above age 65 not surprising as evening use by older groups is not as important according to our survey responses to question 9.

Q. Do you support the Council looking for savings in this area? Sunday and Public holiday Services



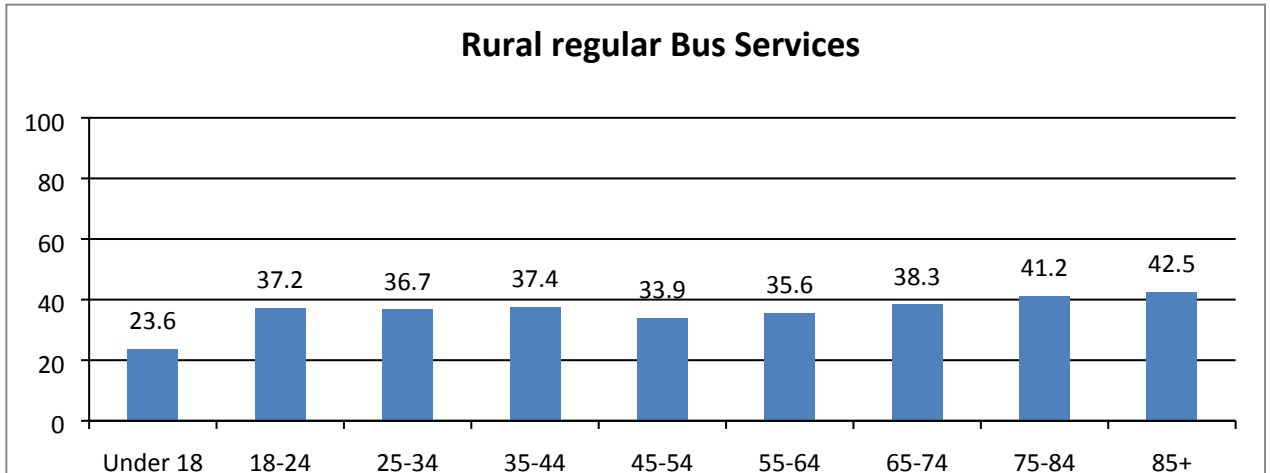
A. The level of support for savings in this area increases as respondents get older – it is only the 18-24 age group that appear slightly against this proposal overall which may reflect their confidence in using the bus to travel yet at an age where they may not yet own a car.

Q. Do you support the Council looking for savings in this area? Strategic Bus network Services



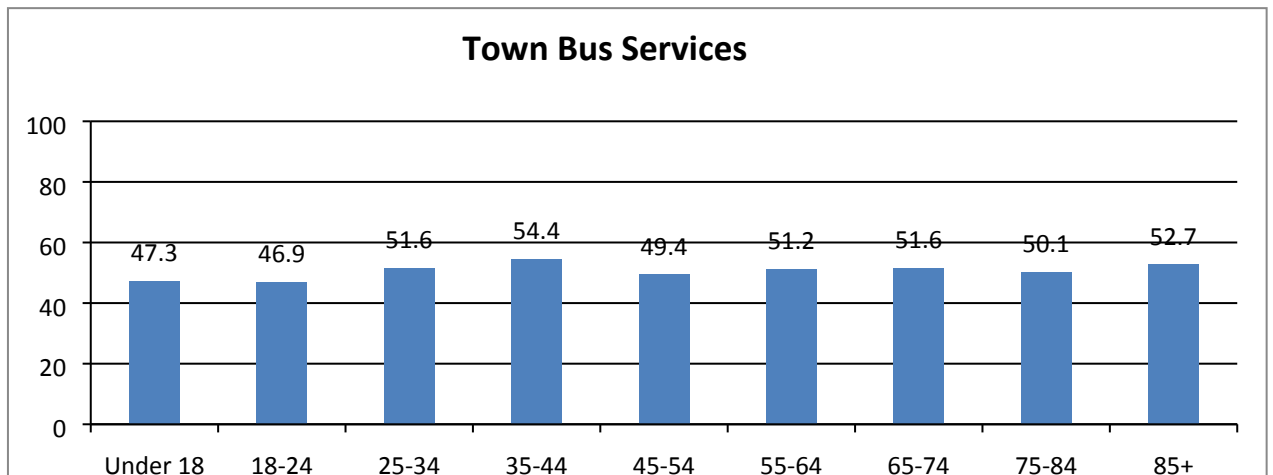
A. Support for savings in this area rise slowly via the age groups but is in a minority until the ages 65+ which perhaps reflects the shorter journeys that older respondents undertake rather than journeys between major centres.

Q. Do you support the Council looking for savings in this area? Rural regular Bus Services



A. Support for savings in this area remain in the minority across all age ranges suggesting it is an area that is seen as essential in what is in effect a rural authority.

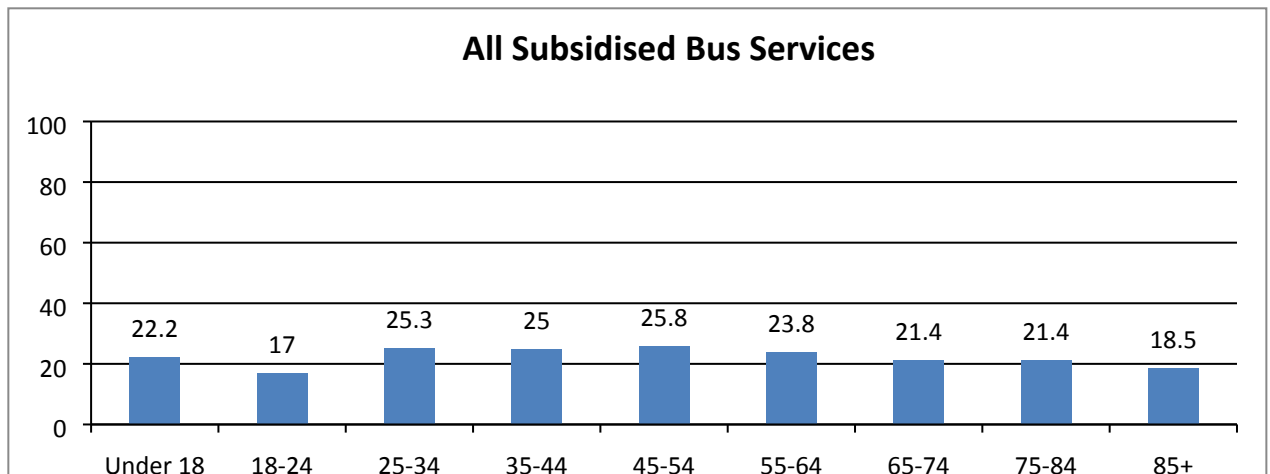
Q. Do you support the Council looking for savings in this area? Town Bus Services



A. Support for savings here are very similar across all age ranges with a rough 50/50 split for and against savings to Town Bus Services.



Q. *Do you support the Council looking for savings in this area? All subsidised Bus Services*



A. *Support for savings across all subsidised bus services remains universally low across all age ranges.*

**Topic 5 Looking for savings – is support for savings dependent on access to a car?**

Q. *Across all the options explored looking at savings from Evening services, Sunday and Public Holiday services, Strategic Network services, Town services and then Rural regular and Rural infrequent services, it was noticeable that the greatest impact would without doubt fall on those who do not have access to a car.*

A. *So of those who said that removing the subsidy “wouldn’t affect me at all, as I rarely if ever use such a service” between 69% and 89% said they had access to a car.*

*In contrast between 70% and 78% of people who said such changes “would have a big impact on me personally did not have access to a car.*