

Equality and Safety Impact Assessment

The **public sector Equality Duty** (Section 149 of the Equality Act) requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations between different people carrying out their activities.

The Equality Duty supports good decision making – it encourages public bodies to be more efficient and effective by understanding how different people will be affected by their activities, so that their policies and services are appropriate and accessible to all and meet different people’s needs. The Council’s Equality and Safety Impact Assessment (ESIA) includes an assessment of the community safety impact assessment to comply with section 17 of the Crime and Disorder Act and will enable the council to better understand the potential impact of the budget proposals and consider mitigating action.

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| Name or Brief Description of Proposal | E&T 12 – Reduce Bus Subsidy Budget. |
| Brief Service Profile (including number of customers) | <p>The city council supports a number of bus services for areas of the city where commercial bus services do not operate. These services are well established and were identified by the city council for support as they provide access for people who are unable to access core bus services.</p> <p>The council currently provides subsidies for the following routes:</p> <ul style="list-style-type: none"> • B1: Bitterne to Bitterne (via Sholing) • B2: Bitterne to Bitterne (via Townhill Park/ Midanbury) • B3: Bitterne to Bitterne (via Upper Deacon Road/Taunton Drive) • W1: City centre to Romsey (diversion via Portswood) • X11: Lords Hill to City Centre (the section to Hedge End is commercial so not covered by these proposals) • X12: City Centre to Tesco Millbrook via Freemantle • X14: Bitterne to Tesco Bursledon via Harefield. <p>The proposal is to reduce support from £218,000 to £122,000 for 2016/2017.</p> <p>This will result in the withdrawal of support for Route X12: City Centre to Tesco Millbrook via Freemantle).</p> |

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| | <p>It will also result in the withdrawal of support for Route W1 which operates from the City Centre to Romsey. The council currently only funds the diversion that takes in Westwood Road – Portswood – Highfield Lane.</p> <p>The decision to withdraw funding for these routes was based on the subsidy amount per passenger trip, together with passengers per hour, alongside access to health and employment.</p> <p>In addition, the X14 (Bitterne to Tesco Bursledon via Harefield and Thornhill) is ending on 31st December 2015. This is not due to this proposal. This was a trial service and is being withdrawn as ridership has not reached a sustainable level.</p> <p>Services B1, B2 and B3 are being retained. The X11 service (Lords Hill to City Centre) is also being retained as it provides a peak hour journeys for the Upper Shirley/Hill Lane area of the city and access to Richard Taunton College, Southampton General Hospital and providing access to employment in an area which up until January 2014 had a commercial bus service.</p> |
| Summary of Impact and Issues | <p>The services being withdrawn are generally used by elderly and disabled people and provide off peak travel to enable residents to visit major supermarkets, local shops and other facilities for up to a few hours. Current users of these services will find their travel options more limited. The additional distance to reach the alternative major bus services/routes will be more difficult for many.</p> |
| Potential Positive Impacts | |
| Responsible Service Manager | Simon Bell, Public Transport and Operations Manager |
| Date | 6 th November 2015 |

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| Approved by Senior Manager | Paul Walker |
| Date | 6 th November 2015 |

Potential Impact

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
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| Age | The majority of passengers on supported services are elderly. Current users will find their travel | Information will be placed on buses, at bus stops and at locations where |

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
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| | options more limited. The additional distance to reach the alternative major bus services/routes will be more difficult for many. | <p>customers are likely to visit in addition to social media well in advance of the service change.</p> <p>The provision of shared taxis or community car schemes will be investigated prior to the withdrawal of the funding. Passengers would need to pay a fare to use this services.</p> |
| Disability | Current users will find their travel options more limited. These services penetrate residential areas where people may find the alternative major bus services/routes more difficult to access due to the additional distance to reach a bus stop. | <p>Information will be placed on buses, at bus stops and at locations where customers are likely to visit in addition to social media well in advance of the service change.</p> <p>The provision of shared taxis or community car schemes will be investigated prior to the withdrawal of the funding. Passengers would need to pay a fare to use this service.</p> |
| Gender Reassignment | No identified negative impacts. | N/A |
| Marriage and Civil Partnership | No identified negative impacts. | N/A |
| Pregnancy and Maternity | No identified negative impacts. | N/A |
| Race | No identified negative impacts. | N/A |
| Religion or Belief | No identified negative impacts. | N/A |
| Sex | Bus services are generally used more by women than men. | |
| Sexual Orientation | No identified negative impacts. | N/A |
| Community Safety | No identified negative impacts. | N/A |

| Impact Assessment | Details of Impact | Possible Solutions & Mitigating Actions |
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| Poverty | With the withdrawal of services, access to supermarkets will be reduced and residents may have limited access to low cost food, although local alternatives may be available - but more expensive. | The provision of shared taxis or community car schemes will be considered. |
| Other Significant Impacts | With the withdrawal of services, access to local facilities will be reduced and residents may find that they will be unable to complete their journey. It may also result in increased social isolation. | The provision of shared taxis or community car schemes will be considered. |