

Name of the activity being assessed	Blackburn with Darwen subsidised local bus services 2016 review				
Directorate / Department	Planning and prosperity	Service	Transport Team	Assessment lead	Mike Cliffe – Strategic Transport Manager
Is this a new or existing activity?	<input checked="" type="checkbox"/> New <input type="checkbox"/> Existing	Responsible manager / director for the assessment		David Proctor – Head of Planning & Transport	
Date EIA started	08/06/2016	Implementation date of the activity		28/08/2016	

SECTION 1 - ABOUT YOUR ACTIVITY

How was the need for this activity identified?	<p>Through successive Autumn Statements and Spending Reviews the previous coalition government and the present government have made spending cuts across the board, including public services. The Prime Minister and Chancellor have indicated that there will be spending cuts across public services until the public finances are in surplus. Local government in England is now five and a half years into that period of public sector austerity which will continue until at least 2019/20 as outlined in the Chancellor's Autumn Statement and Comprehensive Spending Review in 2015 and confirmed in the Local Government Finance Settlement of 9th February 2016.</p> <p>The 2016/17 Council budget has therefore been prepared in light of these spending cuts. The Council's strategy has been, and continues to be, to prepare a budget that will deliver as far as possible the services our residents require, help to support those in hardship, whilst encouraging the growth of jobs and businesses.</p> <p>All Council activities have since been reviewed, and the Regeneration portfolio is required to find a further £365,000 of savings from revenue spending from 2016/17 onwards, with the Public Transport budget being reduced by £150,000 in 2016/17.</p> <p>The Borough's public transport network is largely provided on a commercial basis by a number of local bus operators. The Council, under the provisions contained within the 1985 Transport Act, subsidises a range of bus services which otherwise would not be provided by commercial operators. These are operated under contract to the Council and operate mainly on evenings and Sundays, in rural areas, to serve industrial estates, Royal Blackburn Hospital and other routes which are deemed socially necessary.</p> <p>A number of bus services are currently contracted to Blackburn with Darwen Borough Council (BwDBC), provided under provisions contained within the 1985 Transport Act, and have been deemed as "socially necessary".</p> <p>A series of options have been considered based on the reduction and withdrawal of the Council's contracted services.</p> <p>Lancashire County Council (LCC) have also undertaken a similar exercise of withdrawing subsidies for public transport, where services have either been withdrawn or significantly reduced from 2nd April 2016.</p>
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	Transdev and Darwen Coach Services have been informally consulted since late 2015. The situation has been explained in terms of the services likely to be reviewed i.e. the DCS evening and Sundays to Revidge, Highercroft and Sunnybower and the Transdev Outer Circle.
What is the activity looking to achieve? What are the aims and objectives?	<p>To deliver and identify savings and reduction of Council funded local public transport services.</p> <p>The service needs to identify and deliver savings of £150,000 in 2016/17 following the completion of the public transport review as agreed at the Finance Council meeting on the 29th February 2016.</p> <p>To deliver services efficiently, meeting legal obligations and to deliver the Council's priorities, visions and values to a high standard.</p>
Services currently provided (if applicable)	<ul style="list-style-type: none"> - Selected local bus services which are not commercially viable within the Borough - The English National Concessionary Travel Scheme - Discretionary socially necessary school services - Public Transport co-ordination, timetables and information - Traveline via a contribution with other English Councils - A limited number of Cross Boundary local bus services <p>The numbers of passengers carried on the borough's bus network was 4.458 million in 2015/16 with 187,911 passengers carried on the subsidised part of the network. The Council subsidised services provide an important element of the borough's public transport offer, ensuring access for residents to employment, education, Royal Blackburn Hospital, Town Centres and other key destinations.</p>
Please outline recommendations that have been identified for implementation following a review of the activity.	<ul style="list-style-type: none"> - Terminate the subsidy to the 10/011 Blackburn to Four Lane Ends / Sunnybower / Highercroft to Blackburn contract (12 weeks notice) which is currently held by Darwen Coach Services. The service currently has low passenger numbers and high per passenger subsidy cost. The service may not be taken on commercially by the current operator or any other operator, but this is open to the market to decide. - Not renew or extend the 10/030 Blackburn Outer Circle contract (contract end date 27th August 2016) which is currently held by Transdev Lancashire United. The service currently has a high volume of passengers particularly at peak times to/from schools and industrial estates / Royal Blackburn Hospital. There is potential for part or all of the service to be taken on commercially by the current operator or another operator, given the current passenger numbers. Particular journeys could be made with interchange on the existing network.
Type of activity	<input checked="" type="checkbox"/> Budget changes <input checked="" type="checkbox"/> Change to existing activity <input type="checkbox"/> Decommissioning <input type="checkbox"/> Commissioning <input type="checkbox"/> New activity <input type="checkbox"/> Other [please state here]

SECTION 2 - UNDERSTANDING YOUR CUSTOMER**Who else will be involved in undertaking the equality analysis and impact assessment?**

Please identify additional sources of information you have used to complete the EIA, e.g. reports; journals; legislation etc.

The Council's Transport Team which undertakes public transport information provision and timetable production has been involved in the development of this Equality Impact Assessment.

An evaluation of all 2015/16 Council subsidised bus services has been undertaken which sets out costs, passenger numbers, types of passenger and alternative service provision. The Council has used provisions contained within the 1985 Transport Act to subsidise local bus services which are regarded as socially necessary.

Who are you consulting with? How are you consulting with them? (Please insert any information around surveys and consultations undertaken)

Consultation has taken place with local bus operators in relation to the proposals identified within the 2016 review. Following any decision, consultation will continue with local bus operators, schools and the general public with respect to subsidised bus services. Particular focus will be attention will be drawn to informing the travelling public, affected communities and types of passenger, especially the elderly. The Director of Planning and Prosperity, in consultation with the Executive Member for Regeneration, will amend, seek and accept tenders subject to adequate budget provision.

Who does the activity impact upon?*	Service users	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Members of staff	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	General public	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Carers or families	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly			
	Partner organisations	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly			
Does the activity impact positively or negatively on any of the protected characteristics as stated within the Equality Act (2010)?* The groups in blue are not protected characteristics (please refer to p. 3 of the guidance notes)	Positive impact	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender reassignment	<input type="checkbox"/> Marriage & Civil Partnership	<input type="checkbox"/> Pregnancy & maternity	<input type="checkbox"/> Vulnerable groups
		<input type="checkbox"/> Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Deprived communities	<input type="checkbox"/> Carers
	Negative impact	<input checked="" type="checkbox"/> Age	<input checked="" type="checkbox"/> Disability	<input type="checkbox"/> Gender reassignment	<input type="checkbox"/> Marriage & Civil Partnership	<input type="checkbox"/> Pregnancy & maternity	<input checked="" type="checkbox"/> Vulnerable groups
		<input type="checkbox"/> Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual orientation	<input checked="" type="checkbox"/> Deprived communities	<input checked="" type="checkbox"/> Carers
	Don't know	<input type="checkbox"/> Age	<input type="checkbox"/> Disability	<input type="checkbox"/> Gender reassignment	<input type="checkbox"/> Marriage & Civil Partnership	<input type="checkbox"/> Pregnancy & maternity	<input type="checkbox"/> Vulnerable groups
		<input type="checkbox"/> Race	<input type="checkbox"/> Religion or belief	<input type="checkbox"/> Sex	<input type="checkbox"/> Sexual orientation	<input type="checkbox"/> Deprived communities	<input type="checkbox"/> Carers

***If no impact is identified on any of the protected characteristics a full EIA may not be required. Please contact your departmental Corporate Equality & Diversity representative for further information.**

Does the activity contribute towards meeting the Equality Act's general Public Sector Equality Duty? <i>Refer to p.3 of the guidance for more information</i> <i>A public authority must have 'due regard' (i.e. consciously consider) to the following:</i>	
DUTY	DOES THE ACTIVITY MEET THIS DUTY? EXPLAIN
Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act <i>(i.e. the activity removes or minimises disadvantages suffered by people due to their protected characteristic)</i>	Whilst this review of local subsidised bus services does not eliminate unlawful discrimination, harassment and victimisation, neither does it contribute towards this.
Advance equality of opportunity between those who share a protected characteristic and those who do not <i>(i.e. the activity takes steps to meet the needs of people from protected groups where these are different from the needs of other people)</i>	A reduction or withdrawal in this service may result in residents with protected characteristics no longer accessing activities/services which allowed them to spend time and meet with residents from other communities/areas of Blackburn. This may result in a reduction in the interactions they have with people from a different background to themselves.
Foster good relations between people who share a protected characteristic and those who do not <i>(i.e. the function encourages people from protected groups to participate in public life or in other activities where their participation is disproportionately low)</i>	There will be implications for BwD residents who currently use the bus services for employment, education, social or entertainment purposes.

ASSESSMENT	Is a full EIA required?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Please explain how you have reached your conclusion <i>(A lack of negative impacts must be justified with evidence and clear reasons, highlight how the activity negates or mitigates any possible negative impacts)</i>			
As a result of a loss of subsidised bus routes across the borough, residents are likely to be affected with regards to transport links. These residents could include a number of protected groups who it is thought rely more heavily on public transport such as young people, the elderly, disabled and deprived communities. In order fully understand the impacts that the withdrawal of these subsidised services will have, a full impact assessment must be carried out.			

SECTION 3 – ANALYSIS OF IMPACT

Does the activity have the **potential** to:

- **positively** impact (benefit) any of the groups?
- **negatively** impact/exclude/discriminate against any group?
- **disproportionately** impact any of the groups?

Explain how this was identified – through evidence/consultation.

Any negative impacts that are identified within the analysis need to be captured within the action plan in **Section 4**

N.B. Marriage & Civil Partnership is only a protected characteristic in terms of work-related activities and NOT service provision

Characteristic	Positive	Negative	Don't know	Reasons for positive and/or negative impact Please include all the evidence you have considered as part of your analysis	Action No.
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Service levels may be affected as some services may be reduced, others withdrawn and some may result in increased costs for service users. If this scenario is accepted then there will be an impact on service users from across the age spectrum. Older and younger users of non-working age, who are more likely to rely on public transport due to inability to drive personal transport, will be impacted on a greater scale as a result of this activity. Under British law you cannot drive until you are 17, unless you are 16 if you get, or have applied for, the enhanced rate of the mobility component of Personal Independence Payment (PIP). Youth unemployment is currently high across the country and this will also contribute to the impact felt by young people who may not be able to afford to learn to drive and rely on public transport but cannot afford an increased cost due to a loss a subsidised routes.</p> <p>Whilst there is no limit on the age at which you can no longer drive, a Freedom of Information Request (FOIR) in 2009 (https://www.whatdotheyknow.com/request/licensed_drivers_statistics_uk_a) responded to by the Driver and Vehicle Licensing Agency (DVLA) shows that from age 70 onwards the number of people driving consistently decreases year on year and is already much lower at 331979 than the 794088 peak at age 45. Thus we can assume that as these people are no longer able to drive (which is the most common mode of transport in the UK) it is likely they rely more heavily of other methods such as Bus, Rail or Taxi.</p> <p>The split of users is as follows on each contracted service from 2015/16 monitoring information:</p> <p>Service 5A/5C Outer Circle (80376 total passengers) 48519 60% Adults 1397 17% Children</p>	1

				<p>13590 17% Concessionary passholders i.e. over 65s and eligible disabled residents 4276 5% Scholars 20 1% Youth Zone and Stored Travel Rights (STR)</p> <p>Service 3, 3A, 10A (17175 total passengers) 7724 45% Adults 519 3% Children 8917 52% Concessionary passholders i.e. over 65s and eligible disabled residents 15 (>1%) Scholars, Youth Zone and STR</p> <p>To try and reduce the impact, where subsidised services are withdrawn by the Council, commercial operators will be given the opportunity to uptake withdrawn subsidised services as additional to their network. Commercial providers have been consulted on a one to one basis to explore whether any of the operators are interested in the uptake of withdrawn services.</p>	
Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Removal of the specified bus services means that social, health, educational or employment activities will be affected, and alternative forms of transport or routes would have to be found i.e Community Transport or Private Taxi. In addition those who used this service will find that they may have to pay fees charged by alternative providers or rely on family or friends.</p> <p>Removal of the identified bus services will impact on disabled passengers who currently use the service for work and / or school. Alternative local bus services albeit with interchange do exist as an alternative for some journeys but not at all service times.</p> <p>2011 census data shows us that there are 14,800 borough residents that identify themselves as having day to day activities limited a lot, 6058 of these live in a household that has no access to a car or a van. As a result, this group is more likely to rely on other methods of transport, such as buses.</p>	2
Gender reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence that this group relies on public transport more heavily than anyone else. Any change to services will impact all equally.	
Marriage & Civil Partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence that this group relies on public transport more heavily than anyone else. Any change to services will impact all equally.	
Pregnancy & Maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence that this group relies on public transport more heavily than anyone else. Any change to services will impact all equally.	
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence that this group relies on public transport more heavily than anyone else. Any change to services will impact all equally.	
Religion or Belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence that this group relies on public transport more heavily than anyone else. Any change to services will impact all equally.	

Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence that this group relies on public transport more heavily than anyone else. Any change to services will impact all equally.	
Sexual orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence that this group relies on public transport more heavily than anyone else. Any change to services will impact all equally.	
Vulnerable Groups	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Removal or withdrawal of services means that social activities for certain groups may be curtailed. In addition those who used this service will find that they may have to pay fees charged by alternative providers or rely on family or friends. It is understood that vulnerable groups may not have the range of alternative options available to them and may not be in a position to find other means of transport. This could lead to a decrease in social interaction and isolation.	3
Deprived Communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The current services supported deprived communities who may already be disadvantaged financially or by their location to access public transport. Current users who live in deprived communities are less likely to have personal means of transport available to them and be less likely to be able to afford increased fares for alternatives i.e. community transport or taxis.	4
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A reduction or withdrawal may impact on carers if the cared for person is no longer able to access activities which previously offered the carer respite. The Council will seek to advertise alternative forms of transport available.	5
Other [please state]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	

<p>Does the activity raise any issues for community cohesion?</p> <p>Does the activity contribute positively towards community cohesion?</p>	<p>Whilst public transport is a platform for social interaction across different communities, this is not its foremost purpose. It should also be understood that other transport services will still be available across the borough and there is potential that certain journeys discussed in this assessment will be continued either on a lower scale or with increased fees.</p>
<p>Does the activity raise any issues in relation to human rights as set out in the Human Rights Act 1998?</p>	<p>No</p>
<p>Does the activity support / aggravate existing departmental and/or corporate risk?</p>	<p><i>Is the activity on the departmental risk register? If it is not, should it be?</i></p> <p>No</p>

CONCLUSIONS OF THE ANALYSIS

<p>Action following completion of the impact assessment</p>			
<p><i>It is important that the correct option is chosen depending on the findings of the analysis. The action plan must be completed as required.</i></p>			
<input type="checkbox"/> No major change in the activity	<input type="checkbox"/> Adjust activity	<input checked="" type="checkbox"/> Continue with activity	<input type="checkbox"/> Stop and reconsider activity
<p>Please explain how you have reached your conclusion</p>			
<p>The Council will continue with this activity, and will develop an appropriate action plan which details the proposed decision to be made whilst at the same time taking steps to mitigate the negative impacts of the decision.</p>			

ACTION PLAN

Action No.	What is the negative / adverse impact identified?	Actions required to reduce / mitigate / eliminate the negative impact	Resources required	Responsible officer(s)	Target completion date
1	<p>Terminate the subsidy to the 10/011 Blackburn to Four Lane Ends / Sunnybower / Highercroft to Blackburn contract (12 weeks notice) which is currently held by Darwen Coach Services.</p> <p>The service currently has low passenger numbers and high per passenger subsidy cost.</p> <p>Removal or withdrawal of the Evening and Sunday service means that social activities in the evening for certain groups may be curtailed i.e. work, shopping, social.</p> <p>In addition those who used this service will find that they may have to pay higher fees charged by alternative providers, family/friends</p>	<p>Discussions have taken place with the current operator about the possibility of the evening and / or Sunday service being taken on on a commercial basis.</p> <p>Discussions will take place with other local operators about taking the service on on a commercial basis.</p> <p>Other alternative routes (with a longer walk) do exist but not at all times of operation nor on all routes.</p> <p>Other alternative routes (with a longer walk or interchange) do exist but not at all times of operation nor on all routes.</p> <p>The Council's Transport Team (BwD CONNECT) will be able to advise passengers and businesses of alternative bus routes, car sharing websites, cycle and walk to work routes.</p> <p>Community Transport services may provide an alternative for some service users but at an increased cost.</p> <p>Private Hire or Hackney Carriage alternatives are available, at an increased cost.</p> <p>It is furthermore recommended that the changes to the service are advertised in the run up to September 2016 to give service users advanced information regarding alternative service providers.</p>	<p>In order to completely eliminate the impact it would be necessary for the Council to re-instate the subsidy. This would require increased budgetary provision, circa £54,165.</p> <p>Liaison with other departments to explore potential solutions to the issue of isolation for affected residents.</p>	<p>Mike Cliffe / Jackie Clarkson</p>	<p>Annual review 01/07/2017</p>

2	<p>Not renew or extend the 10/030 Blackburn Outer Circle contract (contract end date 27th August 2016) which is currently held by Transdev Lancashire United.</p> <p>The service currently has a high volume of passengers particularly at peak times to/from schools and industrial estates / Royal Blackburn Hospital.</p> <p>There is potential for part or all of the service to be taken on commercially by the current operator or another operator, given the current passenger numbers. Particular journeys could be made with interchange on the existing network.</p> <p>Removal or withdrawal of the service means that travel to work and school for certain groups may be curtailed. In addition those who used this service will find that they may have to pay higher fees charged by alternative providers or family/friends.</p>	<p>Discussions have taken place with the current operator about the possibility of all or part of the service being taken on on a commercial basis.</p> <p>Discussions will take place with other local operators about taking the service on on a commercial basis, if a de-registration is received.</p> <p>Other alternative routes (with a longer walk or interchange) do exist but not at all times of operation nor on all routes. The Council's Transport Team (BwD CONNECT) will be able to advise passengers and businesses of alternative bus routes, car sharing websites, cycle and walk to work routes.</p> <p>Evening routes from Royal Blackburn Hospital to Blackburn Town Centre (contracted and subsidised by the Council) are maintained under the 2016 public transport review.</p> <p>Children and scholars represent 23% of passengers on the service. Whilst most of the children going to school do not have a statutory requirement for free travel, the Council will consult with schools about alternative travel arrangements for all children who currently use the service for schools. Any statutory passholders will have alternative arrangements made for them by the Council's Transport Team.</p> <p>Community Transport services may provide an alternative for some service users but at an increased cost.</p> <p>Private Hire or Hackney Carriage alternatives are available, at an increased cost.</p> <p>It is furthermore recommended that the</p>	<p>In order to completely eliminate the impact it would be necessary for the Council to re-instate the subsidy. This would require increased budgetary provision, circa £187,000</p> <p>Liaison with other departments to explore potential solutions to the issue of isolation for affected residents.</p>	Mike Cliffe / Jackie Clarkson	Annual review 01/07/2017
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		changes to the service are advertised in the run up to September 2016 to give service users advanced information regarding alternative service providers.			
3, 4, 5	Removal or withdrawal of services means that social activities for certain groups may be curtailed. In addition those who used this service will find that they may have to pay fees charged by alternative providers or rely on family or friends. It is understood that vulnerable groups may not have the range of alternative options available to them and may not be in a position to find other means of transport. This could lead to a decrease in social interaction and isolation.	<p>In order to mitigate the impacts of the proposed decision for vulnerable groups, deprived communities and carers the Council will continue with the following activities:</p> <ul style="list-style-type: none"> • Vulnerable adult travel card which demonstrates to bus drivers to allow a bit more time and patience • Wheels around Witton community cycling route • Introduction to bus travel accompanied bus journeys to encourage the use of buses as a sustainable mode of transport and to alleviate concerns around independent bus travel • Community walking groups, suitable for those with low mobility, learning disability • Council working with the Royal Voluntary Service to progress and advertise a community transport service provided by volunteer drivers. 	Continuation of a selected number of BwD CONNECT activities which are now funded separately by the Council since the Department for Transport withdrew Local Sustainable Transport Fund funding on 31 st March 2016.	Mike Cliffe / Jackie Clarkson	Annual review 01/07/2017

<p>The responsibility for establishing and maintaining the monitoring arrangements of the EIA action plan lies with the service completing the EIA. These arrangements should be built into the performance management framework.</p> <p>Monitoring arrangements for the completion of EIAs will be undertaken by the Corporate Equality & Diversity Group and the oversight of the action plans will be undertaken by the Management Accountability Framework.</p>	
<p>If applicable, where will the EIA Action Plan be monitored?</p>	<p><i>e.g. via Service Management Team; Service Leadership Team; Programme Area Meetings</i> Monitoring and reports produced. Bi-monthly meeting</p>
<p>How often will the EIA Action Plan be reviewed?</p>	<p><i>e.g. quarterly as part of the MAF process</i> Through the Council's quarterly MAF process</p>
<p>When will the EIA be reviewed?</p>	<p><i>It should be reviewed at least every 3 years to meet legislative requirements</i> Through an annual EIA review, the first of which will take place on 1st July 2017</p>
<p>Who is responsible for carrying out this review?</p>	<p>Mike Cliffe, Strategic Transport Manager, Blackburn with Darwen Borough Council</p>

SIGNATURE OF EIA LEAD OFFICER	Signature redacted for online version
DATE COMPLETED	22/06/2016

SIGNATURE OF DEPARTMENTAL E&D LEAD	Signature redacted for online version
DATE SIGNED	22/06/2016
<i>This signature signifies the acceptance of the responsibility to publish the completed EIA as per the requirements of the Equality Act 2010</i>	

SIGNATURE OF HEAD OF SERVICE / DIRECTOR	Signature redacted for online version
DATE SIGNED	22/06/2016
<i>This signature signifies the acceptance of the responsibility and ownership of the EIA and the associated Action Plan (if applicable)</i>	