

# **Personal Independence Payment – Policy briefing note**

## **Passporting from Personal Independence Payment**

### **Objectives**

1. The Government will take into account the role Disability Living Allowance (DLA) has as a passport to a range of additional help and support (both cash and in kind) administered across central and local government as PIP is designed.
2. Our priority is to ensure Personal Independence Payment is designed for those disabled people who face the greatest challenges to leading independent lives, and in that process we will be mindful that it should replace DLA as the main disability gateway to other disability benefits and services across DWP and other Government Departments.

### **Considerations**

3. The Government recognises the importance of passporting arrangements, to disabled people, their carers and administratively, so people do not have to face unnecessary multiple assessments.
4. The receipt of DLA is a commonly accepted and broad definition of disability and in many instances simply receipt of the benefit will enable access to additional support.
5. Receipt of a particular component/rate of DLA can also provide a passport to more specific help and support, although it may not always be the only route to entitlement. For instance, entitlement to a Blue Badge may be through an entitlement to the higher rate mobility component of DLA or a range of additional criteria.
6. In designing the assessment for Personal Independence Payment, and the entitlements it will bring, we will keep in mind the existing passporting arrangements with a view to maintaining them wherever possible. We will work with other Government Departments and the Devolved Administrations sponsoring their own schemes to ensure that any future passporting arrangements remain appropriate for their own schemes and maintain the administrative benefits of the current links with DLA.

### **Key policy proposals**

#### **A. Carer's Allowance (CA)**

7. It has always been our intention that Personal Independence Payment will provide a gateway through to receipt of CA in the way that DLA currently does. We recognise the valuable role that carers play and our intention is to

ensure that those who need support continue to receive it. We are committed as a matter of principle to continuing to support carers. It is our intention that both rates of the daily living component will be used as a criterion in connection with entitlement to Carer's Allowance.

### **Our rationale**

8. We took time to reflect on the responses to the DLA consultation exercise and recognise the importance that carers and those they care for place on the DLA gateway to CA. We therefore want to introduce a route through to entitlement to CA from Personal Independence Payment.

### **Further work we will do**

9. As part of our assessment of the impact of passporting arrangements in general we will provide more information about the impact on the CA caseload when we publish an updated impact assessment.

## **B. Motability**

10. In our consultation on DLA reform we made it clear that we will work with Motability to ensure that the scheme remains supported within Personal Independence Payment. In our response we stated that we wanted to ensure that, as now, people with the greatest barriers to participation are able to access other support services and support as easily as possible. Motability is such a service which we intend should be supported by Personal Independence Payment
11. At present eligibility to the Motability scheme is dependent upon a person being in receipt of the higher rate mobility component of DLA. We need to decide what the eligibility criteria should be under Personal Independence Payment. We have and will continue to have discussions with Motability colleagues and other stakeholders to assess potential impacts and determine the most appropriate gateway to the scheme.

### **Our rationale**

12. The Motability scheme plays an important role in helping severely disabled people achieve independent living. We will ensure that Personal Independence Payment continues to support Motability help those severely disabled people who face the greatest barriers to independent living.

### **How it will work in practice**

13. The appropriate rate of the mobility component of Personal Independence Payment will be paid directly to the Motability scheme as currently happens with the higher rate mobility component of DLA. Administrative arrangements are already in place between Pension, Disability and Carers Service (PDCS) and Motability operations to provide for this transfer of DLA payments and so similar processes will be developed for Personal Independence Payment.

### **Further work we will do**

14. We will continue to work with Motability and others to take this issue forward. As part of that we will also consider the arrangements currently in place for

the provisions of grants to adapt vehicles under the Specialised Vehicle Fund scheme.

### **C. Services provided by the Department for Transport (DfT) and the Devolved Administrations**

15. We understand the importance of DfT and the Devolved Administrations using the higher rate mobility component of DLA passport as an administrative easement to help identify those people who have significant physical difficulty in walking, and might have access to:

- Automatic qualification for a Blue Badge
- Eligibility for concessionary travel (free off-peak travel on local buses);
- Exemption from Vehicle Excise Duty;
- Age at which a driver licence can be issued (16 instead of 17); and
- Exemption from payment for a medical examination for the purpose of obtaining an exemption from wearing seat belts.

16. The Department will be working with DfT and the Devolved Administrations to take into account the role of DLA as a passport during the development of Personal Independence Payment.

#### **Our rationale**

17. The current passports through the mobility component of DLA act as an administrative easement to easily and conveniently establish a difficulty with mobility for which additional, mobility-related support is appropriate. We want to maintain that administrative simplicity wherever possible under Personal Independence Payment.

#### **How it will work in practice**

18. Key to the deliverability of any solutions will be customer notifications, and the information contained in them, which will allow Local Authorities to establish entitlement to their services.

#### **Further work we will do**

19. We will work with DfT and the Devolved Administrations to establish the most appropriate passport through from the mobility component of Personal Independence Payment and how award notifications can assist Local Authorities in identifying entitlement under their conditions. Key to that will be the development of the assessment criteria for the mobility component and how those tie in with the objectives that the passported measures have to assist those with a physical limitation on their ability to get around. We will also look at how we could introduce data sharing arrangements to allow for a more streamlined and dynamic system for passporting arrangements in the future.