

Budget Proposals 2012/13: Major Decision: Business Unit : Spatial Planning

Combined Impact Assessment: Full assessment (Part 2)

The council and its partners are facing a significant challenge in the savings it needs to make over the next couple of years. This Full Impact Assessment has been developed as a tool to enable business units to fully consider the impact of proposed major decisions on the community. As a council we need to ensure that we are able to deliver the savings that we need to make from the 1st April and be able to justify our decisions through any legal challenge.

This full assessment, combined with the initial review, will evidence that you have fully considered the impact of your proposed changes and carried out appropriate consultation on those changes with the key stakeholders. The Combined Impact Assessment will allow Councillors to make informed decisions as part of the decision-making process regarding the council's budget.

Name: Mark Irving/David Whiteway

**Position: Senior Service Manager - Customer Service & Planning/
Senior Transport Planner**

Business Unit: Place & Environment

Department: Spatial Planning

Date: January 2012

Summary from Overall Proposal (Updated as required)

Proposals – Outline	Savings 2012/13		Implementation Cost Include brief outline + year incurred	Delivery In place 01/04/12 If earlier or later state date	Risks / impact of proposals <ul style="list-style-type: none"> Potential risks Impact on community Knock on impact to other agencies 	Type of decision*		
	Income £ 000's	Budget reduction £ 000's				Internal	Minor	Major
Renegotiate Concessionary Fares Rate		400	£5,000 maximum	1/5/12	<ul style="list-style-type: none"> If Operators do not agree with cuts an appeal could be made Cuts to services affecting less commercially viable routes Could lead to Highways Department having to subsidise routes 			√

Stage 1: Purpose of the proposal

No	Question	Details
1.	Clearly set out the purpose of the proposal	Change the reimbursement rate to bus operators (6 affected) for concessionary fares as per Department for Transport guidance
2.	Who is intended to benefit/will this affect?	6 Bus Operators: Stagecoach, Local Link, First, Country Bus, Devonian Motor Services, Riverlink. Members of the public if these companies decide to cut routes
3.	What is the intended outcome?	Reduction of budget provision for concessionary fares by £400k. Apply DFT guidance in setting concessionary fares rates. Allow the Council to take strategic decisions on which services to support via subsidy.

Stage 2: Evidence, Consultation and Engagement

No	Question	Details
4.	Have you considered the available evidence?	DFT Guidance considered and applied with first letter outlining proposals sent to operators 22/12/11. We are now in a consultation phase in which operators can make their representations.
5.	How have you consulted on the proposal?	First letter outlining proposals sent to operators 22/12/11. We are now in a consultation phase in which operators can make their representations.

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6.	Who have you consulted with?	<p>6 Bus Operators: Stagecoach, Local Link, First, Country Bus, Devonian Motor Services, Riverlink</p> <p>Wider public budget consultation events have taken place. Questionnaires have also been issued to the public (online and paper copies) and the “viewpoint” panel have received copies of the questionnaire.</p> <p>Questionnaire Results:</p> <p>Renegotiate the concessionary bus fare. (Potential saving: £400,000)</p> <table border="1" data-bbox="539 384 1597 560"> <thead> <tr> <th></th> <th>Questionnaires</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>No</td> <td>81</td> <td>33%</td> </tr> <tr> <td>Yes</td> <td>168</td> <td>67%</td> </tr> <tr> <td>Grand Total</td> <td>249</td> <td></td> </tr> </tbody> </table> <p>Public Meetings:</p> <p><u>Would you support a proposal to renegotiate the concessionary bus fare? (£400k)</u></p> <table border="1" data-bbox="539 735 1709 1023"> <thead> <tr> <th rowspan="2">Venue</th> <th colspan="2">Yes</th> <th colspan="2">No</th> <th rowspan="2"></th> </tr> <tr> <th>Count</th> <th>%</th> <th>Count</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Westlands</td> <td>9</td> <td>90%</td> <td>1</td> <td>10%</td> <td>10</td> </tr> <tr> <td>T.C.C</td> <td>10</td> <td>50%</td> <td>10</td> <td>50%</td> <td>20</td> </tr> <tr> <td>Paignton</td> <td>18</td> <td>86%</td> <td>3</td> <td>14%</td> <td>21</td> </tr> <tr> <td>Dunboyne</td> <td>5</td> <td>71%</td> <td>2</td> <td>29%</td> <td>7</td> </tr> <tr> <td>Total</td> <td>42</td> <td>72%</td> <td>16</td> <td>28%</td> <td>58</td> </tr> </tbody> </table>		Questionnaires	%	No	81	33%	Yes	168	67%	Grand Total	249		Venue	Yes		No			Count	%	Count	%	Westlands	9	90%	1	10%	10	T.C.C	10	50%	10	50%	20	Paignton	18	86%	3	14%	21	Dunboyne	5	71%	2	29%	7	Total	42	72%	16	28%	58
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7.	How many people responded?	No formal responses received to date from 6 Bus Operators: Stagecoach, Local Link, First, Country Bus, Devonian Motor Services, Riverlink. Please see data above for public questionnaires and public meetings.																																																				
8.	Outline the key findings?	<p>Too early in the process to say regarding the formal responses from 6 Bus Operators: Stagecoach, Local Link, First, Country Bus, Devonian Motor Services, Riverlink but key findings will be considered prior to final decision.</p> <p>Please see above for the public consultation results.</p>																																																				

No	Question	Details
9.	What amendments may be required as a result of the consultation?	Amount of reduction in reimbursement rates may be renegotiated. Council may choose to subsidise services.
10.	How will the results be published?	A letter will be sent to all affected operators 28 days prior to implementation informing them of the final reimbursement rates. Bus companies are required to provide 56 days notice to the traffic commissioner to make any changes to bus routes. This 56 day period gives the Council an opportunity to consider subsidising any threatened routes.

Stage 3: Impact Assessment

No	Question	Details	
11.	Identify the potential positive and negative impacts on specific groups		
		Positive Impact	Negative Impact
	All groups in society generally	No direct impact	There is the possibility that bus operators may decide to reduce or remove services as a result of the reduction to concessionary fares reimbursement. This would impact most significantly on those without access to a private vehicle.
	Older or younger people	No direct impact	There is the possibility that bus operators may decide to reduce or remove services as a result of the reduction to concessionary fares reimbursement. This would impact most significantly on those without access to a private vehicle.
	People with caring responsibilities	No direct impact	There is the possibility that bus operators may decide to reduce or remove services as a result of the reduction to concessionary fares reimbursement. This would impact most significantly on those without access to a private vehicle.
	People with a disability	No direct impact	There is the possibility that bus operators may decide to

No	Question	Details	
			<p>reduce or remove services as a result of the reduction to concessionary fares reimbursement.</p> <p>This would impact most significantly on those without access to a private vehicle.</p>
Women or men	No direct impact		<p>There is the possibility that bus operators may decide to reduce or remove services as a result of the reduction to concessionary fares reimbursement.</p> <p>This would impact most significantly on those without access to a private vehicle.</p>
People who are black or from a minority ethnic background (BME)	No direct impact		<p>There is the possibility that bus operators may decide to reduce or remove services as a result of the reduction to concessionary fares reimbursement.</p> <p>This would impact most significantly on those without access to a private vehicle.</p>
People with particular religion or belief / no belief	No direct impact		<p>There is the possibility that bus operators may decide to reduce or remove services as a result of the reduction to concessionary fares reimbursement.</p> <p>This would impact most significantly on those without access to a private vehicle.</p>
People who are lesbian, gay or bisexual	No direct impact		<p>There is the possibility that bus operators may decide to reduce or remove services as a result of the reduction to concessionary fares reimbursement.</p> <p>This would impact most significantly on those without access to a private vehicle.</p>
People who are transgender	No direct impact		<p>There is the possibility that bus operators may decide to reduce or remove services as a result of the reduction to concessionary fares reimbursement.</p> <p>This would impact most significantly on those without access to a private vehicle.</p>
People who are in a	No direct impact		<p>There is the possibility that bus operators may decide to</p>

No	Question	Details	
	marriage or civil partnership		<p>reduce or remove services as a result of the reduction to concessionary fares reimbursement.</p> <p>This would impact most significantly on those without access to a private vehicle.</p>
	Women who are pregnant / on maternity leave	No direct impact	<p>There is the possibility that bus operators may decide to reduce or remove services as a result of the reduction to concessionary fares reimbursement.</p> <p>This would impact most significantly on those without access to a private vehicle.</p>
12.	What are the impacts of your proposals to other agencies?	At this stage there are no impacts foreseen, however if operators subsequently cut services groups that represent vulnerable people may need to be consulted over subsidy decisions.	
13.	Does your proposal link to other decisions you are making?	Links to the Local Transport Plan 3 and current bids to the Local Sustainable Transport Fund.	
14.	Is there scope for your proposal to eliminate discrimination, promote equality of opportunity and/or foster good relations?	<p>Bus operators may subsequently reduce or remove services which would impact significantly on those without access to a private vehicle – this could be mitigated by providing a bus subsidy to routes affected.</p> <p>There is therefore limited opportunity to achieve any of these outcomes as a result of this proposal.</p>	

Stage 4: Course of Action

No	Action	Details
15.	State a course of action	Outcome 1: No major change required - CIA has not identified any potential for adverse impact and all opportunities to promote equality have been taken. This may need to be reviewed following negotiations has taken place with operators. This could include a detailed impact assessment due to the proposed closure of specific bus route(s).
16.	Identify any plans to alleviate any negative impacts	Amount of reduction in reimbursement rates may be renegotiated. Council may choose to subsidise services. Increased of community bus services could be employed

Stage 5: Monitoring

No	Action	Details
17.	Outline plans to monitor the actual impact of proposals	The full impact of decisions will only be known once it is introduced. We will monitor the impact of the proposal via: <ul style="list-style-type: none">• Customer complaints/feedback• Bus operator feedback• Budget monitoring of actual reduced level of reimbursement to bus operators• Notifications to the traffic commissioner to make any changes to bus routes• Monitoring of bus patronage and access to services via public transport

COMBINED IMPACT ASSESSMENT (PARTS 1 & 2) NEEDS TO BE SENT TO THE BUSINESS SERVICES TEAM FOR QUALITY ASSURANCE. IT WILL THEN BE SENT TO THE FINANCE BOARD AND USED AS PART OF THE DECISION MAKING PROCESS BY COUNCILLORS.

Notes:

- *The Equality Duty needs to be an integral part of the decision making process. Decision makers must consider what information he/she has and what further information may be needed in order to give proper consideration to the Equality Duty.*
- *Commissioned services – No delegation. Public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it and that they do so in practice.*

Action plan / mitigating actions

Please detail below any actions / mitigating actions you need to take: -

No.	Action	Reason for action / mitigating action	Responsibility	Deadline date
1	Initial letter to bus operator notifying them of consultation on proposal	To give operators prior notice of proposed changes to reimbursement rates	DW	Completed on 22/12/11
2	Consultation Period	Receive representations from bus operators regarding the proposed changes to reimbursement rates	DW	Responses required by the end of March 2012
3	Formal 28 day notification of outcome of consultation	To give operators final notice of adopted changes to reimbursement rates	DW	02/04/12
4	Bus operators to provide 56 days notice to the traffic commissioner to make any changes to bus routes	To inform the traffic commissioner to make any changes to bus routes (reductions in frequency or services removed)	Bus Operators	56 days prior to their implementation
5	Council may consider subsidising threatened services	To take a Council wide decision on whether or not to protect threatened bus services in the context of other budget pressures.	PC	To be confirmed
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