

SUPPLEMENTARY SUBMISSION FROM INCLUSION SCOTLAND

How many disabled people will lose Mobility Support when the Personal Independence Payment (PIP) is introduced? :
An analysis of DWP projections

The DWP have given the following figures as their projection of the DLA caseload for 2015/16:

2015/16 16-64 DLA rate combination	Caseload
Higher Mobility, Higher Care	350,000
Higher Mobility, Middle Care	290,000
Higher Mobility, Lower Care	270,000
Higher Mobility, No Care	130,000
Lower Mobility, Higher Care	170,000
Lower Mobility, Middle Care	450,000
Lower Mobility, Lower Care	250,000
Lower Mobility, No Care	50,000
No Mobility, Higher Care	10,000
No Mobility, Middle Care	40,000
No Mobility, Lower Care	190,000
Total	2,200,000

For PIP the UK Government is projecting around **500,000** fewer claimants on the total caseload, broken down as follows –

2015/16 PIP rate combination	Second draft criteria
Enhanced Mobility, Enhanced Daily Living	340,000
Enhanced Mobility, Standard Daily Living	190,000
Enhanced Mobility, No Daily Living	230,000
Standard Mobility, Enhanced Daily Living	110,000
Standard Mobility, Standard Daily Living	250,000
Standard Mobility, No Daily Living	190,000
No Mobility, Enhanced Daily Living	90,000
No Mobility, Standard Daily Living	250,000
Total	1,700,000

Source: DWP – www.dwp.gov.uk/docs/pip-assessment-thresholds-and-consultation.rtf

This suggests a drop of 500,000 in the projected caseload or nearly **23%** of all claims. However this masks the true number of losers as the emphasis is on those losing all entitlement (both care and mobility components of DLA/PIP) whereas many will only lose part of their entitlement or have their entitlement to care or mobility reduced.

Thus **280,000** claimants (**27%** of all those who would otherwise have been entitled) will lose entitlement to Enhanced/Higher Rate Mobility whilst there will be **370,000 (40%)** fewer claimants entitled to Standard/Lower Rate Mobility.

Using Aug. 2011 caseload figures for DLA (which are lower than the DWP's projected figures for 2015/16) if 27% of those disabled people living in Scotland who are **currently** on the Higher Rate Mobility component were to lose entitlement on the introduction of PIP that would be **26,400** people who would either lose entitlement entirely or be moved onto a lower rate.

Using Aug. 2011 figures for DLA if 40% of those disabled people living in Scotland (who are currently entitled to the Lower Rate Mobility Component) were to lose entitlement on the introduction of PIP that would be **33,400** people who would lose out.

Thus in total very nearly **60,000** (i.e. 26,400 + 33,400) Scots disabled people would stand to lose entitlement to their current level of mobility support. As such their losses will range between £20.55 and £54.05 per week (i.e. between £1070 and £2800 p.a.).

Another way to arrive at a figure for the number of Scots disabled people likely to lose out in future is to work out Scottish losses relative to forecasted losses across the UK. Scotland currently has 11% of all claims to Higher Rate Mobility. Thus if 280,000 fewer people across the UK are to qualify for this level of support in future that would translate into **30,800** disabled people in Scotland losing entitlement to support at the Higher Rate.

Similarly 11.6% of all those currently entitled to Lower Rate Mobility live in Scotland. Thus if 370,000 across the UK are expected to lose entitlement to the Lower Rate then we would expect that to lead to **42,920** Scots disabled people losing their entitlement to Lower Rate Mobility. As such the numbers that we would expect to lose some, or all, of their mobility support would be even higher totalling nearly 74,000 (i.e. 30,800 + 42,920)

Effect on Passport Benefits: Being on the Higher Rate of DLA Mobility Component gives automatic entitlement to the Blue Badge. If somewhere between 26,400 to 30,800 Scots disabled people lose automatic entitlement to the Blue Badge that means that they will all have to undergo local authority medical assessments to determine if they are to be entitled to a Blue Badge in the future. This could considerably increase the assessment costs for local authorities.

Entitlement to Higher Rate Mobility also automatically entitles a disabled person to Concessionary Travel under the National Entitlement scheme. A disabled person on Lower Rate Mobility might or might not qualify for Concessionary Travel depending on the type of impairment that they have. Thus perhaps thousands, of disabled people will lose their entitlement to Blue Badges and/or Concessionary Travel when they lose entitlement to the Mobility Components of DLA/PIP.

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