

Equality Impact Assessment: Capability - Performance Policy

Initial assessment

What are the proposed outcomes of the policy?

The majority of the city's Passenger Transport Services are provided on a commercial basis by bus operators. This means that they operate without financial support and have the commercial freedom to decide their own routes, vehicles, infrastructure, timetables and fare structures. To put this into context, Stagecoach reported to the Department for Transport that 8.8m bus journeys were undertaken in 2017/18, which when grossed up to take account of other smaller operators equates to approximately 10.1m commercial bus journeys. This means that approximately 3% of commercially delivered journeys operate with subsidy from the Council.

The 2018/19 budget for subsidised transport totals £715k. A proposal to reduce the council's spend on subsidised transport by £150,000 was approved by Full Council on 12 December 2018. Officers were specifically asked to identify options for achieving this reduction, in consultation with Group Representatives, without impacting 'demand responsive' services (i.e. Call Connect and Community Link) but instead to consider the £520,000 budget for the 60s services and the evening and weekend services that the Council supports on Stagecoach's Citi network.

Currently services are supported by the Council, following a delegation of powers from the Cambridgeshire and Peterborough Combined Authority, as a direct result of the section 63(1)(a) of the Transport Act 1985, where all Transport Authorities are required: "to secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements within the county which would not in their view be met apart from any action taken by them for that purpose". Therefore, the Council has a statutory duty to act in accordance with the provisions under 63(1)(a) - not to do so could be subject to legal challenge. What this means in reality is that the Council needs to give careful consideration to any changes and undertake a full Equality Impact Assessment, but this in itself does not prevent services being cut.

In order to explore options to achieve this proposal two of the subsidised services have been reviewed: the Stagecoach 60's services and the Stagecoach evening and weekend services on the Citi network.

Stagecoach 60s services: These services replaced some of the old 'Local Link' services in 2013 and were specifically designed to provide a bus service to those people who, due to location, are not served by a commercial bus service. In spring 2015 a working group was established to consider options to enhance bus provision in the city. The group subsequently agreed to invest an extra £100,000 annually to enhance the services already in place. Passenger numbers provided by Stagecoach show that the 48% additional investment has resulted in just a 9.8% increase in the number of trips when comparing the original services (2015/16) to the revised services (2017/18).

In order to review these services officers met with Stagecoach to discuss different options. Initial proposals received from Stagecoach included removing some early morning, late evening and all Saturday services on these routes. After discussion with members from the Cross Party Consultation Group a second proposal was received from Stagecoach which would replicate a revised Monday to Friday timetable on a Saturday and would result in the following changes:

- 60 – no change to the current timetable (see appendix xx);
- 61 – withdraw 0534 and all services after the 1839;
- 62 – withdraw 0509, 1955 and 2315;
- 63 – no change to the current timetable (see appendix xx).

61: Peterborough - Fengate - Newark Sainsbury's:

Passengers by period (29/04/18 to 26/05/2018)	05:34	19:06	19:39	20:06	20:39	21:06	21:39	22:06	22:35	22:53
Monday – Friday total trips	1	0	22	24	26	18	24	11	20	2
Monday – Friday daily average	0	0	1	1	1	1	1	1	1	0
Saturday total trips	0	5	10	5	0	4	7	8	6	3

Saturday daily average	0	1	3	1	0	1	2	2	2	1
------------------------	---	---	---	---	---	---	---	---	---	---

This makes it clear that the number of trips made on these services is extremely low, with some services not being used at all during this period. When the data is averaged out to look at a single day the highest number of people travelling on any single service during the monitored period is calculated to be three people. In order to validate this information officers travelled on each of these services for one weekday and one Saturday in January. Officers had a number of questions they were seeking to observe i.e. boarding and alighting point and questions they sought to ask passengers i.e. could the journey be made by an alternative route. However, of the 18 timetabled journeys officers travelled on only 14 people travelled, and as a result the data is not sufficient to draw sufficient conclusions other than: any changes to these services will effect a very small number of people; of the 14 people who travelled 10 could've made their trip via an alternative, albeit potentially less convenient, route.

62: Peterborough - Werrington - Glinton – Maxey:

Passengers by period (29/04/18 to 26/05/2018)	05:09	19:55	23:15
Monday – Friday total trips	49	68	39
Monday – Friday daily average	3	4	2
Saturday total trips	1	17	1
Saturday daily average	0	4	0

This makes it clear that the number of trips made on these services is extremely low, with some services not being used at all during this period. When the data is averaged out to look at a single day the highest number of people travelling on any single service during the monitored period is calculated to be four people. In order to validate this information officers travelled on each of these services for one weekday and one Saturday in January. Officers had a number of questions they were seeking to observe i.e. boarding and alighting point and questions they sought to ask passengers i.e. could the journey be made by an alternative route. However, of the 6 timetabled journeys officers travelled on only 10 people travelled, and as a result the data is not sufficient to draw sufficient conclusions other than: any changes to these services will effect a very small number of people; of the 10 people who travelled 6 could've made their trip via an alternative, albeit potentially less convenient, route.

The Stagecoach evening and weekend services (Citi network): This partnership enables Stagecoach to offer an hourly evening and weekend bus service on their Citi network (the Citi network provides approximately 85% of Peterborough's bus services). Without this support these services would not be commercially viable for Stagecoach to operate.

In summary this report proposes changes to the 61 and 62 timetable which along with contract renegotiations for the Citi services will enable the Council to achieve the £150k reduction required. Any remaining saving will be achieved in year with no impact on the travelling public.

Which individuals or groups are most likely to be affected?

As the section above details the evidence indicates that there are very few people using the services where changes are proposed. However the following information is known:

- **Analysis of ticket type during the period from 29 April 2018 and 26 May 2018:** this shows that the following tickets are purchased on the 61 service:

Monday to Friday - Concessionary (9%), Megarider (69%), Day ticket (20%) and other (1%).
Saturday - Concessionary (27%), Megarider (42%), Day ticket (27%) and other (4%).

And for the 62 service:

Monday to Friday - Concessionary (17%), Megarider (67%), Day ticket (13%) and other (3%).
Saturday - Concessionary (37%), Megarider (53%), Day ticket (11%) and other (0%).

This allows us to see that the majority of tickets purchased are Megariders which are typically purchased by people with work or other specific commitments.

- Of the 24 people who were observed or responded to questions asked by officers whilst travelling on the services we can see that:

Age: Under 18 (0), 18-24 (4), 25-64 (15) and over 65 (5).

Gender: Female (15) and male (9).

Ethnic Group: This was an optional question. White (24) and Black or black British (1)

Disability: This was an optional question. No disabilities were recorded.

Now consider whether any of the following groups will be disproportionately affected:

Equality Group	Note any positive or negative effects
Particular age groups	There are two factors which suggest whether a particular age group will be effected by this change: <ol style="list-style-type: none"> 1. The analysis of ticket type purchased during the monitoring period from 29 April 2018 and 26 May 2018 show that for both of the affected routes the majority of tickets purchased were Megariders, this ticket type is typically used by an individual of working age who has work or other regular commitments. 2. Of the 24 people who were observed or responded to questions asked by officers whilst travelling on the services we can see that the majority, 63%, were aged between 25 and 64 years.
Disabled people	There is no evidence to suggest disabled people would be disproportionately affected.
Married couples or those entered into a civil partnership	There is no evidence to suggest that married couples or those entered into a civil partnership would be disproportionately affected.
Pregnant women or women on maternity leave	There is no evidence to suggest pregnant women or women on maternity leave would be disproportionately affected.
Particular ethnic groups	Of the 24 people who were observed or responded to questions asked by officers whilst travelling on the services we can see that the majority, 96%, are white.
Those of a particular religion or who hold a particular belief	There is no evidence to suggest those of a particular religion or who hold a particular belief would be disproportionately affected.
Male/Female	Of the 24 people who were observed or responded to questions asked by officers whilst travelling on the services we can see that the majority, 63%, are female.
Those proposing to undergo, currently undergoing or who have undergone gender reassignment	There is no evidence to suggest those proposing to undergo, currently undergoing or who have undergone gender reassignment would be disproportionately affected.
Sexual orientation	There is no evidence to suggest those with a particular sexual orientation would be disproportionately affected.

What information is available to help you understand the effect this will have on the groups identified above?

Who will be the beneficiaries of the policy?

This change enables the Council to set a balanced budget which is in the best interest of the residents and businesses of the city.

Has the policy been explained to those it might affect directly or indirectly?

Two activities have been undertaken to explain the change to those that might be affected:

1. Officers have travelled on the bus on one weekday and on one Saturday for all of the journeys affected. Officers spoke to individuals travelling, where possible, in order to complete the surveys. One of the questions involved asking whether the journey could've been made by any other means. Officers found that where this was possible the majority of people were already aware of their alternative options i.e. catch one of the Citi services.
2. Officers reviewed the data captured as part of the survey process and were able to establish that when the alighting point was investigated 67% of people could've used an alternative, albeit slightly less convenient alternative service.
3. Officers issued a press release to invite members of the public to attend a daytime or evening 'drop in' session with officers to discuss the proposals, Three people (two households) attended the sessions in total.

Can any differences be justified as appropriate or necessary?

Are any remedial actions required?

Whilst it is clear that some members of the public will be affected by these changes it is also evident, from data provided by Stagecoach, and trips undertaken by officers on the affected routes that the number of people directly affected will be very low. As discussed earlier, when the data is averaged out to look at a single day the highest number of people travelling on any single service during the monitored period is calculated to be four people.

In order to support anyone directly affected officers will continue to be available to discuss alternative options where feasible. For those individuals where no alternative public transport option is viable the Council feel that the proposal to change these services is necessary in order to deliver the savings and is proportionate and objectively justified in this situation given the low level of usage.

Once implemented, how will you monitor the actual impact?

Officers will respond to enquiries received from members of the public and advise them of alternative routes as feasible.

Policy review date	N/A
Assessment completed by	Charlotte Palmer
Date Initial EqIA completed	
Signed by Head of Service	