

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

EQUALITY IMPACT ASSESSMENT

TITLE: Little Bus / Flexible Transport

VERSION CONTROL

Date	Version	Author	Description of Changes
4/3/19	1.0	RM	-

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

CHESHIRE EAST COUNCIL - EQUALITY IMPACT ASSESSMENT

Stage 1 Description: Fact finding (about your policy / service / service)

Department	Strategic Highways.		Lead officer responsible for assessment	RM	
Service	Transport		Other members of team undertaking assessment	DT	
Date	4 th March 2019		Version	1.0	
Type of document (mark as appropriate)				Policy	
Is this a new/ existing/ revision of an existing document (please mark as appropriate)					Revision
Title and subject of the impact assessment (include a brief description of the aims, outcomes, operational issues as appropriate and how it fits in with the wider aims of the organisation) Please attach a copy of the strategy/ plan/ function/ policy/ procedure/ service	<p>The Council provides financial support to operate socially-necessary bus services throughout the Borough. This support includes funding a flexible transport service (dial a ride) known as Little Bus.</p> <p>The Council has been carrying out a review of supported bus services and, following Cabinet approval in November 2017, a series of changes were made to scheduled bus services across the borough in April 2018.</p> <p>The proposals approved by Cabinet in November 2017 included changes to the Little Bus service, which were anticipated to include reducing the number of vehicles operating the service from 9 to 5. This change was however delayed as part of the implementation plans for the revisions to scheduled services to provide additional capacity in the Little Bus service to cater for any changes in demand. During this intervening 'settling in' period demand for the Little Bus service has however remained static.</p> <p>The Council has also been considering alternative options for the delivery of a Little Bus service, particularly options that will provide better opportunities for passengers and greater value for money for the Council.</p> <p>The recommended approach is for the operation of the Little Bus service to be operated through the Council's wholly owned company Transport Service Solutions Ltd (TSS). The approach would utilise the existing TSS fleet which currently provides home to school services at the start and end of the school day as part of the Council's statutory obligations. The TSS fleet is currently mostly unused between school hours and this spare capacity can be used to provide the Little Bus service between the hours of 9:00am and 2:30pm.</p>				

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

<p>Who are the main stakeholders and have they been engaged with? (e.g. general public, employees, Councillors, partners, specific audiences, residents)</p>	<p>The main stakeholders will be registered members of the Little Bus service who use the service. In addition the following stakeholders have also been identified:</p> <ul style="list-style-type: none"> • Cheshire East tax payers; • Community & volunteer groups; • Members; • Schools and educational establishments; • Bus operators; • Town and Parish Councils; and • Partner organisations and volunteers;
<p>What consultation method(s) did you use?</p>	<p>Following approval of the Consulted Network by Cabinet in May 2017, the Council carried out a public consultation on the proposals for 10 weeks from 18th May until Wednesday 26th July 2017. The consultation proposals included reducing the Little Bus service to '4 or 5 vehicles' and provided options on the ways the service could be operated in the future.</p> <p>The consultation period allowed residents to comment on the Consulted Network in a number of ways including:</p> <ul style="list-style-type: none"> • Completion of a paper or electronic survey with a supporting information booklet setting out the proposals; • Attending staffed events which were organised across the borough in the 11 key service centres and principle towns. Two additional staffed events were also organised at Disley and Rode Heath. The staffed events also gave residents the option to discuss the proposals, find out more information, or have assistance in completing a survey form; • Email; and • Focus Groups with disability groups. <p>Key stakeholders and other groups were notified of the consultation including which could be impacted disproportionately or have a different outcome as a result of implementing the proposals. The proposal booklet, accompanying paper based questionnaire and a freepost return envelope were posted to all registered Little Bus users.</p> <p>Full details of the consultation are provided in the Consultation Summary Report which is included as an Appendix to the Cabinet Report published in November 2017.</p> <p>In total 3,959 consultation responses were received.</p>

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

Stage 2 Initial Screening

<p>Who is affected and what evidence have you considered to arrive at this analysis? (This may or may not include the stakeholders listed above)</p>	<p>Effects are likely to be limited to members of the Little Bus scheme. Membership of the scheme is limited to Cheshire East residents qualifying on one of the following grounds:</p> <ul style="list-style-type: none"> • Qualifying for disabled persons concessionary pass • Deemed too far to walk to the nearest bus stop (no threshold) • Over 80 years of age even if no registered disability <p>Approximately 700 individuals used the service in the last year.</p>
<p>Who is intended to benefit and how?</p>	<p>Usage of the service can be difficult at present with long standing block-bookings reducing the capacity to provide for new journeys. The new arrangements will allow these journeys to be retimed with a passengers grouped together and will allow registered members to continue to be able to reach key services.</p> <p>As noted previously, the proposed network is targeted to make a saving from the Little Bus service from 19/20 which would be of benefit to Cheshire East taxpayers.</p>
<p>Could there be a different impact or outcome for some groups?</p>	<p>The vast majority of Little Bus members qualify on age or disability grounds, impacts are therefore higher for these groups as identified in the consultation outlined previously.</p>
<p>Does it include making decisions based on individual characteristics, needs or circumstances?</p>	<p>No</p>
<p>Are relations between different groups or communities likely to be affected? (eg will it favour one particular group or deny opportunities for others?)</p>	<p>No</p>
<p>Is there any specific targeted action to promote equality? Is there a history of unequal outcomes (do you have enough evidence to prove otherwise)?</p>	<p>The review is retain and improve the efficiency of the Little Bus service. A high proportion of Little Bus passengers are older people and/or have a life long limiting illness or disability. The effect on these groups is considered below.</p>

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

Is there an actual or potential negative impact on these specific characteristics? (Please tick)								
Age	Y		Marriage & civil partnership		N	Religion & belief		N
Disability	Y		Pregnancy & maternity		N	Sex		N
Gender reassignment		N	Race		N	Sexual orientation		N
What evidence do you have to support your findings? (quantitative and qualitative) Please provide additional information that you wish to include as appendices to this document, i.e., graphs, tables, charts							Consultation/ involvement carried out	
							Yes	No
Age	The vast majority of Little Bus passengers are older people. Further impacts are set out in Consultation Report presented to Cabinet in Nov 2017.					Yes		
Disability	Residents are eligible to join the Little Bus scheme on disability grounds. As set out in Consultation Report presented to Cabinet in Nov 2017.					Yes		
Gender reassignment	No known particular effects on this group						No	
Marriage & civil partnership	No known particular effects on this group						No	
Pregnancy & maternity	No known particular effects on this group						No	
Race	No known particular effects on this group						No	
Religion & belief	No known particular effects on this group						No	
Sex	No known particular effects on this group						No	
Sexual orientation	No known particular effects on this group						No	
Proceed to full impact assessment? (Please tick)	Yes					Date	4/3/19	

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

Lead officer sign off	RM	Date	4/3/19
Head of service sign off	RH	Date	5/3/19

If yes, please proceed to Stage 3. If no, please publish the initial screening as part of the suite of documents relating to this issue

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

Stage 3 Identifying impacts and evidence

This section identifies if there are impacts on equality, diversity and cohesion, what evidence there is to support the conclusion and what further action is needed

Protected characteristics	Is the policy (function etc....) likely to have an adverse impact on any of the groups? Please include evidence (qualitative & quantitative) and consultations <i>List what negative impacts were recorded in Stage 1 (Initial Assessment).</i>	Are there any positive impacts of the policy (function etc....) on any of the groups? Please include evidence (qualitative & quantitative) and consultations <i>List what positive impacts were recorded in Stage 1 (Initial Assessment).</i>	Please rate the impact taking into account any measures already in place to reduce the impacts identified <i>High:</i> Significant potential impact; history of complaints; no mitigating measures in place; need for consultation <i>Medium:</i> Some potential impact; some mitigating measures in place, lack of evidence to show effectiveness of measures <i>Low:</i> Little/no identified impacts; heavily legislation-led; limited public facing aspect	Further action (only an outline needs to be included here. A full action plan can be included at Section 4) <i>Once you have assessed the impact of a policy/service, it is important to identify options and alternatives to reduce or eliminate any negative impact. Options considered could be adapting the policy or service, changing the way in which it is implemented or introducing balancing measures to reduce any negative impact. When considering each option you should think about how it will reduce any negative impact, how it might impact on other groups and how it might impact on relationships between groups and overall issues around community cohesion. You should clearly demonstrate how you have considered various options and the impact of these. You must have a detailed rationale behind decisions and a justification for those alternatives that have not been accepted.</i>
Age	The majority of Little Bus users are older residents. A review of all members using the service within the last year has shown that 91% of known members are aged 60 and over. The proposals may affect existing journey patterns with a number of long term bookings affecting the	The proposals will retime a number of long term bookings which make the current operation of the service inefficient. This is likely to realise greater journey opportunities.	Medium	Number of journey refusals to be monitored.

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

	<p>efficiency of the service. The majority of trips (59%) using the service do so for shopping purposes with these trips assumed to be able to be retimed. The journey timings to the 30% of trips to adult social day care centres may not be as flexible. It is however estimated that 83% of journeys could still be provided with the remaining journeys needing to be retimed.</p> <p>The consultation highlighted concern that the proposals to reduce to 4 or 5 Little Bus vehicles may leave them isolated, however the current proposals will provide further journey opportunities.</p>			
Disability	<p>Residents can qualify to use the Little bus service on the ground of disability. 77% of trips are made by passengers who are identified as ambulant (able to board the vehicle themselves), with 17% requiring assistance and 6% of journeys made by passengers in a wheelchair.</p> <p>The proposals may affect existing journey patterns with a number of long term bookings affecting the efficiency of the service. The majority</p>	<p>The proposals will retime a number of long term bookings which make the current operation of the service inefficient. This is likely to realise greater journey opportunities.</p>	Medium	Number of journey refusals to be monitored.

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

	<p>of trips (59%) using the service do so for shopping purposes with these trips assumed to be able to be retimed.</p> <p>The journey timings to the 30% of trips to adult social day care centres may not be as flexible. It is however estimated that 83% of journeys could still be provided with the remaining journeys needing to be retimed.</p> <p>The consultation highlighted concern that the proposals to reduce to 4 or 5 Little Bus vehicles may leave them isolated, however the current proposals will provide further journey opportunities.</p>			
Gender reassignment	This policy is not expected to have any greater impact on this group than it does on the general public.			
Marriage & civil partnership	This policy is not expected to have any greater impact on this group than it does on the general public.			
Pregnancy and maternity	This policy is not expected to have any greater impact on this group than it does on the general public.			
Race	This policy is not expected to have any greater impact on this group than it			

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

	does on the general public.			
Religion & belief	This policy is not expected to have any greater impact on this group than it does on the general public.			
Sex	This policy is not expected to have any greater impact on this group than it does on the general public.			
Sexual orientation	This policy is not expected to have any greater impact on this group than it does on the general public.	None	None	None
Is this change due to be carried out wholly or partly by other providers? If yes, please indicate how you have ensured that the partner organisation complies with equality legislation (e.g. tendering, awards process, contract, monitoring and performance measures)				

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

Stage 4 Review and Conclusion

Summary: provide a brief overview including impact, changes, improvement, any gaps in evidence and additional data that is needed

The consultation carried out in November 2017 highlighted that 76% of respondents stated that they do not have alternative transport available if they could not use their bus route. The consultation also outlined that 491 of the consultation respondents were members of Little Bus. Of which, a large proportion (89%) had no alternative means of transport available to them if they could not use Little Bus. Reducing the number of Little Bus vehicles could therefore have a large negative impact on those who rely on this service

Specific actions to be taken to reduce, justify or remove any adverse impacts	How will this be monitored?	Officer responsible	Target date
Monitoring of the Little Bus service in order to determine changes in demand and any increases to the number of refused trips.	Management information of the Little Bus service	RM / DT	Monthly following implementation
Please provide details and link to full action plan for actions	To be monitored through TSS Management Information.		
When will this assessment be reviewed?	Prior to implementation		
Are there any additional assessments that need to be undertaken in relation to this assessment?	No		
Lead officer sign off	RM	Date	4/3/19
Head of service sign off	RH	Date	4/3/19

APPENDIX ONE EQUALITY IMPACT ASSESSMENT

Please publish this completed EIA form on the relevant section of the Cheshire East website