

# **EQUALITY IMPACT ASSESSMENT AND ANALYSIS (EqIAA)**

## **RE-TENDER OF SUPPORTED BUS SERVICES 84 and 86 January to May 2016**

### **SECTION 1 - INTRODUCTION**

This EqIAA discusses the Council's proposals relating to the re-tender of the currently financially supported local bus services no. 84 and 86.

#### **Background**

The Council Plan and the Joint Local Transport Plan Strategy support the need for bus services to be provided to meet local needs where they are not provided without subsidy by operators.

The Council currently provides financial support to a wide range of bus services. This includes services which are entirely funded by the Council, others which are commercial services that receive top up or 'de-minimus' funding for single journeys, early morning or evenings, and services that are predominately school bus routes that also provide a public service element for non-entitled pupils.

#### **Supported Bus Service No. 84/86 (group contract)**

- The no. 84 service operates an irregular timetable Monday to Saturday from Wotton under Edge to Yate via Charfield, Cromhall, Wickwar and Chipping Sodbury. The 86 service operates an irregular timetable Monday to Saturday from Wotton under Edge to Kingswood.
- The annual cost of the subsidy that the service currently receives from South Gloucestershire Council is £243,931, per annum (group contract price for 84/86).
- The 84/86 bus service contract is due to expire within the financial year 2016/17.
- There is currently a proposal to amend the service 84 to offer a regular circular route in an anti-clockwise direction from Wotton under Edge – Charfield – Cromhall – Wickwar – Chipping Sodbury – Yate – Chipping Sodbury – Horton – Hawkesbury Upton – Hillesley – Alderley – Wotton under Edge. It is proposed that a new 85 service be introduced operating a regular circular route covering the same route as the 84 service but in a clockwise direction. Service 86 would operate an improved timetable between Kingswood and Longwell Green (currently 2 hourly) addressing punctuality and reliability issues.

## **SECTION 2 – RESEARCH & CONSULTATION**

The Council issued a public consultation with regard to the 84 and 86 service; the consultation commenced on 14 January 2016 and ran to 14 February 2016 - a period of 4 weeks. The consultation included questions in relation to respondent's Gender, Age, Ethnic Origin and Disability in order that results and feedback could be disaggregated in respect of the questions raised.

The consultation was advertised at 44 bus stops on the 84 route and 113 bus stops on the 86 route. Correspondence was sent to councillors, town and parish councils, libraries and one-stop shops. The consultation was available online.

The 84 and 86 consultation received nine questionnaire responses and four responses via e-mail. Two people responded using the questionnaire as well as e-mail, these double submissions are counted as a single response in this report.

The full consultation comments are included in the consultation report. However, comments relating to equalities are as follows:

- More flexible.
- It will make my life easier and I think it simplifies the bus service in the area.
- It will be less convenient to get from Chipping Sodbury to Emersons Green/Mangotsfield as I will have to change bus at Yate.
- A Yate to Longwell Green link is well overdue!
- A service to Aspects at Longwell Green will make life so much easier.
- A number of elderly and less mobile users of the current 86 travel to Morrisons supermarket in Yate.
- The level of service on all sections of the routes will improve so I'm in favour.

In addition, the Council conducts regular monthly surveys across all of its supported bus services and these survey results pertaining to the last 12 month period have been analysed in respect of the 84 and 86 services currently under consideration.

The following provides details of the information gained via both of these engagement methods.

### **Supported Bus Service No. 84/86**

#### Results of regular surveys conducted over the last 12 month period:

- The annual patronage levels for service 84 are estimated at 49,435 passenger journeys per year.
- The annual patronage levels for service 86 are estimated at 42,372 passenger journeys per year.
- On the 84 service, 60% of passengers surveyed use the service to access shopping facilities or social activities, with Yate being the most popular destination with 61% passengers either boarding or alighting here.

- On the 86 service, 71% of passengers surveyed use the service to access shopping facilities or social activities, with Yate being the most popular destination, followed closely by Kingswood, Chipping Sodbury and Wotton under Edge.
- 32% of passengers surveyed on the 84 service are concessionary pass holders and 50% of passengers on the 86 service. This means that these persons will be either over the age of 62 years, Disabled, or both.
- On the 84 service 39% of passengers surveyed use the bus 2 to 3 times a week.
- On the 86 service 46% of passengers surveyed use the bus 2 to 3 times a week.

### Key consultation feedback:

- 62.5 of respondents to the consultation were supportive of the proposals.
- 25.5% were impartial
- 12.5% were against the proposal.

### **SECTION 3 - IDENTIFICATION OF EQUALITIES ISSUES AND IMPACTS**

This EqIAA has raised issues in respect of the protected characteristics of Disability and Age (in this instance, Older Age). These issues along with responses are set out below.

- Passengers travelling from Wotton under Edge, Charfield, Cromhall, Wickwar, Chipping Sodbury to Kingswood would under the new proposals need to change at Yate. 7% of passengers surveyed would need to interchange at Yate. Changing buses proportionately impacts Disabled People and Older People more than other groups.
- It will be less convenient to get from Chipping Sodbury to Emersons Green/Mangotsfield as I will have to change bus at Yate
- It is noted that Yate is a recognised interchange point and has a good level of facilities including seating, service information and toilet facilities nearby.
- The 84 route serves a number of schools, any revised timetable will continue to meet the needs of students and staff travelling to these destinations.
- A number of elderly and less mobile users of the current 86 travel to Morrison's. Morrison's is one stop from Yate interchange.
- The changes proposed would provide an improved timetable addressing punctuality and reliability issues.

### **Other Protected Characteristics**

In respect of the protected characteristics of, Sex, Race, Sexual Orientation, Gender Reassignment, Religion or Belief, Pregnancy and Maternity and Marriage and Civil Partnership, no impact either positive or negative has been identified.

## SECTION 4 - EqIAA OUTCOMES

### Supported Bus Service No. 84/86

Outcome	Response	Reason(s) and Justification
<b>Outcome 1:</b> No major change required.	<input type="checkbox"/>	
<b>Outcome 2:</b> Adjustments to remove barriers or to better promote equality have been identified.	<input checked="" type="checkbox"/>	<p>The majority of consultees provided positive responses to the proposals.</p> <p>It has been identified that a change of bus may be required for 7% of passengers. This would be at Yate which is a recognised interchange point.</p> <p>Any revised timetable will continue to meet the needs of students and staff travelling to schools in the area (see section 5 below)</p>
<b>Outcome 3:</b> Continue despite having identified potential for adverse impact or missed opportunities to promote equality.	<input type="checkbox"/>	
<b>Outcome 4:</b> Stop and rethink.	<input type="checkbox"/>	

## SECTION 5 – ACTIONS TO BE TAKEN AS A RESULT OF THIS EqIAA

Timetables will be produced to meet the needs of students and staff travelling to schools and passengers needing to interchange at Yate.

## SECTION 6 - EVIDENCE INFORMING THIS EqIAA

- Consultation Report – Jan to Feb 2016
- Ongoing survey information