

Equality Impact Assessment

Section One: About the Strategy / Policy / Function

Service Group	Service	Section	Lead Officer For EIA
DNS	Technical Services	Public Transport	Richard McGuckin
Support Officer(S) Russell Smith, Mike Chicken		EIA Completion Date 30 April 2013	
1) Name of policy / function	Proposed Budget Reduction Measures in Bus Subsidies		
2) Is this new or existing?	New		
3) What is the overall aim(s) of the policy / function?	To implement proposals for budget reduction measures which will contribute to the achievement of the Council's Medium Term Financial Plan (MTFP) for the period 2013/14 to 2016/17.		
4) What are the objectives of the policy / function?	To generate approved budget reduction measures to ensure that the MTFP for the period is balanced.		
5) Who implements this policy / function within Stockton-on-Tees and how?	Head of Technical Services, subject to scrutiny by Corporate Management Team and the democratic scrutiny process, with approval by Cabinet and Council.		
6) Are there any partner agencies involved in the delivery of this policy / function? If so, whom?	Connect Tees Valley		

7) Are other services affected by this policy / function? If yes which are they?	No.
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Data Review and Analysis

The data analysis should be used to identify who are the actual and potential customers for this policy. And any significant findings across the diversity strands i.e. any data that shows a difference or tells a story about the strand

NATIONALLY COLLECTED DATA e.g. Census 2001, Labour Force Survey etc.

Please list significant findings for age, disability, faith/belief, gender, race, sexual orientation and community cohesion.

Passenger Focus – Bus Service Reductions ‘The Impact on Passengers’

The report evaluates the passenger impact to loss of services – ie changes to lifestyle, requirement to use other people’s time/services and the cost impact. The report also ascertains Passengers views on how well they were consulted about service changes. Main summary findings are on a national level (not Stockton specific) and are detailed below:-

- Passengers could not travel as they used to – showing a reduction in discretionary trips as the service has been reduced. Further restrictions perceived when organising health appointments. Some passengers who had been driving less as they got older were finding they were having to drive more.
- Dependency on others increased – awkwardness felt in having to ask for lifts and also plans are contingent on others arrangements. Teenagers becoming more reliant on parents for lifts.
- Passengers paying instead – for a significant number the cost is significant. Passengers also found they had to shop at local, smaller retailers which were often more expensive.
- Lack of Spontaneity – journeys having to be planned further in advance leading to an overall lack of opportunity.
- Consultation – most passengers felt they were not consulted with and had little or no ability to impact decisions.

To summarise the report found that the impacts, though subtle and diffuse in nature, would lead to a reduction in the quality of life.

LOCALLY COLLECTED DATA e.g. IPSOS MORI Household Survey, BVPIs, Viewpoint

Please list significant findings for age, disability, faith/belief, gender, race sexual orientation and community cohesion

No locally collected data which is relevant to this Assessment.

SERVICE AREA COLLECTED DATA e.g. Comments and Complaints, User Surveys, Evaluation Forms.

Please list significant findings for age, disability, faith/belief, gender, race sexual orientation and community cohesion

Borough Bus Review – 2013/14

Summarises Contractual and Financial arrangements with regards to Boroughbus. Review also summarises the impact of cuts to services:-

- Most services unlikely to be replaced with commercial services.
- Will leave some communities completely without access to public transport.
- Access to education, employment, healthcare and other services will be reduced.
- Greatest impact will be on those without a car, particularly low paid, elderly and disabled who rely on buses.

Stockton Boroughbus – Passenger Interview Surveys – Analysis Summary

A total of 503 face to face passenger interviews in order to ascertain:

- Purpose of Journey

Summary of findings – Work (8%), Education (4%), Health (10%), Leisure (25%), Retail (53%)

- Frequency of Travel

Summary of findings – One Journey per week (8%), Two or Three Journeys per week (41%),
Four or Five Journeys per week (47%), Infrequent Use (4%)

- Ticket Type Used

Summary of findings – Cash (27%), Season Ticket (0%), Education Pass (3%), OAP (65%), Disabled (5%)

70% of Passengers presented English Concessionary Travel Scheme Passes, 5% of which were in the disabled category.

Boroughbus Services 2012/2013 – Review

Review in the above areas looked at the frequency of service and specified vehicle capacity. Assessment was also made with regard to alternative practical public transport alternatives:-

- School Buses – Practical Alternative Public Transport available - None
- Early Buses – Practical Alternative Public Transport available - None
- Weekday Daytime Buses – In the main the response was None with most noting that alternative journeys would be circuitous and slow or would involve either a longer walk to access a 'Through Service' or having to catch two buses with additional journey time and possible extra expense.
- Evening and Sunday Buses – Some possible alternative noted. In the main most felt they did not have an alternative or that the journey would involve two buses with additional journey time and possible extra expense.
- De Minimis Diversions or Services – Practical Alternative Public Transport available – in the main – None.

Stage 2 Scoring the Policy

Now that you have all the information available you can move onto scoring the policy for impact:

	Does it reduce discrimination?	Does it or is it likely to promote equality of opportunity?	Does it promote good relations between these groups?	Does it encourage participation in public life and access to council services?	Does it promote positive attitudes and images to different groups?	Total Score for strand
Age	1 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	1 <input type="checkbox"/>	1 <input type="checkbox"/>	7
Disability	1 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	1 <input type="checkbox"/>	1 <input type="checkbox"/>	7
Faith/Belief	1 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	1 <input type="checkbox"/>	1 <input type="checkbox"/>	7
Gender	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	10
Race	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	10
Sexual Orientation	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	10
Community Cohesion	2 <input type="checkbox"/>	2 <input type="checkbox"/>	2 <input type="checkbox"/>	1 <input type="checkbox"/>	1 <input type="checkbox"/>	8
Total Score						59

Scoring System:

- Score 3 if the policy has a positive effect
- Score 2 if the policy has a neutral effect
- Score 1 if the policy has a negative effect
- If a score has been awarded due to lack of data rather than anticipated effect please indicate by using **the check box**

Evidencing the Score - Positive impact scores (3) should be evidenced in the table below. This is not a repeat of the data in the review and analysis section but a demonstration of how the policy or strategy is having a positive impact. For example, if there is a specific section in a document that sets out what you are trying to achieve, please reference here.

Score being evidenced	Reference / Source / Justification for the score

Equality Impact Assessment Summary

Name of policy / function	Proposed Budget Reduction Measures in Bus Subsidies	
Service Group	Service	Lead Officer For EIA
DNS	Technical Services	Richard McGuckin
Support Officer(S) N/A		EIA Completion Date 30 April 2013

Action Plan:

This action plan highlights that will address the issues highlighted in the Equalities Impact Assessment. Longer term issues will be developed into actions within the relevant Service Improvement Plan. They will also be included in the Disability, Gender and Race Action plans that form part of the Council's Single Equality Scheme

Objective – reduction measures in Bus Subsidies		
Key Actions	Who is responsible?	Timescale
Extensive consultation with Service users.	Richard McGuckin Head of Technical Services	by March 2015

Stage 3 Publication and Monitoring Date of Publication Date Set for Review	Published Score
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