

INITIAL EQUALITY IMPACT ASSESSMENT

Name of the activity being assessed	Blackburn with Darwen subsidised local bus services January 2017 review				
Directorate / Department	Planning and Prosperity	Service	Transport Team	Assessment lead	Mike Cliffe – Strategic Transport Manager
Is this a new or existing activity?	<input type="checkbox"/> New <input checked="" type="checkbox"/> Existing	Responsible manager / director for the assessment		David Proctor – Head of Planning & Transport	
Date EIA started	30/11/2016	Implementation date of the activity		01/04/2017	

SECTION 1 - ABOUT YOUR ACTIVITY

How was the need for this activity identified?	<p>The Policy Council meeting of the 1st December 2016 approved the progression of savings options for the Council, in order to close the current budget gap, as part of the Medium Term Financial Strategy (2016-20). For the Regeneration Portfolio this has included the following:</p> <ul style="list-style-type: none"> The approval in principle of a reduction in public transport bus subsidies <p>The current balanced budget for 2016/17, together with the Medium Term Financial Strategy for the subsequent years through to 2019/20, presented to Finance Council in February 2016, is predicated on a series savings plans. This requires a fundamental review of all services delivered across the Council to see how costs can be reduced and income streams increased, whilst trying to ensure support is provided to all residents and also encouraging the growth of jobs and businesses.</p> <p>All Council activities have since been reviewed, and the Regeneration Portfolio is required to find further savings from revenue spending from 2017/18 onwards, with the Public Transport budget being reduced by £100,000 in 2017/18 and by a further £50,000 2018/19.</p> <p>The Department for Transport's Local Authority Bus Subsidy Ring Fenced (revenue) grant contribution of £65,375 per annum will continue to be paid, as per devolved funding decisions made in 2013. This is currently split between the Council's Welfare Transport, School Transport and Subsidised Local Buses. The current contribution of £35,470 for Subsidised Local Buses will continue to fund remaining subsidised routes.</p>
---	---

<p>What is the activity looking to achieve?</p> <p>What are the aims and objectives?</p>	<p>To identify and deliver savings and reduction of Council funded local public transport services.</p> <p>The service needs to identify and deliver savings of £100,000 in 2017/18 and by a further £50,000 in 2017/18 as approved at the Policy Council meeting of 1st December 2016.</p> <p>The council will still seek to deliver services efficiently, meeting legal obligations and to deliver the Council's priorities, visions and values to a high standard.</p>
<p>Services currently provided (if applicable)</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 include Royal Blackburn Hospital and other routes which are deemed socially necessary.</p> <p>Despite ongoing financial pressures the Council continues to support public transport in the borough by funding:</p> <ul style="list-style-type: none"> • The English National Concessionary Travel Scheme • Selected local bus services which are not commercially viable within the Borough (6 contract groups), with third party funding from the Department for Transport via devolved Bus Service Operator Grant • Statutory home to school bus service provision • Special Educational Needs home to school transport • Public Transport co-ordination, timetables and information • Traveline via a contribution with other English Councils • Capital improvements to public transport infrastructure <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> <p>Information on all of Blackburn with Darwen's current bus services can be found here: https://www.blackburn.gov.uk/Pages/Bus-services-shelters-and-stops.aspx</p>
<p>Please outline recommendations that have been identified for implementation following a review of the activity.</p>	<p>A series of options have been considered and in order to make the required savings in 2017/18 and beyond, the following actions are recommended:</p> <ul style="list-style-type: none"> • <u>39 Blackburn - Pleasington Cemetery (Rigbys Coaches)</u>: Withdrawal of contracted service which operates Monday to Friday lunchtimes. • <u>4A, 4B Blackburn - Mill Hill / Leyburn Road (Transdev)</u>: Withdrawal of contracted service which operates Monday to Saturday evenings and Sundays. • <u>SHS Shadsworth Shuttle Blackburn / Royal Blackburn Hospital / North Road / Audley (Transdev)</u>: Slight reduction to the contracted service which operates Monday to Saturday evenings and Sundays. • <u>TA Darwen Local and Rural (Travel Assist)</u>: Continuation of deminimis extension to Darwen and Rural TA services. • <u>535 Bolton – Belmont (UK Coachways)</u>: Subsidy to Transport for Greater Manchester withdrawn.

	<ul style="list-style-type: none"> • <u>800, 845, 850, 969 St Francis / Feniscowles, Longshaw Jnr/Inf, Lammack / Roe Lee, Darwen Vale HS Discretionary Socially Necessary School Services</u>: Withdrawal of contracted services from July 2018, and 969 Darwen Vale HS service to be withdrawn from July 2019.
Type of activity	<input checked="" type="checkbox"/> Budget changes <input type="checkbox"/> Decommissioning <input type="checkbox"/> New activity <input checked="" type="checkbox"/> Change to existing activity <input type="checkbox"/> Commissioning <input checked="" type="checkbox"/> Other [Withdrawing funds offered to subsidise the activity]

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 - <http://www.legislation.gov.uk/ukpga/1985/67/contents>

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 December 2016 review and following the Policy Council meeting. No detailed plans have been put into place by operators. Consultation and regular contact with all operators has continued throughout January 2017.
- Following any decision, consultation will continue with local bus operators, schools and the general public between the decision date and the date of implementation. Particular focus will be drawn to informing the travelling public, affected communities and types of passenger, especially groups research tells us rely heavily on public transport.
- 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 type="checkbox"/> Yes	<input type="checkbox"/> No	<input checked="" 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>	<p>Whilst this review of local subsidised bus services does not eliminate unlawful discrimination, harassment and victimisation, neither does it contribute towards this.</p> <p>However, a reduction or withdrawal in these services 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.</p> <p>There will be implications for BwD residents who currently use the bus services for employment, education, social or entertainment purposes. Participation levels of protected groups may reduce due to transport issues. Some groups rely on public transport much more heavily than others.</p>
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>	
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>	

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>			
<p>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 to fully understand the impacts that the withdrawal of these subsidised services will have, a full impact assessment must be carried out.</p>			

FULL EQUALITY IMPACT ASSESSMENT

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 full year monitoring information (number of passengers / percentage of total users / passenger group):</p> <p>Service 39 Blackburn – Pleasington Cemetery Monday to Friday lunchtimes (854 total</p>	1

			<p>passengers)</p> <ul style="list-style-type: none"> • 11 Adults 1% • 15 Children 2% • 750 Concessionary passholders i.e. over 65s and eligible disabled residents 88% • 78 Scholars, Youth Zone and STR 9% <p>Service 4A, 4B Blackburn – Mill Hill – Leyburn Road Evenings and Sundays (17011 total passengers)</p> <ul style="list-style-type: none"> • 9141 Adults 54% • 734 Children 4% • 6881 Concessionary passholders i.e. over 65s and eligible disabled residents 40% • 255 Scholars, Youth Zone and STR 2% <p>Service SHS Blackburn – Royal Blackburn Hospital – Shadsworth – North Road – Audley – Blackburn Evenings and Sundays (15802 total passengers)</p> <ul style="list-style-type: none"> • 8851 Adults 56% • 1899 Children 12% • 4586 Concessionary passholders i.e. over 65s and eligible disabled residents 29% • 466 Scholars, Youth Zone and STR 3% <p>TA Darwen Local and Rural minibus: Darwen - Edgworth – Bromley Cross / Bury (Travel Assist). No passenger numbers available in relation to this extension to the service.</p> <p>535 Bolton – Belmont (UK Coachways). No passenger figures for this service which is contracted directly to Transport for Greater Manchester.</p> <p>Discretionary Socially Necessary school bus services. Decision taken to withdraw service taken in August 2011 by the Council’s Executive Board and an associated EIA was undertaken and published at the time. Please see Appendix 1.</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>2011 census data shows us that there are 14,800 borough residents that identify themselves</p>

				<p>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> <p>Removal of the identified bus services will impact on disabled passengers who currently use the service much more than other groups due to a heavy reliance on it, as displayed in the statistics above. Alternative local bus services albeit with interchange do exist as an alternative for some journeys but not at all service times.</p> <p>The service split above also provides figures for disabled service users, however, these figures include all concessionary pass holders.</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 to suggest that this group will be adversely impacted as a result of this activity due to their protected characteristic.	
Marriage & Civil Partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence to suggest that this group will be adversely impacted as a result of this activity due to their protected characteristic.	
Pregnancy & Maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence to suggest that this group will be adversely impacted as a result of this activity due to their protected characteristic.	
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence to suggest that this group will be adversely impacted as a result of this activity due to their protected characteristic.	
Religion or Belief	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence to suggest that this group will be adversely impacted as a result of this activity due to their protected characteristic.	
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence to suggest that this group will be adversely impacted as a result of this activity due to their protected characteristic.	
Sexual orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No additional impact is anticipated for this group. There is no evidence to suggest that this group will be adversely impacted as a result of this activity due to their protected characteristic.	
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 an increase in 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, this lack of respite could increase reports that amongst carers caring for more than 50 hours a week, 1 in 3 report depression, 1 in 2 report disturbed sleep and 40% have significant stress levels. Alternative transport methods may be more costly compounding further data that suggests 3 in every 4 carers are worse off financially as a result of caring.	5
Other [please state]	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	N/A	

Does the activity raise any issues for community cohesion?	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.
Does the activity contribute positively towards community cohesion?	
Does the activity raise any issues in relation to human rights as set out in the Human Rights Act 1998?	No
Does the activity support / aggravate existing departmental and/or corporate risk?	<i>Is the activity on the departmental risk register? If it is not, should it be?</i> No

CONCLUSIONS OF THE ANALYSIS

Action following completion of the impact assessment			
<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>			
<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
Please explain how you have reached your conclusion			
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.			

SECTION 4**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	Data shows that both Older and Younger people are more likely to rely upon bus services. In particular the Subsidised bus services being discussed	<p>Advertise alternative methods of transport during the consultation period.</p> <p>Continue to consult with commercial providers in order to give them the opportunity to take on services that were previously subsidised, as addition to their network</p> <p>Advertise alternative routes during consultation period.</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>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 £100,000 in 2017/18 and by a further £50,000 in 2018/19.</p> <p>Liaison with other departments to explore and implement potential solutions to the issue of isolation for affected residents.</p>	Mike Cliffe / Jackie Clarkson	Annual review 01/12/2017
2	Disabled people frequent users of the subsidised bus services	It is furthermore recommended that the changes to the service are advertised in the run up to April 2017 to give service users advanced information regarding alternative service providers.	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.		
3	Limited alternatives for Vulnerable groups due to their positions	The Council consulted with schools in 2010/11 on changes to school services and proposed withdrawal of services was highlighted within the schools prospectus. Dialogue to take place to further investigate schools funding the school bus services directly. Decision made at the Council's Executive Board meeting in August 2011 within the report titled Discretionary Socially Necessary School			

		Services.			
4	Limited alternatives for Deprived Communities due to affordability	Statutory Entitlements to School Travel remain unchanged.			
5	Impact of withdrawal of services on carers health and finance	<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 			

MONITORING AND REVIEW

<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></p> <p>Monitoring and reports produced.</p> <p>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></p> <p>Through the Council's 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></p> <p>Through an annual EIA review, the first of which will take place on 1st February 2018.</p>
<p>Who is responsible for carrying out this review?</p>	<p>Mike Cliffe, Strategic Transport Manager, Blackburn with Darwen Borough Council</p>

SIGN-OFF

SIGNATURE OF EIA LEAD OFFICER	Signature redacted for online version
DATE COMPLETED	6/12/2016

SIGNATURE OF DEPARTMENTAL E&D LEAD	Signature redacted for online version
DATE SIGNED	19/12/2016
<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	13/02/2017
<i>This signature signifies the acceptance of the responsibility and ownership of the EIA and the associated Action Plan (if applicable)</i>	

Equality Analysis and Impact Assessment

Review of discretionary socially necessary school transport

Guidance

Please refer to the *Impact Assessment and Human Rights Screening Guidance v1.5* which is available on the Intranet via the following link:

<http://cms.intra.blackburn.gov.uk/server.php?show=nav.3306>

If you require further assistance please contact your department's Corporate Equality & Diversity group representative. This information is available from the Corporate Policy Department.

Section 1: Initial Assessment

Please provide as much information as possible

Name of activity:	Discretionary Socially Necessary School Transport
Manager or Sponsoring Directors Name:	Brian Bailey
Department/Directorate:	Regeneration
Service:	Transport
Assessment Lead:	Jackie Clarkson
Telephone:	01254 588817
E-mail:	Jackie.clarkson@blackburn.gov.uk
Who else will be involved in undertaking the equality analysis and impact assessment:	Transport Team
Who are you consulting with and how?	Parents, primary schools, head teachers, school governors, carers
Please insert any information around surveys and consultations undertaken:	<p>The Executive Member for Regeneration has consulted relevant parties on a proposal to introduce changes for discretionary socially necessary transport. The consultation period complied with statutory requirements and ran from the 25th April until 29th May. A consultation document was sent to the parents of all affected children along with head teachers and Governors of all primary schools.</p> <p>10 responses were received to the consultation. Of these responses, none related to discretionary</p>

	socially necessary school transport.	
References <i>Please identify additional sources of information you have accessed to complete the EIA for example, websites; journals; reports etc.</i>		
Implementation date:	July 2019	
Type of activity:	Budget changes	x
	Change to existing policy	x
	Commissioning	<input type="checkbox"/>
	Decommissioning	<input type="checkbox"/>
	New policy	<input type="checkbox"/>
How was the need for the activity identified?	<p>The changes were evaluated in parallel with proposed changes to discretionary school transport. The main basis supporting the decision were:</p> <ul style="list-style-type: none"> • Bringing provision in line with the Council's home to school transport policy • Treating pupils and schools equally across the borough, regardless of area • Reducing costs of non-statutory school travel 	
What is the activity looking to achieve?	<ul style="list-style-type: none"> • Equality and parity for all school children in the borough and cease discretionary school transport • Budget savings 	
What are the aims and objectives?	<p>The Council is proposing to cease all discretionary transport in conjunction with Children's services home to school policy, by 2019.</p> <p>The Council has no legal requirement to provide this service.</p>	

	<p>To ensure current pupils and parents are not unfairly discriminated against, and to ensure that the parents of future years' pupils are aware of the withdrawal of service from 2019.</p>
<p>Services currently provided:</p>	<p>969 – Darwen Vale</p>
<p>Recommendations following change in service:</p> <p><i>Please outline recommendations that have been identified for implementation following a review of the activity.</i></p>	<p>The Council has recently undertaken a review of public transport which was approved and published in March 2011. Further information can be obtained via the following weblink:</p> <p>http://94.236.33.182/CmiswebPublic/Binary.ashx?Document=7889</p> <p>Part of this review focussed on subsidy to public transport, and to socially necessary bus services, both mainstream and non-denominational discretionary services subsidised by the Council. Underpinning the outcome of this review was the government's 2010 Comprehensive Spending Review and the Council's overall 25% reduction in funding from 2011/12 onwards. As a consequence, the Finance Council of 6th January 2011 agreed to reduce the public transport budget by £400k in 2011/12.</p> <p>In August 2012 an Executive Board decision was taken to withdraw funding for three discretionary socially necessary primary school buses over a phased period from 2012 to 2018.</p> <p><u>Overview:</u></p> <p>The Council must legally provide free home to school transport for children who meet the statutory qualifying distance criteria for attending their nearest school and for low income families.</p>

	<p>Children eligible for free transport: Travelling expenses may be paid where the distance between the pupil's home and the nearest suitable school, (via a suitable available walking route and accompanied as necessary), exceeds the following limits:</p> <p>Two miles or more for pupils aged four but under eight years of age</p> <p>Three miles or more for pupils aged eight years and over</p> <p>For low income families (who are defined as children eligible for free school meals or parents receiving the maximum level Working Tax Credit) the applicable distance criterion is:</p> <p>For children aged four but under eleven years of age - if the nearest qualifying school is more than two miles away.</p> <p><u>Recommendation:</u></p> <p>For the Executive Board to approve the withdrawal of funding for the final discretionary socially necessary school bus over a phased period from 2012 to 2019 serving Darwen Vale.</p> <p>The impact of this decision will be reflected in the publication of the schools' admission booklet. This will be distributed at least six weeks prior to the closing date for parents expressing preferences for admission for the 2013/14 academic year. This will enable the Council to ensure that parents are fully aware of the transport policy and will apply to their children prior to and at the time of expressing preferences for school admission.</p>				
Who does the policy or decision being	<table border="1"> <tr> <td data-bbox="742 1883 981 1991">Carers or family</td> <td data-bbox="981 1883 1109 1991">x Yes</td> <td data-bbox="1109 1883 1236 1991"><input type="checkbox"/> No</td> <td data-bbox="1236 1883 1465 1991"><input type="checkbox"/> Indirectly</td> </tr> </table>	Carers or family	x Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly
Carers or family	x Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly		

made impact upon?*	General Public	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly
	Partner organisations	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly
	Service Users	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> Indirectly
	Staff	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<input type="checkbox"/> Indirectly
Signature and Date:				

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

Section 2: Equality Analysis and Impact Assessment

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

- Have a **positive** impact (benefit) on any of the groups?
- Have a **negative** impact / exclude / discriminate against any person or group?

Explain how this was identified? Evidence / Consultation?

Please refer to the notes in the full guidance document – page 13

NB: Requires (existing or new) consultation with ‘relevant’ people who are from these groups or who have knowledge insight into these groups.

NB. Marriage & CP is only protected in terms of work-related activities NOT service provision

Group	Positive (Y/N)	Negative (Y/N)	Don't know	Reasons for positive / negative impact (Please include all evidence you have considered as part of your analysis)	Action No.
Age				This policy impacts on children of a secondary school age who are currently living in a particular area and wanting to go to particular school: Darwen Vale. It must be noted that	

	N	Y		<p>for some pupils this isn't their nearest school.</p> <p>The consultation process engaged with parents/ schools/ governors of these children to allow them to participate in the decision making process however the responses did not address the policy being consulted upon.</p> <p>Admissions to this school will not be affected.</p> <p>However, as per council policy only statutory transport to the nearest school will be provided to pupils.</p>	
Disability	N	N		<p>No impact has been identified on these protected groups because the decision will affect school age children who may previously have been eligible for the discretionary socially necessary transport provision. Statutory provision which members of these protected groups may be eligible for remain in place.</p>	
Marriage & Civil Partnership	N/A	N/A			
Pregnancy and maternity	N/A	N/A			
Race	N	N			

Religion or belief	N	N			
Sex	N	N			
Sexual orientation	N	N			
Gender reassignment	N	N			
Vulnerable Groups	N	N			
Deprived Communities	N	Y		The decision could affect low income families in the affected areas – families will have less choice as to where to send their children as transport would not be subsidised by the Council. The alternative is to attend their nearest school where statutory regulations will apply.	
Carers	N	N		No impact has been identified on these protected groups because the decision will affect school age children who may previously have been eligible for the discretionary	

				socially necessary transport provision. Statutory provision which members of these protected groups may be eligible for remain in place.	
Other (please state)					
If no negative impacts have been identified, please explain why <i>A lack of negative impacts must be justified with evidence and clear reasons.</i> <i>Highlight how the policy negates any possible negative impacts.</i>			N/A		
Does the activity raise any issues for Community Cohesion?			Families from the affected areas will still have the same choice in terms of school admissions, but it won't necessarily be as easy to get to their school of choice due to the withdrawal of discretionary school transport in the form of the 1 subsidised bus services.		GUIDANCE (page 15) <i>If the policy positively impacts some groups and negatively impacts or overlooks other sections of the community, what effect will this have on the relationship between these groups?</i>

<p>Does the activity contribute positively to Community Cohesion?</p>	<p>No</p>	<p><i>How will you manage this relationship?</i></p> <p><i>If the policy will make a positive contribution to relations between sections of the community please outline them.</i></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>GUIDANCE (Page 10)</p> <p><i>It is important to note that if the decision removes or engages a person's absolute rights the policy/decision will need to be changed.</i></p> <p><i>Where it is a Limited or Qualified Right the decision needs to be proportional and legal.</i></p>
<p>What is the overall cost of implementing the activity?</p> <p>GUIDANCE</p> <p><i>Input cost e.g. Financial investment, HR, to realise and achieve benefits of the activity</i></p> <p><i>Source – e.g. specific funding stream, pooled budget or mainstream budget</i></p>	<p>Cost & Source(s) of funding</p> <p>Staff time and management of implementing the changes in line with Children's services Home to School transport policy.</p>	

<p>Does the activity support / aggravate existing departmental and corporate risk?</p> <p>GUIDANCE</p> <p><i>Is the activity on the departmental risk register? If not, should it be?</i></p>	<ul style="list-style-type: none"> - Savings - Compliance with Council Policy – Home to School Transport - Cease unlawful discrimination - Reduced travel to school in the longer term (LTP3 indicator: formerly NI198) - Walking to school 	
<p>Action following analysis:</p> <p>GUIDANCE</p> <p><i>It is important that the correct option is chosen depending on the findings of the analysis.</i></p> <p><i>The action plan must be completed as required.</i></p>	<p>No major change in policy</p>	
	<p>Adjust policy</p>	
	<p>Continue policy</p>	<p>✓</p>
	<p>Stop and reconsider policy</p>	

Section 3: Action Plan

No.	What is the negative/adverse impact?	Actions required to reduce/eliminate the negative impact	Resources required* (see guidance note below)	Who will lead on action?	Target completion date
1	Age	<p>The choice of schools remains, however transport will no longer be subsidised as it sits outside the Council's Policy on home to school transport.</p> <p>If nearest school is more than 2 miles away then children would still receive free statutory travel.</p>	No additional resources	Jackie Clarkson	2019
2	Deprived Communities	<p>The choice of schools remains, however transport will no longer be subsidised as it sits outside the Council's Policy on home to school transport.</p> <p>Schools will be encouraged to use their own funding which has been protected to subsidise transport should they wish to do so. The department will support and advise any school who wishes to consider this as an option. Support offer to be made via Governors report.</p>	No additional resources	Jackie Clarkson	2013

* 'Resources required' is asking for a summary of the costs that are needed to implement the changes to mitigate the negative impacts identified.

Section 4: Monitoring and Review

Monitoring guidance

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.

Monitoring arrangements for the completion of Equality Impact Assessments will be undertaken by the Corporate Equality & Diversity Group and the oversight of the consequent action plans will be undertaken by the Management Accountability Framework.

If applicable, where will the departmental action plan be monitored?

Service management team

GUIDANCE

For example, Service Management Team; Service Leadership Team; Programme Area Meeting.

Reviewing guidance

The responsibility for establishing and maintaining the review arrangements of the Impact Assessment and the action plan lies with the service completing the Impact Assessment.

Date of the next review of the Impact Assessment?

2015

It should be reviewed at least every three years to meet legislative requirements

Admission numbers will also be reviewed in 12 months to determine whether there has been an impact as a result, so that this decision can be reviewed and the impact fully understood.

How often will the EIA action plan be reviewed?

Yearly until 2019

E.g. Quarterly as part of MAF

Who will carry out this review?

Transport Team

Signature of Equality Impact Assessment lead officer:

Date Completed:

Signature of Head of Service / Directorate Lead:

Date Completed:

This signature signifies the acceptance of the responsibility and ownership of the EIA and the resulting action plan (if applicable).

Signature of Head of Policy and Performance, Blackburn with Darwen Borough Council:

Date received: 15.7.2013

This signature signifies the acceptance of the responsibility to publish the completed EIA as per the requirements of the Equality Act 2010.