

Free Public Transport and TV Licences for Older People Debate on 13 June 2019

Summary

On 13 June 2019, the House of Lords is due to debate a motion moved by Lord Foulkes of Cumnock (Labour) that “this House takes note of the case for the provision of free public transport and TV licences for older persons as a means to alleviate loneliness and isolation and the broader need to maintain well-funded public services to support care for the elderly”.

Recent studies have suggested that a substantial minority of older people—up to 15 percent—report that they often feel lonely. The proportion of older people regularly experiencing loneliness has remained relatively constant over recent years, but the total number is projected to increase as the population ages unless action is taken to tackle loneliness. Loneliness is increasingly seen as a public policy issue, with the Government publishing its first strategy to address this issue in October 2018.

Currently, people over state pension age in England are entitled to apply for a free bus pass and people over the age of 75 in the UK are entitled to apply for a free TV licence. Age UK, a charity that represents older people, argues that both these entitlements are important in helping tackle loneliness among this age group. In 2018, the Government introduced secondary legislation which it said would ensure that older people could continue to benefit from free off-peak bus travel “for the foreseeable future”. However, the Local Government Association and the House of Commons Transport Committee have argued that local authorities do not receive enough funding from central government to support the concessionary bus travel scheme. The Government fully funded free TV licences for the over-75s until 2017/18. However, as part of a wider funding deal agreed with the BBC in 2015, the Government is now only partially reimbursing the BBC for the cost of providing free licences. Responsibility for age-related licence fee concessions will pass to the BBC from June 2020. The BBC is considering whether to retain, abolish or reform the current system of free TV licences for the over-75s and is expected to announce its decision this month.

This briefing examines the provision of free bus passes and TV licences for older people, the costs and benefits of doing so, and recent proposals for reform. It concludes with suggestions for further reading on the broader subject of public service provision for the elderly, including the question of funding social care.

Loneliness Amongst Older People

Recent studies by campaign groups have examined factors associated with loneliness and its prevalence in the community. The Jo Cox Commission on Loneliness published its report in December 2017. It found that loneliness “affects people of all ages and from all backgrounds”, although studies over the years had reached different conclusions about the levels and overall distribution of loneliness across the UK and among different groups.¹ Having said that, the commission noted that studies had found relatively consistent levels of chronic loneliness among older people, with between 5 and 15 percent reporting that they were often or always lonely.² Evidence suggested that some life transitions, such as

bereavement or developing a health condition, could act as triggers for chronic loneliness.³ Evidence also suggested that levels of loneliness were higher among people with certain characteristics, including:

- disabled people
- people with mental health issues
- people in poor health
- people who live alone
- the oldest older people
- carers
- people from some (but not all) ethnic minorities.

Age UK, one of the partner organisations in the Jo Cox Commission, published further research in September 2018 focusing on loneliness in the over-50s.⁴ It found that one in twelve over-50s living in England, representing around 1.4 million people, reported they were often lonely.⁵ This proportion has remained relatively constant since 2006/07. However, because the size of the older population is growing, the total number of older people who often feel lonely may grow over time. Age UK has estimated that the number of people aged 50 and over living in England who will often feel lonely will increase by half a million people by 2020/21 and reach 2 million people by 2025/26 unless action is taken to tackle loneliness. Age UK concluded that the risk of loneliness is not driven by age, but by people's circumstances which can differ by age.⁶ For example, leaving education is often a vulnerable time for younger people, while the death of a loved one is a more common factor among older people.

Loneliness is increasingly seen as a public policy issue. In response to the work of the Jo Cox Commission, in October 2018 the Government published a cross-departmental strategy to tackle loneliness.⁷ In this, the Government set out three over-arching goals to guide its work on loneliness:⁸

- A commitment to play its part in improving the evidence base to better understand what causes loneliness, its impacts and what works to tackle it.
- To embed loneliness as a consideration across government policy, recognising the wide range of factors that can exacerbate feelings of loneliness and support people's social wellbeing and resilience.
- To build a national conversation on loneliness, to raise awareness of its impacts and to help tackle stigma.

Specific policy measures announced as part of the strategy launch included:⁹

- Expanding 'social prescribing', so that by 2023 all GPs in England will be able to refer patients experiencing loneliness to community activities and voluntary services, connecting people to activities such as cookery classes and walking clubs.
- Adding loneliness to ministerial portfolios at the Ministry for Housing, Community and Local Government, the Department for Business, Energy and Industrial Strategy, and the Department for Transport. This is in addition to the Department for Health and Social Care and the Department for Digital, Culture, Media and Sport.
- Incorporating loneliness into ongoing policy decisions with a view to a loneliness 'policy test' being included in departments' plans.

With specific reference to older people, the strategy noted that the forthcoming public consultation on social care would set out plans for how the Government proposed to improve care and support for

older people and to tackle the challenge of an ageing population. It said this was an example of “broader objectives that will have an impact on the lives of those experiencing loneliness”.¹⁰ Suggested further reading on social care funding and the Government’s promised green paper are set out at the end of this briefing.

Public Transport

Statutory Scheme

A statutory bus concession for older and disabled people has been in place since 2001.¹¹ In 2008, the concession was extended to cover free off-peak local bus travel for older and disabled people anywhere in England. This statutory concession is referred to as the English National Concessionary Travel Scheme (ENCTS). Older and disabled people holding an ENCTS pass can travel for free on local bus services anywhere in England, between 0930 and 2300 during weekdays and anytime at weekends and bank holidays. The scheme is administered by Travel Concession Authorities (TCAs). In England, the TCAs are the county, unitary and metropolitan authorities and the 33 London councils.¹² Some TCAs offer discretionary concessions in addition to the statutory ENCTS scheme, such as free or reduced travel before 0930 or on other transport modes.¹³ In London, the statutory concession for residents covers the whole London local transport network, not just buses.

Different age limits for the concession apply in different parts of the UK. In England, both men and women are entitled to a bus pass for free travel when they reach the female state pension age.¹⁴ The female state pension age started to rise from 60 in April 2010, to reach 65 in December 2018.¹⁵ Between December 2018 and October 2020, the state pension age for both men and women is set to rise from 65 to 66. It will then rise to 67 between 2026 and 2028. London residents are entitled to apply for a free travel pass from the age of 60, but this only covers travel within London.¹⁶ People in Wales, Scotland and Northern Ireland can get an older person’s bus pass when they reach 60.¹⁷

In 2017/18, there were 8.5 million passes for concessionary travel in England for older people.¹⁸ It is estimated that 71% of eligible women and 67% of eligible men in England held a pass.¹⁹

English TCAs spent £884 million on the statutory concessionary travel scheme in 2017/18.²⁰ This figure includes the cost of concessionary travel for older people and disabled people under the scheme. The Department for Transport has described how the funding of the ENCTS works:

The funding for concessionary fares is routed through local government departmental expenditure limits by formula grant [a grant distributed to communities based on population numbers]. This is then used to reimburse operators carrying concessionary passengers on their services.

Reimbursement is undertaken on the principle that bus operators should be financially no better off and no worse off as a result of taking part in the scheme. Reimbursement rates are calculated on an average fare basis and it is a matter for negotiation between the TCAs and bus operators.²¹

Government Policy

The Conservative manifesto for the 2017 general election contained a commitment to maintain free bus passes for older people for the duration of this parliament.²² In 2018, the Government introduced secondary legislation which it said would ensure that disabled and older people would continue to benefit from free off-peak bus travel “for the foreseeable future”.²³ This followed on from regulations enacted in 2011 that first set out in legislation the principles governing the way that TCAs reimburse bus operators.²⁴

These regulations contained:

- a sunset clause, meaning that the regulations would cease to be in force after seven years;
- a review clause, requiring a review of the regulations five years after they came into force in order to reassess whether they should be allowed to continue.

The Department for Transport carried out a post-implementation review in April 2016 by means of a small-scale survey of affected stakeholders.²⁵ It found “strong support” for the 2011 regulations. The Government therefore made new regulations in March 2018 to allow the reimbursement arrangements for the ENCTS established by the 2011 regulations to continue in their current form. Nusrat Ghani, the Parliamentary Under Secretary of State for Transport, said that being “able to get out and about” was “hugely important” for older people as it would “allow them to keep their independence and play a role in their local community”.²⁶ She said the 2018 regulations were “now set for the future” and would allow older people to “access their local services and amenities”.

In response to the 2018 regulations, Caroline Abrahams, charity director of Age UK, said Age UK was “delighted” that the Government had “recognised the importance of the bus pass”.²⁷ She commented:

The bus pass is an important lifeline for many older people, often the poorest and those in isolated areas, who would otherwise be stranded at home—enabling them to access vital local services and stay connected with friends and family.

Free bus passes help fight loneliness and all the evidence shows that older people who are able to get out and about and stay engaged with their communities have a better chance of retaining their health and independence for longer.

In February 2019, the Local Government Association (LGA), which represents local authorities, argued there was a large funding shortfall for the ENCTS.²⁸ It said:

Uncontrollable costs and reductions in government funding means the money available for concessionary fares, the national ‘free bus pass’ scheme, was underfunded by an estimated £652 million in 2017/18, LGA analysis shows. This is significantly more than the LGA’s previous estimate of at least £200 million made in 2016 and is forecast to increase further in 2019/20.

The LGA argued that to fill the gap between the costs of the scheme and the amount received from the Government, councils were having to reduce spending on discretionary subsidised bus services (eg concessions for young people) and on supporting rural bus routes. It said that nearly half of all bus routes in England currently receive partial or complete subsidies from councils and were under threat. The LGA called on the Government to reinstate the full costs of the ENCTS in the forthcoming spending review. Martin Tett, the LGA’s transport spokesperson, warned that otherwise “it could lead to older people having a free bus pass but no bus to travel on”.²⁹

In a recent report, the House of Commons Transport Committee made similar points about the potential for a funding shortfall from central government to put local bus services under threat:

At present reimbursement of concessionary bus fares for bus operators does not meet the principle of “no better and no worse off”. This principal [sic] is objectively impossible to test. The reimbursement calculator given to local authorities by the Department for Transport is based on fares from 2005/06. Local authorities, with already stretched resources, often feel compelled to cover the shortfall. This potentially puts bus services at risk. If services are withdrawn it could

have a disproportionate effect on vulnerable people, and they may become more isolated. This runs counter to the stated aim of the concessionary fares policy: improving the lives of older and disabled people.³⁰

The committee recommended the Government should review its funding of concessionary bus passes.³¹ It said that as a priority, the Government should re-baseline the current reimbursement rates on 2017/18 ticket prices and should continue to re-baseline fares every four years to maintain the “no better and no worse off principle”.

In a response to a parliamentary question about how it intended to fill the funding gap identified in the LGA analysis, the Government said:

Funding for the English National Concessionary Travel Scheme (ENCTS) is provided to local authorities through the Ministry of Housing, Communities and Local Government’s revenue support grant. This funding is not ringfenced, which enables local authorities to make spending decisions that more closely match local needs and circumstances. It is misleading to talk about the grant in isolation when local authorities have access to council tax, business rates and other local income to deliver their local services.³²

Proposals for Reform

There have been suggestions over recent years that older people’s eligibility for a bus pass should be means-tested.³³ The House of Lords Intergenerational Fairness and Provision Committee recently considered evidence on this point.³⁴ In its recommendations, the committee argued in favour of raising the age at which people can apply for a bus pass, and considered the tax treatment of this benefit:

The Government should seek to target existing age-related benefits better at individuals outside the workforce. Age thresholds should be raised. From 2026–28 when the State Pension age is due to rise to 67, free bus passes and Winter Fuel Payments should be available no sooner than five years after the State Pension age and age thresholds should be aligned across benefits. The difference should be maintained from then on as the State Pension age rises. There should be transitional protection so that individuals who currently receive these payments continue to receive them. This should ensure that the cohort of women who have been most severely affected by changes to the State Pension age would not suffer a double disadvantage from this subsequent change.

Alongside changing the age of applicability, the Government should investigate the feasibility of treating these benefits as taxable income for those above the tax threshold without requiring individuals who currently do not complete an income tax form having to fill out a form.³⁵

Age UK has argued against means-testing.³⁶ Its research indicated that the better off are less likely to use a bus pass and that take-up was higher among those on lower incomes. It argued that “introducing means testing would not achieve significant savings and might deter poorer older people from applying for a pass”. Age UK emphasised the reliance of older people on using their concessionary bus pass to attend medical appointments and to remain independent if they are no longer able to drive. It also argued there were wider social benefits to the bus pass, such as subsidising bus routes that would otherwise be difficult to maintain and reducing the overall number of car journeys.

In its manifesto for the 2017 general election, the Labour Party said it would guarantee free bus passes for older people as a universal benefit.³⁷

TV Licences

Concessionary Licences for Older People

Anyone who watches or records television programmes as they are being broadcast, or who uses the BBC iPlayer service to download or watch programmes, needs to be covered by a TV licence.³⁸ A standard TV licence currently costs £154.50 a year. Since 2000, people who are aged 75 or over have been entitled to a free TV licence.³⁹ An over-75 licence also covers anyone who lives with the licence holder.⁴⁰ People aged 60 or over who live in a residential care home, supported housing or sheltered accommodation may be eligible for a concessionary TV licence costing £7.50.⁴¹

In 2018, there were 4.5 million over-75 TV licences in force.⁴² This represented about 17 percent of the total number of TV licences. Evidence suggests that take-up of free licences is almost universal.⁴³

Funding

The cost of providing free TV licences to the over-75s amounted to £655 million in the 2017/18 financial year.⁴⁴ For most of the period since free licences for the over-75s were introduced, the Government has met the cost by reimbursing the BBC. However, the funding model is changing following an agreement reached by the Government and the BBC on a wider funding deal in July 2015.⁴⁵ This included an agreement that the BBC would take on the full cost of the over-75s TV licence concession. This new arrangement is being phased in, with the Department for Work and Pensions contributing £468 million in 2018/19 and £247 million in 2019/20, and the BBC taking on the full costs from 2020/21.

Proposals for Reform

Following the 2015 funding agreement, the Government legislated in 2017 to transfer responsibility for age-related licence fee concessions to the BBC. Section 89 of the Digital Economy Act 2017 provides that from 1 June 2020, the age-related concession will no longer be determined by regulations made by the Secretary of State.⁴⁶ Instead, it will be determined independently by the BBC following consultation. The BBC will have the power to make changes, including changing the eligibility criteria, the level of the concession and the qualifying age (although this may not be lower than 65) or ending the concession altogether.

The BBC ran a consultation on the age-related TV licence policy between November 2018 and February 2019.⁴⁷ In the consultation document, the BBC set out some financial and demographic factors informing its thinking on the future of free TV licences for the over 75s:

Any new age-related concession would mean the BBC would have less money, which would mean fewer programmes and services, in effect making the BBC worse overall for everybody. The BBC does not have the power to raise the licence fee to cover the costs of a new concession. For example, if the BBC replaced the Government's funding for free TV licences for households with someone aged over 75, the cost would be £745 million in 2021/22—money that could not be invested in programmes and services.

[...] if the BBC copied the existing concession, it could be argued that each paying household would be missing out on programmes and services worth £34 of their licence fee.

[...] the potential economic effect can be seen as, in effect, an indirect subsidy. For instance, if the BBC copied the current concession, around 82% of households would effectively be subsidising

BBC programmes and services for the other 18%.

As Frontier Economics [a consultancy commissioned by the BBC to do an economic analysis of the over-75s concession] explain, the strength of the rationale for a concession in its current form has weakened. Eighteen years on from the original concession, the picture on pensioner living standards and poverty is different. Incomes, wealth and life expectancy of older people have improved significantly, pensioner poverty rates have fallen and older households report higher well-being on a range of metrics.

At the same time, the UK population is also ageing, which increases the cost of any age-related concession. In 2000, around 7% of people were aged 75 or over, reaching 8% by 2016 and projected to reach over 10% by 2026. That means that by the end of the next decade, together with the impact of inflation, copying the existing concession would cost over £1 billion a year.⁴⁸

The consultation sought views on several options:

- **Copying the existing concession:** The BBC recognised that pensioner poverty was still an issue for some people, and that the BBC was important for older people “as a source of enjoyment and companionship”.⁴⁹ However, its initial thinking was that “we cannot afford to copy the existing concession, with its high and rising cost”.
- **Restoring a universal licence fee, with no age-targeted concession:** The BBC said it could see arguments for and against this option, as it would mean there would be “no significant cuts to BBC services”, but it would remove the concession from all older households.⁵⁰
- **Reforming the concession:** The BBC said it could see a case for making changes so that “a concession for older age groups would still apply, but in a different way from today”.⁵¹ The consultation explored possible options such as: discounting the cost of a licence fee for older people; raising the age threshold for the concession; and/or means-testing the concession.

The BBC Board is expecting to announce its decision on the future of the over-75 licence fee concession in June 2019.⁵²

The Government’s policy is that the concession should continue. Jeremy Wright, the Secretary of State for Digital, Culture, Media and Sport, said in May 2019 that the Government had guaranteed the over-75 licence fee concession until 2020.⁵³ Its future after that was the BBC’s decision, but Mr Wright said the Government had “been clear that we would want and expect it to continue”. He acknowledged that television was “important for many older and more isolated people”.

Age UK is campaigning against changes to the current entitlement. The charity described TV as a “lifeline for older people”, noting that “for over a million of the oldest people in our society, TV is their main form of company”.⁵⁴ It argued that:

When mobility issues mean you struggle to get out and about, TV helps you stay connected. When money is a constant worry, it’s your way to escape. And when you spend your days alone, it gives you something to rely on, something to look forward to.

[...] half of over-75s are living with a disability. Many of them rely on their TV for companionship and entertainment. And for those who don’t have the internet—a considerable proportion of the

oldest in our society—TV enables them to stay up to date with what’s happening in the world.⁵⁵

Age UK said its research suggested that over 40 percent of people aged 75 or over in the UK, or just over 2 million people, would not be able to afford a TV licence or would have to cut back on essentials such as heating or food to pay for a full-price licence if the concession was abolished.⁵⁶ In its submission to the BBC consultation, Age UK set out why it believed that there should not be changes to the current entitlement:

Removing or limiting the concession would have a major impact on the lives of many of our oldest citizens, particularly the most vulnerable who are living with some combination of low income, disability and loneliness.

[...] Nearly three in ten (29%) of people aged 75+ live in poverty or only just above the poverty line. However, it’s not just about income. More than half of over-75s are also disabled, so are likely to have lower disposable incomes after meeting essential disability-related costs [...]

People aged 75+ are more likely than younger people to live alone which, combined with the high levels of ill health and disability, can make them isolated and dependent on TV for companionship, news and information.

We are very concerned that any changes could result in some older people giving up their television even if it is very important to them, while others may cut back on heating and other essential costs in order to buy a licence.⁵⁷

Age UK rejected the alternative options suggested by the BBC.⁵⁸ It said that charging older people a reduced licence fee or raising the age threshold for a free licence would result in lower-income older households losing a higher proportion of their income than higher-income older households. Age UK also opposed the idea of means-testing. It argued that linking a free licence to being in receipt of pension credit would “miss the very poorest—those who are entitled to help but have not claimed”. Furthermore, in Age UK’s view means-testing would be “very unfair to those with incomes just above the threshold”. Age UK called for the Government to take back responsibility for funding the free licence.⁵⁹ It argued it was “not appropriate” for the BBC to “make decisions about who should receive concessions or to be responsible for funding what is, in effect, part of our welfare system”.

The House of Lords Intergenerational Fairness and Provision Committee made a similar point in its recent report, arguing it was “inappropriate that the BBC should be tasked with funding the social policy goal of supporting older generations”.⁶⁰ The committee believed that if the Government wished to subsidise the licence fee, “the BBC should not carry the cost”. However, unlike Age UK, the committee argued in favour of means-testing the TV licence concession:

In our submission, free television licences for all over a certain age should be phased out. Those who can afford to pay for a television licence should do so. The poorest may be subsidised directly by the Government, if it so chooses.⁶¹

In an early day motion, the Labour Party welcomed Age UK’s petition on keeping free TV licences for the over-75s and called on the Government to guarantee they will be maintained beyond 2020.⁶²

Further Reading on Services and Support for Older People

- House of Commons Library, [Social Care: Forthcoming Green Paper \(England\)](#), 13 May 2019
- House of Commons Library, [Adult Social Care Funding \(England\)](#), 12 February 2019
- House of Commons Health and Social Care Committee and Housing, Communities and Local Government Committee, [Long-term Funding of Adult Social Care](#), 27 June 2018, HC 768 of session 2017–19
- House of Lords Library, [Human Rights of Older Persons and their Comprehensive Care](#), 6 November 2017
- House of Commons Library, [Pensioner Benefits](#), 27 June 2017

¹ Jo Cox Commission on Loneliness, [Combating Loneliness One Conversation at a Time: A Call to Action](#), December 2017, p 8.

² *ibid*, p 9.

³ *ibid*, p 10.

⁴ Age UK, [All the Lonely People: Loneliness in Later Life](#), September 2018.

⁵ *ibid*, p 5.

⁶ *ibid*, p 8.

⁷ HM Government, [A Connected Society: A Strategy for Tackling Loneliness—Laying the Foundations for Change](#), October 2018.

⁸ *ibid*, p 7.

⁹ Prime Minister's Office and Department for Digital, Culture, Media and Sport, [PM Launches Government's First Loneliness Strategy](#), 15 October 2018.

¹⁰ HM Government, [A Connected Society: A Strategy for Tackling Loneliness—Laying the Foundations for Change](#), October 2018, p 28.

¹¹ Department for Transport, [Concessionary Travel Statistics England 2017/18](#), 30 January 2019, p 8.

¹² House of Commons Library, [Concessionary Bus Fares](#), 15 July 2015, p 7.

¹³ Department for Transport, [Concessionary Travel Statistics England 2017/18](#), 30 January 2019, p 8.

¹⁴ UK Government website, [Apply for an Older Person's Bus Pass](#), accessed 4 June 2019. Separate criteria apply to passes for disabled people under the ENCTS.

¹⁵ House of Commons Library, [State Pensions 2018: FAQs for MPs](#), 6 April 2018, p 29.

¹⁶ UK Government website, [Apply for an Older Person's Bus Pass](#), accessed 4 June 2019.

¹⁷ *ibid*.

¹⁸ Department for Transport, [Concessionary Travel Statistics England 2017/18](#), 30 January 2019, p 2.

¹⁹ *ibid*, p 7.

²⁰ *ibid*, p 4.

²¹ Department for Transport, [Explanatory Memorandum to the Mandatory Travel Concession \(England\) \(Amendment\) Regulations 2018](#), March 2018.

²² Conservative Party, [Conservative Party Manifesto 2017](#), May 2017, p 66.

²³ Department for Transport, [Free Bus Passes for Older and Disabled People Protected for the Future](#), 10 April 2018.

²⁴ Department for Transport, [Explanatory Memorandum to the Mandatory Travel Concession \(England\) Regulations 2011](#), April 2011.

²⁵ Department for Transport, [Explanatory Memorandum to the Mandatory Travel Concession \(England\) \(Amendment\) Regulations 2018](#), March 2018.

²⁶ Department for Transport, [Free Bus Passes for Older and Disabled People Protected for the Future](#), 10 April 2018.

²⁷ Age UK, [Free Bus Passes for Older and Disabled People Protected for the Future](#), 10 April 2018.

²⁸ Local Government Association, [Nearly Half of All Bus Routes at Risk as Funding Gap for Free Bus Passes Reaches £650 Million](#), 9 February 2019.

²⁹ *ibid*.

³⁰ House of Commons Transport Committee, [Bus Services in England Outside London](#), 22 May 2019, HC 1425 of session 2017–19, p 23.

³¹ *ibid*.

³² House of Lords, [Written Question: Bus Services: Concessions](#), 18 April 2019, HL15189.

³³ House of Commons Library, [Concessionary Bus Fares](#), 15 July 2015, pp 8–9.

- ³⁴ House of Lords Intergenerational Fairness and Provision Committee, [Tackling Intergenerational Unfairness](#), 25 April 2019, HL Paper 329 of session 2017–19, pp 74–5.
- ³⁵ *ibid*, p 75.
- ³⁶ Age UK, [Briefing: The Free Bus Pass](#), 2016, pp 4–5.
- ³⁷ Labour Party, [Labour Party Manifesto 2017](#), May 2017, p 54
- ³⁸ TV Licensing, [‘Do I Need a TV Licence?’](#) accessed 5 June 2019.
- ³⁹ House of Commons Library, [Free TV Licences for the Over-75s](#), 7 May 2019, p 4.
- ⁴⁰ TV Licensing, [‘Over 75 TV Licence’](#), accessed 5 June 2019.
- ⁴¹ TV Licensing, [‘Care Home and Sheltered Accommodation Residents’](#), accessed 5 June 2019.
- ⁴² BBC, [Annual Report and Accounts 2017/18](#), 2018, p 191.
- ⁴³ Frontier Economics, [Review of Over-75s Funding](#), November 2018, p 12.
- ⁴⁴ BBC, [Annual Report and Accounts 2017/18](#), 2018, p 191.
- ⁴⁵ HM Treasury and Department for Culture, Media and Sport, [‘Letter from Chancellor and Culture Secretary to the BBC’](#), 3 July 2015.
- ⁴⁶ Department for Culture, Media and Sport, [Explanatory Notes to the Digital Economy Act 2017](#), April 2017, p 52.
- ⁴⁷ BBC, [‘Age-Related TV Licence Policy Consultation’](#), accessed 4 June 2019.
- ⁴⁸ BBC, [Age-Related TV Licence Policy](#), 20 November 2018, pp 7–8.
- ⁴⁹ *ibid*, p 9.
- ⁵⁰ *ibid*, p 10.
- ⁵¹ *ibid*, pp 10–11.
- ⁵² *ibid*, p 12.
- ⁵³ [HC Hansard, 23 May 2019, col 793.](#)
- ⁵⁴ Age UK, [‘Why Free TV Licences for the Over 75s Matter’](#), 18 December 2018.
- ⁵⁵ *ibid*.
- ⁵⁶ Age UK, [‘Over Two Million Over-75s Would Have to Go Without TV or Cut Back on Essentials Such as Heating or Eating if Free TV Licences are Scrapped’](#), 8 February 2019.
- ⁵⁷ Age UK, [Consultation Response: Age UK’s Response to the BBC Public Consultation—Age-Related TV Licence Policy](#), February 2019, p 2.
- ⁵⁸ *ibid*.
- ⁵⁹ *ibid*.
- ⁶⁰ House of Lords Intergenerational Fairness and Provision Committee, [Tackling Intergenerational Unfairness](#), 25 April 2019, HL Paper 329 of session 2017–19, p 74.
- ⁶¹ *ibid*.
- ⁶² House of Commons, [‘Early Day Motion: TV Licences for Over-75s’](#), 4 February 2019, EDM 2046. Age UK’s petition is available on the organisation’s website: [‘Switched Off: Save Free TV for Older People’](#).

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