

Response to the Consultation on Personal Independence Payment Moving Around activity June 2013



Personal Independence Payment

The moving around activity

Tell us what you think

June 2013

**Who is this
response from ?**



Members of the Bradford Strategic Disability Partnership

Members of the Bradford Learning Disability Partnership

**Who do I contact if
I want more
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**What do you think about the current
regulations?**

Although the PIP assessment criteria say you must be able to do things reliably – some people may not recognise the pain or damage they are doing to themselves by walking the distances you state

The criteria is too restrictive and simplistic (people's lives don't neatly fit into these assumptions)

If the aim of this is to cut the benefit costs this restrictive assessment will prove to be a false economy

The frustration is that the government and individuals won't know the true

cost until it's too late.

What was wrong with the first assessment criteria of 50m ?



What do you think about us using the 20 and 50 metres as the criteria?

20 metres is not far enough for many people to even get to a car never mind public transport.

“Being judged on this – wouldn’t even get me in the shop!”

Using a 20 metre rule will lead to many people losing enhanced rate mobility allowance and may prevent people from taking on or continuing in employment.

50 metres is a recognised measure of giving someone ‘a basic level of independence’ (your words in the PIP criteria in November 2011). It is a distance that is long established in relation to the built environment and issue of Blue Badges.

Why change it? If you do, many people will lose this ‘basic level of independence’. Other work the government is doing is based on increasing independence not restricting it.

It is not based on empirical evidence. The previous distances were. Where is the rationale for reducing these distances? They have no bearing upon people’s practical needs of moving around outside the home.

- Doesn’t take into account how busy places can be and how that makes it more difficult to get around
- Doesn’t recognise topography (a small incline can be very energy sapping)
- Doesn’t recognise day to day obstructions (e.g. cars on pavements, bins, street furniture, A – boards)
- Doesn’t recognise the difficulties we have in poor weather!



What do you think it will mean for disabled People if we use the current rules?

Many people will no longer be eligible for Mobility allowance. This will lead to

- Increased Social isolation
- Total Life style change which will have a negative effect on peoples well being

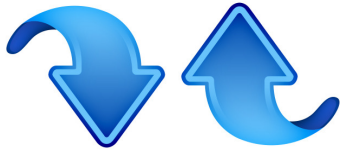
- Without the means of getting out people will quickly become more dependent and cost society more.
- People will lose their jobs/ volunteering opportunities. This will lead to greater dependency on other benefits. It will also affect people's routes into work.
- People will not be able to take part in fulfilling activities during the day. This will lead to an increase in Mental Health issues for disabled people and their carers
- More trips and falls
- A bigger "burden" on the NHS and Social Care
- Less independence with disabled people being more vulnerable and reliant on others
- If we can't get out of house – we will consume more gas/fuel and spiral further into debt
- More disabled people living in poverty
- The cycle of poverty will be even more difficult to break out of
- The knock – on effect is disabled people will likely lose so much more (e.g blue badge, Motability, VAT concessions)
- More pressure on blue badge appeal process (and inconsistencies between districts)
- Economic price that struggling districts will feel even more because of the disproportionate effect it will have
- The PIP criteria for getting a blue badge seems to indicate that people must be physically disabled to have the badge. For some individuals with learning difficulties it is essential that we park in safe, suitable and spacious bays and so require a blue badge, but currently will not meet the criteria
- The Motability Scheme may struggle to continue with reduced demand.

Examples:

- "If I don't get higher rate of PIP it will cost me £250 per week on transport to go to work"
- "I have a fluctuating condition which means sometimes I appear fine and sometimes I can't even get out of bed. The assessment doesn't

recognise this.”

- “What do I do if I lose my car? – How do I get around when public transport isn’t accessible to me?”



What do you think we should change?

The 20/50m distance criteria! (it won’t work!)

Make sure **the meaning** of the words used in the form are in the information book that is sent with the form.

We found the meaning of the words ‘stand’ and ‘stand and move’ in the toolkit but NOT in the information book. Why keep this information from people?

Make the information about the criteria more accessible/understandable so people can join the dots (i.e. It’s not obvious and clear that when assessing standing/moving around what needs to be considered is if this can be done; reliably, safely, as often as needed and reasonably)

There’s lots of info on the website in different formats which is good but it is difficult to navigate and make the connections

You do not mention things like callipers, boots and braces.
Please be clear about whether these are aids or appliances or neither.

People need lots of support to fill in forms. Promote and recruit people to do this

We want empathy and understanding rather than the feeling that this assessment is about “tripping us up”. Lots of people can’t express their difficulties and many people don’t understand (what’s behind) the question and need help

What does reasonable mean?

We want the government to change the perception that they’ve created that we are scroungers and undeserving!

More ways of applying. If we can only fill it in online, this puts lots of disabled people at a disadvantage and is potentially discriminatory



Other things we would like to tell you

We are concerned that people with access to computers will get more information and therefore will be able to fill out forms more effectively than those who do not. This will probably affect the most vulnerable.

Only about 18% of Deaf residents in our area now use Minicom. This however seems to be the main form of communication offered to Deaf People. We would like to see an option of email please.

Judging whether people can move any distance on the flat does not reflect someone's ability to move in their home environment – which in the Bradford District is often on a hill.

Didn't listen to the first consultation, please listen this time

"We" as disabled people are the ones who can tell them

Disabled people are an easy target

How will advisory agencies cope? Extra resources are needed

Are there any contingencies for people who were on DLA but find they are not entitled to PIP? E.G. Someone currently on DLA, with a motability car and a blue badge is then assessed as not entitled to PIP (or at least the higher rate). Within a very short space of time they will have serious reduction in income and associated concessions (loss of Blue badge, loss of Motability vehicle) and are faced with a very much bleaker future which may cost the tax payer more in the future.

There is a reference to BSL Signers and interpreters being paid for their hourly rate plus expenses. Is this the same for support staff or advocates? Will they be paid their hourly rate for enabling individuals to receive appropriate support in assessments.