

Equality Impact Assessment (EIA)

Title of policy/proposal and EIA number

Centre Shuttle – withdrawal of service at end of contract in 2021

Date of assessment

14.10.20. Updated 01.12.20 and 07.01.21.

Overview

This EIA considers the impact of the proposal to remove the Centre Shuttle Bus service when the contract ends in March 2021 on the protected characteristics groups and the implications for the Public Sector Equality Duty (Equality Act 2010). Where any adverse impact is identified, mitigating actions will be considered.

1. What is being introduced/amended and why? What are the anticipated outcomes?

The current centre shuttle contract ends in March 2021 and it is proposed that the service is withdrawn at the end of the contract. The centre shuttle scheme is a discretionary service, with reducing usage. This reduction of an average of 17577 passenger per month in 2018 to 14104 in 2019 has been largely due to the removal (in March 2019) of poorly patronised journeys and all Sunday services.

In addition, it should be noted that there are alternative services provided by a commercial operator running from The Greenway on Worthing Road to the town centre and station / town centre: Route 8 (approx. every 15 minutes) Route 76 (approx. every 30 minutes) and Route 11 (approx. every hour). However these services do not enter the Leisure Park. In the longer term, the council is actively working on an integrated park and ride and mass rapid transport system that would take in the route of the shuttle bus in the longer term.

Passenger use statistics show that, in 2019/20 39% of service users (per month) held a disabled and older persons' concessionary pass. These pass holders are entitled to travel for free on both the Centre Shuttle and the identified alternative bus services. Children (who receive reduced fares when travelling) represented 3% of total passenger journeys over the same period.

2. Who is intended to benefit from the policy/proposal etc.?

The proposal would go towards covering the gap in the council's budget, ensuring that essential services are maintained and continue to benefit a range of people in the borough.

3. Using the table on the next page, identify who is affected by the policy/proposal etc. and explain if it has a differentially* positive/negative or neutral impact on this/these group/s (read the notes below before you start)

* A 'differential impact' is when a policy/proposal etc. has a different impact on certain groups compared to others (positive = promotes equality or negative = disadvantages/ could discriminate). A 'neutral' impact is when something is generally positive or negative for everyone.

Consider how the policy/proposal demonstrates due regard to the aims of the Public Sector Equality Duty (PSED)**:

- Eliminating discrimination/harassment - furthering equal opportunities, removing/minimising disadvantage, could it disadvantage certain group/s?
- Advancing equality of opportunity - meeting needs of specific groups, encouraging participation, could it specifically support certain group/s?
- Promoting good relations between different groups - promoting understanding or integration between groups, could the proposal build better relationships between communities?

**For marriage and civil partnership, legislation requires you only need to demonstrate how you would eliminate unlawful discrimination, harassment and victimisation.

IMPORTANT: Give brief reasons and **evidence** for your decision. Consider borough equality and diversity profile information, service monitoring data, census statistics, other organisations EIAs, customer consultation, etc. For any negative impact identified, describe actions already taken to address it.

Any planned actions to enhance a policy/proposal or address issues must be identified in section 5.

Consider and explain the impact/s of the proposal on the groups listed – use evidence to support this				
Characteristic	Group	Positive – meets the aims of the PSED by...	Adverse – could disadvantage by... / are there any mitigating actions?	Neutral – generally positive or potentially adverse impact for all
Age Alter age ranges if appropriate	Under 16			<p>The overall impact of the proposal would be negative for all service users. However, there are alternative services provided by a commercial operator to the town centre and station / town centre, which covers most of the Shuttle Bus route and accepts discretionary passes.</p> <p>The council is also actively working on an integrated park and ride and mass rapid transport system that would take in the route of the shuttle bus in the longer term.</p>
	16 to 64			
	Over 65		If the service is terminated it could have a differentially negative impact on those using the English National Concessionary Travel Pass Scheme (based on the statistics noted above). However, this pass would also be valid on the alternative, commercially run route, where available.	
Sex	Women			
	Men			
Race	White British			
	Other minority ethnic groups (please specify)			
Disability & Health	Physical / sensory impairment		<p>If the service is terminated it could have a differentially negative impact on disabled service users (based on the statistics noted above). However, a disabled concessionary pass would also be valid on the alternative, commercially run route, where available.</p>	
	Long-term health problem			
	Mental illness			
	Learning disability			
Sexuality	Lesbian/Gay/Bisexual			
Religion & Belief	Faith groups			
	Atheist/Agnostic/ other belief			
Gender reassignment	Transgender people			
Marriage/Civil Partnership	People in a civil partnership/married			
Pregnancy or Maternity	Pregnant/on maternity leave			
Other	Living in rural area			
	Poor literacy/Numeracy			
	Low income/benefits /unemployed			
	Caring responsibilities		If the service is terminated it could have a differentially negative impact on carers who use the service.	

4. Summarise details of any research or consultation carried out to evidence your comments in the table.
 Data on passenger usage profiles has been reviewed (as noted in section 1.) and the proposal will be consulted on in a public consultation that will run from early November 2020 until early January 2021. The public consultation did not raise any issues for any groups.

5. List any actions resulting from this assessment – either to enhance a policy/proposal or to mitigate/address any negative impact identified (these should be included in, and monitored as part of, your Business Unit Plan).

Action	Officer Responsible	Target date
Assessment to be revisited after the public consultation to take into account any issues that have not been identified in this review.	Policy Officer	Jan 2021
If approved, the change should be communicated through a range of communication channels.	Planning Team	April 2021

6. Summary of findings for reporting purposes (briefly say what was assessed, what the findings were and note any actions).

An Equality Impact Assessment has been carried out to consider the proposed removal of the Centre Shuttle Bus service when the contract ends in March 2021 on the protected characteristics groups and the implications for the Public Sector Equality Duty. The overall impact of the proposal would be negative for all service users. If the service is terminated it could have a differentially negative impact on those using the English National Concessionary Travel Pass Scheme, disabled service users and carers. However, these passes would also be valid on the alternative, commercially run route, where available. In addition, the council is actively working on an integrated park and ride and mass rapid transport system that would take in the route of the shuttle bus in the longer term.

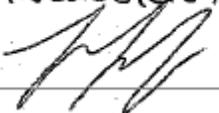
This assessment was revisited after the public consultation to consider any issues that were not identified in the initial review and none were identified.

Equality Working Group recommendation – this assessment has been successfully reviewed with the following outcome:

- No major change** – The assessment of this policy/proposal shows no potential for discrimination. The item will meet the aims of the Public Sector Equality Duty. Therefore it can proceed to inform a Member decision.
- Adjust the policy/strategy or function** – This item will better meet aims of the Public Sector Equality Duty if actions to remove barriers or to better advance equality (identified in Sections 3 and 5) are implemented.
- Continue the policy/proposal** – There is some potential for adverse impact or missed opportunities to promote equality, but no unlawful discrimination has been identified. Ensure effective equality monitoring is in place to regularly assess the actual impact on different groups.
- Do not proceed** – Stop and rethink. Adverse equality impacts have been identified/may not be justified for a protected characteristic group/s and have not been sufficiently mitigated. Unlawful discrimination could be taking place. Do not adopt or continue with the policy/proposal until further actions and equality assessment has been undertaken.

Job titles of officers completing assessment: Executive Director of Residents Services, Head of Planning Sustainability and Infrastructure, Policy Officer

Equality Strategy Group sign off necessary? X Yes No

Job title/signature/s of EIA Validator/s:
 P.H. FOR INCLUSION AND DIVERSITY | HEAD OF HR AND OD
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Validation date: 25.03.21

Appendix

The matrix and graph below provide detail on concessionary fare passenger travel by month since 2017 (data for December 2020 is not yet available so currently stands at zero). Please note that these figures relate to **journneys** and not individual people. The shuttle bus timetable was modified in March 2019, which included the removal of Monday to Friday services after 19:32hrs, Saturday services before 09:40hrs and after 18:18hrs, and all services on Sundays (which are still included in pre March 2019 figures) so data after this time cannot be considered as a direct comparison. However the effect of both Covid lockdowns is clear.

For the few passengers displaced by these changes that wish to travel to the Leisure Park from the station, it was agreed with Stagecoach that valid Centre Shuttle tickets would be accepted for travel on any public bus service serving Greenway: the bus stop on Worting Road adjacent to the Hollywood Bowl in The Leisure Park; this includes services 8, 11 and 76. Although these services do not enter the Leisure Park access to the car parks is close to these stops.

In terms of service provision to concessionary pass holders the above commercial routes are still available. However holders would be expected to pay the prevailing Stagecoach rate for travel outside the statutory travel period rather than the more competitive Centre Shuttle fare.

Row Labels	Sum of 2017	Sum of 2018	Sum of 2019	Sum of 2020
Jan	6664	6883	6537	5262
Feb	6183	6223	5403	4554
Mar	7420	6415	5713	2295
Apr	6387	6137	5510	49
May	6940	6229	5431	69
Jun	7289	6244	5269	89
Jul	7661	6263	5571	425
Aug	7064	6451	5202	898
Sep	7169	6271	4816	1008
Oct	7407	6998	5493	1077
Nov	8007	7178	5881	405
Dec	7639	7440	5343	0
Grand Total	85830	78732	66169	16131

