

Savings Proposals 2015/16: Equality Impact Assessment (EIA) - Subsidised Transport - DRAFT

Officer Name:	Steve Hurley	Position:	Group Manger
Business Unit:	Residents & Visitor Services	Directorate:	Place
Date Started :	June 2014	Date of current version:	June 2014

The council and its partners are facing a significant challenge in the savings it needs to make over the next couple of years. This Equality Impact Assessment (EIA) has been developed as a tool to enable business units to fully consider the impact of their proposals on the community. As a council we need to ensure that we are able to deliver the savings that we need to make while mitigating against any negative or adverse impacts on particular groups across our communities.

This EIA will evidence that the Council have fully considered the impact of the proposed changes and has carried out appropriate consultation on those changes with the key stakeholders. This EIA and the evidence provided within it will allow Councillors to make informed decisions as part of the decision-making process regarding the council's budget.

Executive Lead / Head Sign off *(when final version):*

Executive Lead(s)	Cllr Excell	Executive Head:	Sue Cheriton
Date:		Date:	

Summary from Overall Savings Proposals:

Proposals – Outline	Savings for 2015/16		Implementation Cost Include brief outline + year incurred	Delivery When will this proposal realise income / savings	Risks / impact of proposals <ul style="list-style-type: none"> ● Potential risks ● Impact on community ● Knock on impact to other agencies ● If statutory service please state relevant legislation section and Act together with any statutory guidance issued. 	Type of decision		
	Income £ 000's	Budget reduction £ 000's				Internal	Minor	Major
<p>Review of subsidised public transport</p> <p>Removal of council funding for the existing four subsidised bus services in Torbay-</p> <p>Route 11 Two additional early morning journeys from The Strand Torquay to Teignmouth Triangle.</p> <p>Route 17/17A Four evening return journeys from Bank Lane Brixham to Halfway House and Copythorne Road.</p> <p>Route 22/22E Two early morning and five evening return journeys between Brixham Bank Lane and Kingswear, jointly subsidised with Devon County Council.</p> <p>Route 25 Eight return journeys between Paignton and Stoke Gabriel which is jointly subsidised with Devon County Council</p>		42,650		April 2015	<p>Risk of legal challenge in respect of the Councils duty to consider the need for public transport not otherwise met by the commercial operators with particular consideration for the elderly and disabled.</p> <p>As per the Transport Act 1985:- It is the duty of the County Council (Unitary Authority) to secure the provision of such passenger transport services as the council considers appropriate to meet any public transport requirement within the County which would not in its view be met apart from action taken by the Council.</p> <p>Once the public transport requirements have been identified, the Council is entitled to take into consideration the funds available and the source of the funds. However the Council must have regard to the transport needs of the elderly and disabled.</p> <p>The Council currently operates a fare car scheme that provides subsidised taxi services for the elderly and disabled.</p>			x

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	Income £ 000's	Budget reduction £ 000's				Internal	Minor	Major
					A needs assessment has been undertaken regarding this service – details of which will be provided to aid decision making.			

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Section 1: Purpose of the proposal/strategy/decision

No	Question	Details
1.	Clearly set out the proposal and what is the intended outcome.	<p>The Council currently supports a number of routes that form part of public bus services that are not considered commercially viable; these are referred to as subsidised services (please see pg 2/3 for details).</p> <p>This proposal seeks to withdraw the funding to the subsidised bus routes</p>
2.	Who is intended to benefit / who will be affected?	<p>Any member of the public that currently uses the subsidised bus journeys, which form part of the bus routes mentioned above, may be affected by these proposals.</p> <p>The Council intends to maintain a 'Fare Car' scheme to provide alternative transport for these most vulnerable members of the community. This service replaced the Ring & Ride service from 2 April 2013 and is operated by formal agreement with Torbay Council. It is a Private Hire car which like a bus service, runs to a fixed schedule with set arrival and departure times at designated locations. Fare Car Torbay provides a vital link for Torbay residents who have difficulty using conventional transport due to disability, age or mobility restrictions. Fare Car is a taxi service that will pick a service user up from their home and take them to their local shopping location in Torbay for a subsidised fare. The Fare Car will then return them to their home.</p>

Section 2: Equalities, Consultation and Engagement

Torbay Council has a moral obligation as well as a duty under the Equality Act 2010 to eliminate discrimination, promote good relations and advance equality of opportunity between people who share a protected characteristic and people who do not.

The **Equalities, Consultation and Engagement** section ensures that, as a council, we take into account the Public Sector Equality Duty at an early stage and provide evidence to ensure that we fully consider the impact of our decisions/proposals on the Torbay community.

Evidence, Consultation and Engagement

No	Question	Details																																							
3.	Have you considered the available evidence?	<p>The following data is available for the usage of the services:</p> <p>Bus subsidies:</p> <table border="1" data-bbox="562 715 1503 1294"> <thead> <tr> <th data-bbox="562 715 734 863">SUBSIDISED ROUTE</th> <th data-bbox="734 715 958 863">OPERATOR</th> <th data-bbox="958 715 1189 863">NO. OF PASSENGER JOURNEYS PER ANNUM</th> <th data-bbox="1189 715 1346 863">SUBSIDY 12MTH £</th> <th data-bbox="1346 715 1503 863">COST PER PASSENGER JOURNEY £</th> </tr> </thead> <tbody> <tr> <td data-bbox="562 863 734 903"></td> <td data-bbox="734 863 958 903"></td> <td data-bbox="958 863 1189 903"></td> <td data-bbox="1189 863 1346 903"></td> <td data-bbox="1346 863 1503 903"></td> </tr> <tr> <td data-bbox="562 903 734 975">22</td> <td data-bbox="734 903 958 975">Stagecoach</td> <td data-bbox="958 903 1189 975">3,196</td> <td data-bbox="1189 903 1346 975">£3,139</td> <td data-bbox="1346 903 1503 975">£0.98</td> </tr> <tr> <td data-bbox="562 975 734 1046">17/22E</td> <td data-bbox="734 975 958 1046">Stagecoach</td> <td data-bbox="958 975 1189 1046">16,945</td> <td data-bbox="1189 975 1346 1046">£19,187</td> <td data-bbox="1346 975 1503 1046">£1.13</td> </tr> <tr> <td data-bbox="562 1046 734 1118">25</td> <td data-bbox="734 1046 958 1118">Local Link</td> <td data-bbox="958 1046 1189 1118">47,136</td> <td data-bbox="1189 1046 1346 1118">£14,054</td> <td data-bbox="1346 1046 1503 1118">£0.30</td> </tr> <tr> <td data-bbox="562 1118 734 1206">11</td> <td data-bbox="734 1118 958 1206">Stagecoach</td> <td data-bbox="958 1118 1189 1206">5,026</td> <td data-bbox="1189 1118 1346 1206">£6,273</td> <td data-bbox="1346 1118 1503 1206">£1.25</td> </tr> <tr> <td data-bbox="562 1206 734 1294">TOTAL</td> <td data-bbox="734 1206 958 1294"></td> <td data-bbox="958 1206 1189 1294">72,303</td> <td data-bbox="1189 1206 1346 1294">£42,652</td> <td data-bbox="1346 1206 1503 1294">£0.59</td> </tr> </tbody> </table>					SUBSIDISED ROUTE	OPERATOR	NO. OF PASSENGER JOURNEYS PER ANNUM	SUBSIDY 12MTH £	COST PER PASSENGER JOURNEY £						22	Stagecoach	3,196	£3,139	£0.98	17/22E	Stagecoach	16,945	£19,187	£1.13	25	Local Link	47,136	£14,054	£0.30	11	Stagecoach	5,026	£6,273	£1.25	TOTAL		72,303	£42,652	£0.59
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		Fare Car – community taxi service for those who are too immobile to walk to a bus stop, this service takes customers to the town centres and out of town shopping areas. There are currently 60 users of the Fare Car service – although this number may increase if the proposal to remove the bus subsidies is accepted. 1083 journeys were made in 2013/14.

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No	Question	Details
4.	Have you consulted on the proposal?	<p>Torbay Council has recently undertaken a needs assessment to review the current level of subsidised transport it funds. Part of this needs assessment was to consult with members of the public on their use of, and views about the current service.</p> <p>The needs assessment consultation period ran from the 14th March to the 30th May 2014 and offered members of the public to be able to have their say on the current service in a number of ways:</p> <ul style="list-style-type: none"> • Via an online questionnaire open from the 14th March – 9th May – this was made available on the Council’s website and was also promoted on posters displayed in Torbay Council libraries and Connections offices • Via a paper questionnaire open from the 14th March – 9th May – copies of the questionnaire were made available in Torbay Council libraries and Connections offices and copies were also made available on the current subsidised bus routes (routes 11, 17, 22/22e and 25) • Via written representations – members of the public were able to write to us to advise us of their views either in writing or via email Via the ‘Consultation Caravan’ – The consultation caravan was used to host 4 caravan events in Brixham, Churston, Paignton and Torquay at which members of the public were offered the opportunity to have their say on the current service, or complete a questionnaire – comment forms were also made available on the caravan for anyone who didn’t want to complete a questionnaire, but still wanted to have their say. The events were held on the following dates: <ul style="list-style-type: none"> ○ Monday 7th April – Victoria Street, Paignton ○ Thursday 17th April – Union Street, Torquay ○ Friday 25th April – Fore Street, Brixham ○ Monday 28th April – Library Car Park, Churston • Via a specific ‘Fare Car’ questionnaire – all current users of this service were written to and were asked to complete a questionnaire • Via a specific provider questionnaire – all providers were written to and were asked to complete a questionnaire • Signs were also placed in libraries and on busses advertising the consultation and several press releases were also issued to promote the consultation. <p>Further consultation will now need to be undertaken now that proposals have been developed. This will be undertaken as part of the Councils budget setting process.</p>

No	Question	Details
5.	Outline the key findings	<p>659 people responded to the survey as part of the Councils needs assessment - 470 paper and 189 online responses were received.</p> <p>Out of the 659 responses received 525 people indicated that they used the subsidised bus routes (i.e. 11, 17, 22/22e and 25) - This means that we received 134 responses from non users of the subsidised bus routes.</p> <p>Of the 525 responses received from people that use routes 11, 17, 22/22e and 25 only 235 people indicated they use the actual subsidised journeys (i.e. at the time at which Torbay Council provides a subsidy).</p> <p>A summary of the findings is as follows:</p> <ul style="list-style-type: none"> • 525 respondents travelled on subsidised routes (i.e. 11, 17, 22/22e and 25), however only 235 travelled during the times when Torbay Council provides a subsidy. • 134 of respondents said they do not travel on the subsidised bus routes • The majority of respondents (218) travelled on Route 25. <p>36 responses were received for the Fare Car consultation.</p> <p>A summary of the results is as follows:</p> <ul style="list-style-type: none"> • The Fare Car Services in Paignton are used the most by respondents. • The majority of respondents use the service weekly (47.2%). • The majority of respondents were female (83.3%) • Most of the respondents are aged 75 and over (88.9%). • The majority of respondents considered themselves disabled (88.9%) and the highest percentage of them were affected by their mobility. <p>3 provider responses were also received.</p> <p>Further consultation will now need to be undertaken now that proposals have been developed. This will be undertaken as part of the Councils budget setting process.</p>

No	Question	Details
6.	What amendments may be required as a result of the consultation?	To be updated once consultation on the proposals has been undertaken

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Positive and Negative Equality Impacts *TO BE UPDATED ONCE CONSULTATION UNDERTAKEN*

No	Question	Details		
7.	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact	Neutral Impact
	Older or younger people		Older people may potentially be affected by the proposals as they are the main users of this service.	
	People with caring responsibilities			No differential impact
	People with a disability		Disabled people may potentially be affected by the proposals as they are a current user group of the current subsidised transport service. A fare car service is, and will remain in operation and this service is currently used by disabled people.	
	Women or men			No differential impact
	People who are black or from a minority ethnic background (BME)			No differential impact
	Religion or belief (including lack of belief)			No differential impact
	People who are lesbian, gay or bisexual			No differential impact
	People who are transgendered			No differential impact
	People who are in a marriage or civil partnership			No differential impact

No	Question	Details	
	Women who are pregnant / on maternity leave		No differential impact
	Socio-economic impacts (Including impact on child poverty issues and deprivation)		No differential impact
	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)		No differential impact
8a.	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	There are no cumulative impacts identified across our service area from proposals or in other departments.	
8b.	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	There are no cumulative impacts identified across our service area from these proposals in other public services or partner organisations.	

Section 3: Mitigating action *TO BE UPDATED ONCE CONSULTATION UNDERTAKEN*

No	Action	Details
9.	Summarise any negative impacts and how these will be managed?	To be updated once consultation has been undertaken

Section 4: Monitoring *TO BE UPDATED ONCE CONSULTATION UNDERTAKEN*

No	Action	Details
10.	Outline plans to monitor the actual impact of your proposals	To be updated once consultation has been undertaken

Section 5: Recommended course of action – *TO BE COMPLETED WHEN ALL SECTIONS COMPLETE AND EIA FINALISED*

No	Action	Outcome	Tick ✓	Reasons/justification for recommended action
11.	<p>State a recommended course of action <i>Clearly identify an option and justify reasons for this decision. The following four outcomes are possible from an assessment (and more than one may apply to a single proposal). Please select from the 4 outcomes and justify the reasons for your decision</i></p>	<p>Outcome 1: No major change required - EIA has not identified any potential for adverse impact in relation to equalities and all opportunities to promote equality have been taken</p>		
		<p>Outcome 2: Adjustments to remove barriers – Action to remove the barriers identified in relation to equalities have been taken or actions identified to better promote equality</p>		
		<p>Outcome 3: Continue with proposal - Despite having identified some <u>potential</u> for adverse impact / missed opportunities in relation to equalities or to promote equality. Full justification required, especially in relation to equalities, in line with the duty to have ‘due regard’.</p>		

		Outcome 4: Stop and rethink – EIA has identified actual or potential unlawful discrimination in relation to equalities or adverse impact has been identified		
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