

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

## **RE-TENDER OF SUPPORTED BUS SERVICE 622**

### **SECTION 1 - INTRODUCTION**

This EqIAA discusses the Council's proposals relating to the re-tender of the currently financially supported local bus service no. 622.

#### **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.

#### **Proposal**

The 622 bus service contract is due to expire within the financial year 2014/15 and this EqIAA investigates a proposal to continue to provide financial support for the 622 service to allow it to continue to run, however, with an amended timetable that deletes the early morning journeys prior to 9.00 am.

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

The 622 bus service runs Monday to Saturday from Chipping Sodbury to Cribbs Causeway via Rangeworthy, Tytherington, Thornbury, Olveston and Almondsbury, the end to end journey time is 80 minutes.

On a Sunday/Bank Holiday the 622 runs a reduced service from Thornbury to Cribbs Causeway only. Journey time is 35 minutes.

The Council's Transport Operations Team carries out regular surveys of all supported bus services and the results of the surveys carried out in 2013/14 indicate that:-

- The annual patronage levels for this service are approximately 38,000 passenger journeys per year.
- The main use of this service is for shopping/leisure between 9am and 3pm, with work and education accounting for about half the passengers in peak times though there is very low patronage on the peak journeys (on bus surveys have indicated that approximately 80% have no passengers using the first two journeys).
- The majority of passengers use the bus 2 or 3 times a week and have a Diamond Travelcard.

- A number of passengers use the bus from Alveston, Olveston and Almondsbury to either Thornbury or Cribbs Causeway.
- Passengers travelling between Yate/Chipping Sodbury and Thornbury are low compared to the passengers travelling between Thornbury and Cribbs Causeway.
- Few passengers use the bus from Rangeworthy to Yate and only three passengers have been recorded from the surveys in 2013 to have travelled to and from Tytherington.

The Council issued a public consultation with regard to the service; the consultation commenced on 14 February 2014 and ran to 31 March 2014 - a period of 6 weeks.

### **Consultation Results**

The consultation included questions in relation to respondents:-

- Gender
- Age
- Ethnic Origin
- Disability

in order that results and feedback could be disaggregated in respect of the questions raised. A total of 9 responses were received in respect of the 622 service changes.

The key messages that emerged from the consultation exercise are set out below:-

- The majority of respondents for this service objected to the removal of early journeys as the route is being used by commuters at 8 am.
- It was also suggested that adding later journeys would encourage more commuters to use the bus both ways instead of just in the morning.
- A few respondents reported to be dependent on this service due to a lack of alternative transport.
- There were no comments received of an equalities nature in relation to the 622 bus service.

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

Should the early morning journeys prior to 9.00 am be deleted, there is no evidence to show that any group, based on their protected characteristic(s), would be proportionately impacted. The consultation feedback and the demographic information relating to the survey respondents support this view.

The re-tendering and subsequent contract management of the service will be carried out in accordance with the Council's adopted Contracting rules and guidelines.

### SECTION 4 - EqIAA OUTCOME

| Outcome  | Response                            | Reason(s) and Justification   |
|--|-------------------------------------|---|
| <b>Outcome 1:</b> No major change required.  | <input checked="" type="checkbox"/> | Although the feedback from the consultation exercise suggested that it would adversely affect access to work opportunities, the on bus surveys carried out by the Council's Transport Operations Team indicate very infrequent and sporadic usage before 9.00am with the service frequently carrying no passengers. |
| <b>Outcome 2:</b> Adjustments to remove barriers or to better promote equality have been identified.                           | <input type="checkbox"/>            |   |
| <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 - EVIDENCE INFORMING THIS EqIAA

- Consultation Report – April 2014
- Ongoing survey information