

# Equality Impact Assessment Form

## 1. Persons responsible for this assessment:

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Directorate: Environment	Date of Assessment: 6 <sup>th</sup> January 2011

## 2. Name of the policy, service, strategy, procedure or function:

Is this new or an existing one? <del>New</del> / Existing (please delete as appropriate)
Review of local bus services.

## 3. Briefly describe its aims and objectives

<p>The Council currently funds 190 local bus services through a discretionary responsibility under 1985 Transport Act, to have regard for the social need to travel where it is not met by the commercial bus network.</p> <p>Under the Meeting the Challenge Programme these bus services have been assessed and a number have been identified as unsustainable. The proposal is to reduce or withdraw these services. Where services are withdrawn the intention is to use the community transport network to operate where it is viable to do so.</p> <p>The total value of the County Council's investment in the local bus network is c.£4m p.a. ; this review aims to reduce this by 50%.</p>
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## 4. Who is intended to benefit from it and in what way?

<p>Customer - The intention is to consolidate the bus network in order to make it more financially viable and hence sustainable in the long term. This will benefit <i>all</i> client groups that constitute bus users.</p> <p>Provider - The community sector will benefit from increased fare / contract revenue.</p>
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## 5. What outcomes are expected?

<p>Cost – £2 million reduction in budget for public transport support within four years.</p> <p>Quality – That current performance will be maintained or reduced slightly. ( Modelling shows that the key performance indicator of '88% of households within 30 mins of a GP by public transport' will still be achieved.)</p>
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**Satisfaction – That by redesigning the bus network around a ‘hub & spoke’ system that uses community transport to replace deeply rural routes, a level of service will be provided that meets the essential needs of customers.**

**6. Have you consulted on this policy, service, strategy, procedure or function?**

**Yes – to date this has been on general principles.**

**A two phase consultation process has started –**

- 1. On the principles against which bus services should be measured – e.g. value for money, accessibility, etc. The intention is that this is part of the broader Meeting the Challenge process. This has been publicised in MTC and specific public transport media releases, posters on buses/at bus stops, emails to parishes, districts, schools, transport providers, offers to attend local meetings. A telephone help line and web pages were established and a public survey undertaken - this could be returned by freepost or completed online.**
- 2. On the proposed service changes when the details are known. This will involve full consultation with parish councils, communities, bus surveys, etc.**

**7. What evidence has been used for this assessment: eg Research, previous consultations, MAIDEN?**

**Services have been reviewed against number of passengers carried ; subsidy per passenger ; income/cost ratio ; and access to GP surgeries.**

**Car ownership data from MAIDeN database.**

**Consultants Steer Davis Gleeve did much of the initial research. A modelling tool (APTT) has been used to analyse subsidy levels.**

**Network options have been mapped on GIS as layers ; these are to be fed through Accession to model the impact of the service changes on communities with regard to access to employment, education and healthcare.**

**8. Could a particular group be affected differently in either a negative or positive way?**

**Please evidence that you have used the Consultation toolkit and planning template <http://staffnet/index.cfm?articleid=5203>**

	Negative	Positive	Neutral	Evidence
<b>Age</b>	X			Concessionary pass users constitute on average 60% of users of supported bus services. Concessionary passes are not accepted on community transport. Services carrying children to school will be affected.
<b>Disability</b>	X			Concessionary pass users constitute a high user group. Concessionary passes are not accepted on community transport.
<b>Gender</b>	X			A proportionally higher number of bus users are women.
<b>Race including Gypsy &amp; Traveller</b>			X	A proportionally smaller number of bus users are from BME groups.
<b>Religion or Belief</b>	X			May affect ability of people to access places of worship.
<b>Sexual Orientation</b>			X	There is no likely affect for people based on sexual orientation.
<b>Transgender</b>			X	There is no likely affect for people based on transgender.
<b>Other groups: eg Rural Isolation, Long term unemployed, Deprivation Health Inequality</b>	X			The majority of subsidised bus services in Gloucestershire operate in rural areas.  Those with no / limited access to cars in rural areas will be high risk.  There is a risk that the community transport sector may not have capacity / infrastructure to meet demand.
<b>Community Cohesion</b>  <b>Community Cohesion (Contd)</b>	Describe how the proposed activity, policy, strategy, service, procedure or function will contribute to Community Cohesion. You will need to consider; Is there equality between those who will and won't benefit from the proposal? Are there strong relationships between groups and communities in the area affected and will the proposed action promote positive relationships? Does the proposal bring groups / communities into increased contact with each other			Community based transport schemes will be supported, were it is viable to do so, to fill any gaps left by local bus withdrawals.  By continuing to support local transport we are ensuring that communities can access and experience a range of services delivered in different environments  Any risk of severance to communities is mitigated by the redesigned 'hub & spoke' network.  There is a risk that the community transport sector may not have capacity to meet increased demand.

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**9. If you have identified a negative impact in question 8, what actions have you undertaken or do you plan to undertake to lessen or negate this impact?**

**Please indicate whether these actions will be carried forward into level 2 or level 3 business plans.**

<b>Action(s):</b>	<b>How will this action be Monitored/Evaluated</b>	<b>When will policy / service / strategy / procedure / function be reviewed?</b>	<b>Carried to Level 2?</b>	<b>Carried to Level 3?</b>
Review use of Community Transport to provide local bus services on which concessionary passes are accepted.	Through the planning and registration of community based alternative public transport networks.	Jan 2011	<b>N</b>	<b>N</b>
<b>Use accession to model the impact of the proposal in terms of access to key services. (This will include rural services and could include a measure of access to places of worship).</b>	Through new core accessibility indicators for employment, education and health.	Jan 2011 onwards	<b>N</b>	<b>Y</b>
<b>Build capacity in CT sector by working with Community Transport Association to invest £220K Rural Social Enterprise Programme grant.</b>	Via corporate grant process.	New contracts from April 2012	<b>N</b>	<b>Y</b>

**Declaration**

**We are satisfied that an Impact Assessment has been carried out on this policy, service, strategy, procedure or function \* (delete those which do not apply) and where a negative impact has been identified, actions have been developed to lessen or negate this impact.**

**We understand that the Equality Impact Assessment is required by the County Council and that we take responsibility for the completion and quality of this assessment**

**Completed by: Gareth Blackett**

**Date: 6<sup>th</sup> January 2011**

**Role: Accessibility Manager**

Countersigned by Head of Service

Philip Williams

Date: 19/1/2011

Date for Review: December 2011

**Please forward an electronic copy to the Equalities Team by emailing**

**equalities@gloucestershire.gov.uk**

The original signed hard copy and electronic copy should be kept with your team for audit purposes.