

## Equalities Analysis Summary - Environment and Infrastructure Directorate

As part of the development of the Council's budget an equalities analysis of savings proposals has been undertaken.

This document sets out the equality analysis for savings proposals from the following services:

- Environment and Planning
- Highways and Transport

and comprises:

- A summary analysis of the overarching equalities implications of the savings proposals from those services.
- Detailed equalities analysis for each savings proposal.

Analysis for each savings proposal is presented as follows:

- For savings proposals linked to existing service improvement or transformation programmes, pre-existing Equality Impact Assessments have been reviewed and updated.
- For new savings proposals, or where there has been material change to the proposal, a new Equalities Impact Assessment has been undertaken. These are available on the Council website.

Out of the seven confirmed savings for Environment and Planning in 2016/17, **three Savings proposals** have been deemed as requiring an Equality Impact Assessment.

Out of the seven confirmed savings for Highways and Transport services in 2016/17, **two Savings proposals** have been deemed as requiring an Equality Impact Assessment.

**Marginal gains savings measures for both services** (Environment and Planning, Highways and Transport) in Environment & Infrastructure Directorate are yet to be finalised. Some residents may experience some potential negative impacts due to reduced services. Equality Impact Assessments will be developed as part of each savings measure /scheme that is finalised and will have its own Equality Impact Assessment.

### Waste Group

**'Waste savings programme - Additional contract savings'**

Original savings estimates were based on implementing a charging scheme for rubble, gas bottles and tyres and realising cost savings for half of 2015/16. However, on the advice of the Council's Legal Service it was decided that a public consultation exercise was required prior to implementation. Following approval by Cabinet in November 2015 it is likely that proposals will be implemented in 2016/17. Some other

savings have been achieved but were already assumed in the budget. Saving assumes closure of five Community Recycling Centres, reduced opening hours, and establishment of re-use shops at all remaining sites. An Equality Impact Assessment is currently being developed. The additional contract savings (£0.113 million) is focussed around contract renegotiation and refinancing. No equality impact is anticipated as no change in service is proposed as part of this measure.

### **Travel & Transport Group** **'Local Transport Review'**

The preferred approach for recognising savings in the Local Transport Review has been through 'back office' improvements and through contract negotiations with bus operators of subsidised routes, but without changing the level of service offered. However to ensure all the required savings are delivered there has needed to be some service compromises on subsidised routes in terms of their frequency, days of operation, route travelled and in a few cases withdrawals. An Equality Impact Assessment was completed in year one of the review using the feedback that the Council received from groups and individuals with protected characteristics in the public consultation. This assessment was part of the report taken to Cabinet on 23 June 2015 to approve the year one changes to local bus services.

The comprehensive Equality Impact Assessment completed for year one of the Local Transport Review will be updated using the year two public consultation feedback, to form part of the report to be considered by Cabinet on 24 May 2016.

### **Cross-cutting**

**'One Team organisation review'** Remainder of savings achieved in earlier restructurings'

The directorate's restructure in 2015/16 has ongoing savings. The equalities implications of this were assessed in an Equality Impact Assessment in 2015/16.

### **Network and Asset Management Group** **Winter maintenance**

A saving concerning Highway Winter Maintenance will have an Equality Impact Assessment completed following the annual review of the Winter Service Plan, which will involve consultation with Members. The Equality Impact Assessment will be included in a report to Cabinet in September 2016 where a final decision will be taken.

### **Local Highways Services Group** **Environmental maintenance**

This saving comes from a budget allocation that is granted to Local Members/Committees, which is used at the Committee's discretion to carry out non-essential works. The Council's levels of service for environmental maintenance are being maintained in partnership with Surrey's

Boroughs and Districts, hence there is no need for an Equality Impact Assessment by Surrey County Council. Each scheme that goes through the Committee will have its own Equality Impact Assessment.

For Emergency planning it is anticipated that proposals for an additional marginal efficiency saving of 1.5% per annum will be achievable through further increasing income projections and without damaging service delivery. There are therefore no equalities implications for the proposed change.

<b>Savings for 2016/17 for Environment and Infrastructure Directorate (Service: Environment)</b>			
Description of Savings / Efficiency	Saving	Impact	Rationale
<p><b>Waste savings programme – Community Recycling Centres</b> Projects include:</p> <ul style="list-style-type: none"> <li>• Greater enforcement/exclusion of trade waste</li> <li>• Changes to opening hours/days</li> <li>• Charging for certain materials</li> </ul>	-1,000	No likely impact	<p>An initial assessment would indicate that there should be no equalities impact on residents or staff, particularly people sharing protected characteristics; however this will be tested further. Equality Impact Assessment to be developed as part of plans to roll out changes at Community Recycling Centres.</p> <p>Previous changes to Community Recycling Centres were considered by Cabinet in November 2015 and an Equality Impact Assessment was completed.  <a href="http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=120&amp;MId=3702&amp;Ver=4">http://mycouncil.surreycc.gov.uk/ieListDocuments.aspx?CId=120&amp;MId=3702&amp;Ver=4</a></p>
<p><b>Waste savings programme – Contract materials savings</b> Materials include:</p> <ul style="list-style-type: none"> <li>• Residual waste</li> <li>• Sweepings</li> <li>• Food waste</li> </ul>		No likely impact	<p>This activity is about getting better prices for waste materials through a change in recycling/disposal outlet. No equality impact anticipated as no change in service is proposed as part of this measure.</p>
<p><b>Waste savings programme – Arrangements with districts and boroughs</b> Projects include:</p> <ul style="list-style-type: none"> <li>• Non domestic waste</li> <li>• Surrey Waste Partnership Future</li> </ul>		No likely impact	<p>Projects are aimed at revising a payment transfer mechanisms and joint working arrangements between Surrey County Council and Surrey’s Districts and Boroughs. No equality impact is anticipated in 2016/17 as a result of this. This will be revisited if projects start to lead to service changes.</p>

## Savings for 2016/17 for Environment and Infrastructure Directorate (Service: Environment)

Description of Savings / Efficiency	Saving	Impact	Rationale
<p><b>Waste savings programme – Kerbside improvements</b> Projects include:</p> <ul style="list-style-type: none"> <li>• Food waste intervention</li> <li>• Joint campaigns</li> <li>• Doorstep engagement</li> <li>• Volunteer scheme</li> <li>• Schools programme</li> <li>• Policy alignment</li> </ul>		Negative Impact	<p>People with disabilities or older people may not have the same access to information on recycling or to notify residents of changes to their service.</p> <p>Residents who wish to volunteer with the Surrey Green Network may be limited in the volunteering they would be able to carry out due to disability or parenthood.</p>
<p><b>Waste Group – Additional contract savings</b> Projects include:</p> <ul style="list-style-type: none"> <li>• Refinancing</li> <li>• Other contract opportunities</li> </ul>	113	No likely impact	This work is focussed around contract renegotiation and refinancing. No equality impact anticipated as no change in service is proposed as part of this measure.
<p><b>Travel &amp; Transport - concessionary fares</b></p>	-500	No likely impact	<p>An Equality Impact Assessment is not required for the £500,000 savings requirement against concessionary fares for 2016/17. The funding that the Council receives from Government for the administration of the English National Concessionary Travel Scheme (ENCTS) is greater than the amount the Council reimburses service operators for fare revenue forgone for allowing ENCTS pass holders to travel for free. Therefore the budget for concessionary fares can be set at a lower amount. Calculations confirm that it's reasonable to set this £500,000 lower. This change in budget will have no impact on passengers with an ENCTS pass, as they will still be able to make their journeys by bus for free.</p>
<p><b>Travel &amp; Transport - Local transport review</b> Includes:</p> <ul style="list-style-type: none"> <li>• Local bus services : measures to increase</li> </ul>	-515	Negative Impact	The preferred approach for recognising savings in the Local Transport Review has been through 'back office' improvements and through contract negotiations with bus operators of

## Savings for 2016/17 for Environment and Infrastructure Directorate (Service: Environment)

Description of Savings / Efficiency	Saving	Impact	Rationale
<p>patronage/commercial viability, procurement improvements, amendment/withdrawal of bus services,</p> <ul style="list-style-type: none"> <li>• Concessionary fares : review of reimbursements to bus companies, review of enhancements above the statutory minimum, ticketing arrangements</li> <li>• Community transport: actions to make this sector less reliant on SCC funding including procurement workshops, increasing number of volunteers, common standards.</li> </ul>			<p>subsidised routes, but without changing the level of service offered. However to ensure all the required savings are delivered there has needed to be some service compromises on subsidised routes in terms of their frequency, days of operation, route travelled and in a few cases withdrawals. An Equality Impact Assessment was completed in year one of the review using the feedback that we received from groups and individuals with protected characteristics in the public consultation. This assessment was part of the report taken to Cabinet on 23 June 2015 to approve the year one changes to local bus services.</p> <p>The comprehensive Equality Impact Assessment completed for year one of the Local Transport Review will be updated using the year two public consultation feedback, to form part of the report to be considered by Cabinet on 24 May 2016.</p>
<p><b>Countryside – Surrey County Council/Surrey Waste Partnership agreement:</b> Reduction in contribution to Surrey Wildlife Trust</p>	-100	Some potential impact	<p>Surrey Waste Partnership will be working to a five year business plan agreed with Surrey County Council. The Council is supporting Surrey Waste Partnership to get income generating projects in place and to implement cost efficiencies. The likely impacts will be from the income generating projects. Equality Impact Assessment will be carried out on those separate projects as precise impact is difficult to identify at the moment.</p>
<p><b>Countryside - Efficiency saving across the Countryside Group</b></p>	-100	No likely impact	<p>The savings are not expected to have an adverse impact on any particular group. There is likely to be a reduction in what can be achieved on the ground but this is unlikely to impact on any particular group of people more than any other.</p>

<b>Savings for 2016/17 for Environment and Infrastructure Directorate (Service: Environment)</b>			
Description of Savings / Efficiency	Saving	Impact	Rationale
<b>E&amp;I Cross Cutting Savings - One Team saving</b>	-118	No likely impact	Residents and service users with protected characteristics will not be disproportionately affected by Environment & Infrastructure's consultation proposals or required MTFP and Business Services Review savings.  The consultation proposals and recruitment processes, and required MTFP and Business Services Review savings will not disproportionately affect any individual or groups of staff with any protected characteristic.
<b>E&amp;I Environment, Planning and Cross-Cutting Savings - Marginal gains</b>	-1,323	Negative Impact	Savings proposals are yet to be finalised. Some residents may experience some potential negative impacts due to reduced services. Equality Impact Assessments will be developed as part of each savings measure / scheme that is finalised and will have its own Equality Impact Assessment.
	<b>£3,543</b>		

<b>Savings for 2016/17 for Environment and Infrastructure Directorate (Service: Highways)</b>			
Description of Savings / Efficiency	Saving	Impact	Rationale
<b>Highway Information Team income</b> Following a review of the market expected search fee income is anticipated to be in excess of current levels.	-40	No likely impact	Equality Impact Assessments not required as no change in service level is proposed as part of this measure.
<b>Winter maintenance</b>	-340	Negative Impact	A saving concerning Highways Winter Maintenance will have an Equality Impact Assessment completed following the annual review of the Winter Service Plan, which will involve consultation with Members. The Equality Impact Assessment will be included in

## Savings for 2016/17 for Environment and Infrastructure Directorate (Service: Highways)

Description of Savings / Efficiency	Saving	Impact	Rationale
			a report to Cabinet in September 2016 where a final decision will be taken.
<b>Environmental maintenance</b> This saving comes from a budget allocation that is granted to Local Members/Committees, which is used at the Committee's discretion to carry out non-essential works.	-400	Negative Impact	The Council's levels of service for environmental maintenance are being maintained in partnership with Surrey's Boroughs and Districts, hence there is no need for an Equality Impact Assessment by Surrey County Council. However, there are possible negative impacts on resident experience. This saving comes from a budget allocation that is granted to Local Members/Committees, which is used at the Committee's discretion to carry out non-essential works. Each scheme that goes through the Committee will have its own Equality Impact Assessment.
<b>Street lighting – Part Night Switch Off</b> Switch off street lights in some residential areas during the middle of the night.	-210	No likely impact	A set of criteria will be developed to identify possible locations where switching lights off might be suitable. Traffic routes will be excluded and so this will be limited to residential areas where both vehicle and pedestrian traffic will be minimal if any during the proposed hours of switch off (midnight to 0500). Where roads meet the "general" switch off criteria they will then be assessed against the more detailed criteria to evaluate levels of crime, road safety, presence of any night time economy/hospital/other 24 hour operation . Only roads achieving the specific avoidance criteria will be included for switch off. As this will be across the county, it is not expected to positively or adversely any specific group.
<b>Improved alignment of capital/revenue condition works</b>	-250	No likely impact	This project will look at revising a capital investment mechanism. No equality impact is anticipated as a result of this.
<b>Reduction in business improvement spend</b> The budget in previous years has been used to, Support contract extension negotiations,	-250	No likely impact	Support contract extension negotiations, localised depot improvements, develop asset management strategy are now largely completed. Equality Impact Assessment not required as the modest scale and indirect nature of the saving means individual

Savings for 2016/17 for Environment and Infrastructure Directorate (Service: Highways)			
Description of Savings / Efficiency	Saving	Impact	Rationale
Localised depot improvements, Develop Asset management strategy			groups will not be affected.
<b>Environment &amp; Infrastructure Highways - Marginal gains</b>	-778	Negative Impact	Savings proposals are yet to be finalised. Some residents may experience some potential negative impacts due to reduced services. Equality Impact Assessments will be developed as part of each savings measure / scheme that is finalised and will have its own Equality Impact Assessment.
	2268		



## Waste Kerbside Improvement Programme

Equality group	Positive impacts	Negative impacts	Mitigating actions
Disability		<p>Due to disabilities some residents may not have the same access to information provided to encourage recycling or to notify residents of changes to their service.</p> <p>Residents who wish to volunteer with the Surrey Green Network may be limited in the volunteering they would be able to carry out due to a disability.</p>	<p>Campaign creatives will be assessed for legibility for partially sighted residents. Communications will be made as visual as possible, for example by using images of bins and of items and ticks and crosses to indicate whether they are accepted.</p> <p>Surrey Matters will continue to be used as a communication channel, which is available in an audio format, large print and other languages.</p> <p>The Surrey Waste Partnership website will continue to have an audio option.</p> <p>Where a district or borough council makes a change to their service as part of this programme it is anticipated that they will follow their own internal equality impact assessments to take any necessary actions.</p> <p>Appropriate adjustments will be made where possible to allow residents with a disability to volunteer.</p>
Race/Nationality		<p>Residents who do not have English as their first language may not have the same access to information provided by communications to encourage recycling or to notify residents of changes to their service.</p>	<p>Communications will use accessible language.</p> <p>Communications will be made as visual as possible, for example by using images of bins and of items and ticks and crosses to indicate whether they are accepted.</p>

### 1. Topic of assessment

<b>EIA title:</b>	Surrey County Council (SCC) Local Transport Review 2016/17
-------------------	--

<b>EIA author:</b>	Nick Meadows, Project Manager
--------------------	-------------------------------

### 2. Approval

	<b>Name</b>	<b>Date approved</b>
<b>Approved by<sup>1</sup></b>	Paul Millin	

### 3. Quality control

<b>Version number</b>	V0.2	<b>EIA completed</b>	
<b>Date saved</b>	07/03/2016	<b>EIA published</b>	

### 4. EIA team

<b>Name</b>	<b>Job title (if applicable)</b>	<b>Organisation</b>	<b>Role</b>
Nick Meadows	Directorate Programme Group, Change Consultant	Surrey County Council	Project Manager
Cassandra Brewer	Principal Transport Officer (Community Transport and Travel Schemes)	Surrey County Council	Project Officer
Valerie Sexton	Senior Transport Officer Planning	Surrey County Council	Project Officer
Thomas Pooley	Project Consultant	Surrey County Council	Directorate Equalities Group Representative

<sup>1</sup> Refer to earlier guidance for details on getting approval for your EIA.

## 5. Explaining the matter being assessed

<p><b>What policy, function or service is being introduced or reviewed?</b></p>	<p>Surrey County Council (SCC) invests significant Council funding in local bus services and concessionary fares; both are statutory duties. SCC also invests in the funding of community transport, supporting partnership work with District/Borough, community and voluntary organisations. All these services benefit a large and diverse number of residents, giving them access to work, employment, health care and essential shopping, as recognised by the Department for Transport (DfT).</p> <p>29 million trips are made each year on Surrey buses, half of these on services that we subsidise. About a third (31%) of these trips are made by concessionary pass holders (mostly older people) or children.</p> <p>SCC's budget for supporting local transport services is under increasing pressure because:</p> <ul style="list-style-type: none"> <li>- Bus operating costs have risen faster than general inflation.</li> <li>- Increased road traffic in Surrey means bus services are becoming less efficient, which means higher operating costs.</li> <li>- Funding contributions made by Central Government to the council have been significantly reduced.</li> </ul> <p>The directorate has been tasked in its medium term financial plan (MTFP) with delivering £2million in savings from an overall budget of £19.39 million over three years from 2015/16. A summary of the expected savings for each financial year can be found below:</p> <table border="1" data-bbox="451 1084 1445 1155"> <thead> <tr> <th>2015/16 (£000s)</th> <th>2016/17 (£000s)</th> <th>2017/18 (£000s)</th> <th>Total</th> </tr> </thead> <tbody> <tr> <td>£750</td> <td>£515</td> <td>£735</td> <td>£2million</td> </tr> </tbody> </table> <p>The local transport review aims to grow the commercial value of the network, integrate services, find efficiencies, and make savings via three streams: local buses, concessionary fares and community transport.</p> <p>A 17 week public consultation from 8 October 2014 to 2 February 2015 was held to understand:</p> <ul style="list-style-type: none"> <li>- How important bus and community transport services are to our residents? And how this would impact them if it was reduced or no longer there?</li> <li>- What could be done to encourage more people to travel by bus/increase their bus travel?</li> <li>- How important and valued the two extra SCC funded concessions are to our qualifying English National Concessionary Travel Scheme (ENCTS) pass holders?</li> </ul> <p>As this is, a three year savings programme, this equality impact assessment will focus on changes for year one (2016/17) but will be updated for the subsequent years of the programme (2016/17 and 2017/18).</p>	2015/16 (£000s)	2016/17 (£000s)	2017/18 (£000s)	Total	£750	£515	£735	£2million
2015/16 (£000s)	2016/17 (£000s)	2017/18 (£000s)	Total						
£750	£515	£735	£2million						
<p><b>What proposals are you assessing?</b></p>	<p>The <b>proposals</b> for 2016/17 that the EIA will be assessing:</p> <ol style="list-style-type: none"> <li>1. To reduce the subsidy given by the County Council to the bus operators and community transport providers, who run services on the current transport network in Surrey.</li> </ol> <p><b><u>Local bus services</u></b></p> <p>29 million passenger journeys are made each year on Surrey's bus services. Over half of these journeys are made using the services subsidised by the County Council at a cost of £8.9m per annum. The remaining journeys are</p>								

	<p>provided by the commercial market.</p> <p>In light of the financial pressures mentioned in the section above, the current subsidised network is unsustainable and to achieve the savings needed from the review, it may mean that we need to make some service changes including:</p> <ul style="list-style-type: none"> <li>- Reduce frequency (e.g. Instead of an hourly bus for some services it may now be every 90 mins)</li> <li>- Service restructuring (e.g. in some cases those affected by withdrawals may have to walk for 10 minutes to another bus or change buses to reach the same destination.</li> <li>- In isolated cases where there would be no conventional bus service an alternative in the form of a community transport style facility might be provided</li> <li>- Saturday service reductions (e.g services that operate 6 days a week could be reduced to 5 days)</li> <li>- Some areas will see an increase in the number of buses available and also an increased choice of destinations. Better evening services have been achieved in some cases with faster journeys times being achieved along some corridors.</li> </ul> <p>The 2015/16 savings projected in year 1 are £571,751 which have principally been achieved by making changes to services as described above and also through contract negotiations, retendering and by operators converting services to commercial provision which may or may not result in a change to the route or level of service offered.</p> <p>Analysis of annual passenger journeys on the commercial and supported network has been carried out to identify how many passengers could be affected by the proposed changes to the bus network. The results show that if the proposed changes were made 96.6% of all current bus passenger journeys, using services identified in annex G of the Cabinet report would still have access to services on Mondays to Fridays.</p> <p>We believe that although the savings will be made through a combination of service reductions and contract negotiations the number of annual passenger trips will remain static due to the fact that in the vast majority of cases alternative bus services are available. The increased frequencies and destinations being introduced in some areas together with the County Councils continued investment in Real Time Passenger Information and bus stop improvements within the County will help to maintain and in some areas potentially grow the patronage of commercial and tendered services. In the Transport Review consultation 89% of bus users said they would use buses more if there were better information, improved infrastructure or if a better journey experience could be offered. However, it must be recognised that in some areas reduced levels of services or reduced destination choices will be evident.</p>
<p><b>Who is affected by the proposals outlined above?</b></p>	<ul style="list-style-type: none"> <li>• Service users and, their carers or families.</li> <li>• General public</li> <li>• Service operators</li> <li>• Partner and External organisations</li> </ul>

## 6. Sources of information.

### Engagement carried out

On 23 September 2014 Cabinet authorised officers to carry out a wide ranging public consultation on proposed changes to local transport. A 17 week public consultation from 8 October 2014 to 2 February 2015 was held and SCC wanted to understand:

- How important bus and community transport services are to our residents? And how this would impact them if it was reduced or no longer there?
- What could be done to encourage more people to travel by bus/increase their bus travel?
- How important and valued the two extra SCC funded concessions are to our qualifying English National Concessionary Travel Scheme (ENCTS) pass holders?

Residents and stakeholders could respond by:

- Filling out a questionnaire (online and hard-copy). Hard copy questionnaires were available from multiple locations across the county including libraries, local council offices and on request via the contact centre. They were also available in easy read and large print format.
- Emailing or writing to the project team.
- Phone or SMS text the contact centre to submit their response or to ask how to access the questionnaire.
- Emails and letters were sent out to a variety of stakeholders, informing them of the public consultation and encouraging them to be involved.
- **3850** posters advertising the public consultation were printed and distributed to multiple locations around the county.
- Other communication medium were used to promote the consultation including a dedicated website for the review ([www.surreycc.gov.uk/transportreview](http://www.surreycc.gov.uk/transportreview)), social media (Facebook and Twitter posts), online newsletters (communicate, surrey matters, issues monitor), online advertising on the SCC website and Travel SMART website, editorial copy for District & Borough Council and Parish newsletters, and paid for press advertising in the Surrey Advertiser, Surrey Mirror and the Surrey Herald.
- A forum was held in December 2014 with the Disability Alliance Network, Surrey Choices, Surrey Coalition of Disabled People, Age UK Surrey, Motability Woking Access Group, Surrey Deaf Forum, Swale House plus individuals and carers.
- A range of other meetings were held throughout the consultation with Empowerment Boards, Disability Alliance Networks, A Deaf Forum, Groups with Learning Disabilities, Community Transport Group meetings, parish & town councils, the North West Surrey Bus User Group, Bus Users UK, Businesses, Youth Groups and Local Area Committees.
- A roving bus event was organised to visit 6 destinations across Surrey over three days in January, giving residents and bus users an opportunity to find out more about the review and submit their feedback.

### Data used

- [Surrey-i](#), our local data and information portal, which can be searched by protected characteristic.
- Feedback to the consultation questionnaire and views submitted by e-mail or post.
- Outcomes of stakeholder meetings in the consultation period (particularly those that relate to the two extra concessions that SCC funds)
- The National Travel Survey.
- ESP Systex Concessionary Fares Card Management System
- Data provided by service operators
- Community Transport Grant annual monitoring data

## 7. Impact of the new/amended policy, service or function

*7a. Impact of the proposals on residents and service users with protected characteristics*

Equality group	Positive impacts	Negative impacts	Mitigating actions
<b>Age</b>	<p>The recommendation that SCC continues to fund the free companion pass will have a positive impact on this protected characteristic. This means that 268 older person concessionary pass holders who qualify for the companion pass, and need assistance to travel, will still be able to take someone with them on a journey to enable travel, such as a friend, carer or relative, and this companion can also travel for free.</p>	<p>The National Travel survey indicates that bus usage is highest amongst 16-24 year old and those aged 65+. In Surrey we have 177,672 older person concessionary passes in circulation. And a third (31%) of all annual journeys by buses are made by concessionary pass holders (mostly older people) or children. Almost half (46%) of respondents to the consultation questionnaire were aged 65 and over, and 1 in 10 (9%) of respondents were aged 24 or lower (and were under represented in the consultation).</p> <p>Any changes to services could have a great impact on older people and younger people who rely on local bus services to access work, employment, education, health care and essential shopping. Reduced levels of community transport grant funding may lead to a lower level of service provision if additional income is not generated from other opportunities. As a consequence this would make it more difficult for those older residents who need accessible transport to travel and access key services. This could then have an adverse effect on other service areas within the council e.g. Adults</p>	<p>The recommendation that SCC continues to fund the free companion pass will have a positive impact on this protected characteristic. This means that 268 older person concessionary pass holders who qualify for the companion pass, and need assistance to travel, will still be able to take someone with them on a journey to enable travel, such as a friend, carer or relative, and this companion can also travel for free.</p>
<b>Disability</b>	<p>The recommendation that SCC continues to fund the two extra concessions for qualifying concessionary pass holders (free disabled travel and free companion passes – explained further in</p>	<p>About 1 in 5 (19%) of respondents to the consultation questionnaire said that they had a longstanding condition or a disability that affects how they travel. Reduced levels of services may affect disabled people who are dependent on using bus services to access work, employment,</p>	<p>The recommendation that SCC continues to fund the two extra concessions for qualifying concessionary pass holders (free disabled travel and free companion passes – explained further in section 5) will have a positive impact on this protected</p>

	<p>section 5) will have a positive impact on this protected characteristic. This means that 12,734 disabled pass holders will be able to travel for free before 09:30am and after 11:00pm Monday to Friday. And all day Saturday, Sunday, and Public Holidays. And 2859 disabled pass holders who qualify for the Companion pass, and need assistance to travel, will still be able to take someone with them on a journey to enable travel, such as a friend, carer or relative, and this companion can also travel for free.</p>	<p>education, health care and essential shopping.</p> <p>Reduced levels of community transport grant funding may lead to a lower level of service provision if additional income is not generated from other opportunities. As a consequence, this would make it more difficult for those residents with disabilities who need accessible transport to travel and access key services. This could then have an adverse effect on other service areas within the council e.g. Adults</p>	<p>characteristic. This means that 12,734 disabled pass holders will be able to travel for free before 09:30am and after 11:00pm Monday to Friday. And all day Saturday, Sunday, and Public Holidays. And 2859 disabled pass holders who qualify for the Companion pass, and need assistance to travel, will still be able to take someone with them on a journey to enable travel, such as a friend, carer or relative, and this companion can also travel for free.</p>
<b>Carers</b>	N/A	<p>Reduced levels of service may impact on carers if the cared for person is no longer able to access a bus service as a result of the change. About 1 in 10 (8%) of respondents to the consultation said they had a caring responsibility for an adult or child with a disability, so any impact on the services they use needs to be quantified.</p> <p>Reduced levels of community transport grant funding may lead to a lower level of service provision if additional income is not generated from other opportunities. As a consequence, this would make it more difficult for those carers who require accessible transport to travel and access key services. This could then have an adverse effect on other service areas within the council e.g. Adults</p>	<p>The recommendation that SCC continues to fund the free companion pass will have a positive impact on carers. There are currently 3,127 C+ bus pass holders in Surrey, these are issued who cannot travel without assistance. This means a pass holder who needs assistance can take someone with them to enable travel, such as a friend, carer or relative, and this companion can also travel for free.</p>
<b>Race</b>	N/A	<p>We believe that there will be no differential impact on this protected characteristic. However an overwhelming majority of respondents (93%)</p>	<p>Analysis of annual passenger journeys on the commercial and supported network has been carried out to identify how many passengers</p>

		to the consultation questionnaire were of a white background but this is consistent with the ethnic profile of Surrey. In the 2011 census the majority (90.4%) reported their ethnic group as white.	could be affected by the proposed changes to the bus network. The results show that if the proposed changes were made 3.4% of all current bus passenger journeys, could be negatively impacted by the proposals. This impact could be due to a change of bus being required to reach some destinations or in a few cases, passengers having to walk further to reach a bus stop. If the latter issue is taken into account, it is not expected that any person currently travelling will have no bus service at all after the 2015 changes, but may require a change of bus to reach certain destinations.
<b>Religion and belief</b>	N/A	Reduction in Sunday services or other days for other worships may affect people's ability to get to their place of worship.	
<b>Pregnancy and maternity</b>	N/A	Reduced levels of service on routes may make journeys longer for pregnant women particularly on way to/from health appointments	
<b>Sex</b>	N/A	The National Travel Survey indicates that a greater proportion of bus users are female. Two-thirds (60%) of the respondents to the consultation questionnaire, who said they had used bus services in Surrey in the last 12 months, were female. Therefore any reduced levels of service may have a greater impact on the female population.	
			A very small number of passengers will not have an alternative service on Saturdays. Where service frequencies have reduced it is difficult to make assumptions on any negative impact this could create as the journey is still possible, albeit with less choice. However, it should be recognised that this may have a negative impact on some users.

#### *7b. Impact of the proposals on staff with protected characteristics*

There is no implications on staff with protected characteristics only service users.

#### *8. Amendments to the proposals*

<b>Change</b>	<i>Reason for change</i>
Local Transport Review consultation is carried out from Wednesday 20 <sup>th</sup> January to Monday 14 <sup>th</sup> March 2016. In the consultation we have asked how important and what proposed changes will have impact in the residents. However following the consultation, feedback will be logged and will be carefully considered in the review of options once the public consultation has closed. The final proposals that we draw up will be subject to Member scrutiny and Cabinet approval on 24 May 2016. Any agreed changes will be communicated from June 2016 with the changes starting from early September 2016.	N/A



--	--

DRAFT

## 9. Action plan

Potential impact (positive or negative)	<i>Action needed to maximise positive impact or mitigate negative impact</i>	By when	Owner
<b><u>Negative</u></b>	It is recognised that SCC is unable to meet the need of everyone in the review; however in any potential changes to services we'll ensure that provision is directed to where it is most needed. We'll endeavour to achieve this through iterative work with our service operators, and considering other important factors centring around social and economic need.	Ongoing throughout the timescale of the review (2014/15 to 2017/18)	Local Bus Planning Team
<b><u>Positive</u></b>	To make some savings through contract pricing efficiencies resulting in no changes to the current service that is provided. We'll endeavour to achieve this by extending contracts that are due to expire and through iterative work with our operators to provide best value for money	Ongoing throughout the timescale of the review (2014/15 to 2017/18)	Local Bus Planning Team
<b><u>Positive</u></b>	Look for opportunities to grow the commercial value of the current network. We'll endeavour to achieve this by securing funds through bid opportunities or contributions from developments to implement improvements that will encourage people to start travelling by bus or increase their bus travel.	Ongoing and beyond the life scale of the review	Transport Projects Team
<b><u>Positive</u></b>	Investigate income generation opportunities for the community transport sector to sustain, support and grow their services. Moving organisations to become less grant reliant and more income reliant with improve the robustness of the sector.	Ongoing and beyond the life scale of the review	Transport Projects Team
<b><u>Positive</u></b>	Ensure the robust communication of any service changes well in advance of them coming into effect. This will include providing these materials in alternative formats if requested for those with a visual impairment or those with learning disabilities.	June 2016 - August 2016 (for year two changes 2016/17)	Review Project team and corporate communications
<b><u>Positive</u></b>	Update this equality impact assessment for changes in year 3 of the review (2017/18)	Ongoing throughout the timescale of the review	Review Project team

		(2014/15 to 2017/18)	
--	--	----------------------	--

**10. Potential negative impacts that cannot be mitigated**

Potential negative impact	Protected characteristic(s) that could be affected
<p>Analysis of annual passenger journeys on the commercial and supported network has been carried out to identify how many passengers could be affected by the proposed changes to the bus network. The results show that if the proposed changes were made 3.4% of all current bus passenger journeys, using services identified in annex G of the Cabinet report could be negatively impacted by the proposals. This impact could be due to a change of bus being required to reach some destinations or in a few cases, passengers having to walk further to reach a bus stop. If the latter issue is taken into account, it is not expected that any person currently travelling will have no bus service at all after the 2015 changes, but may require a change of bus to reach certain destinations.</p> <p>A very small number of passengers; namely those using Saturday services 22 and 513, 17 passengers in total per Saturday (data collected from Operators electronic ticket machine data), will not have an alternative service on Saturdays.</p> <p>Where service frequencies have reduced it is difficult to make assumptions on any negative impact this could create as the journey is still possible, albeit with less choice. However, it should be recognised that this may have a negative impact on some users.</p>	<p>Age, Disability, Religion and Belief, Sex, Carers</p>

**11. Summary of key impacts and actions**

<p><b>Information and engagement underpinning equalities analysis</b></p>	<p>Analysis is mainly based on:</p> <ul style="list-style-type: none"> <li>• Responses received during the public consultation that ran from 8 October 2014 to 2 February 2015.</li> <li>• Feedback given at our stakeholder events during the public consultation period</li> <li>• National surveys and bus operator patronage data</li> <li>• ESP Systemex Concessionary Fares Card Management System data</li> <li>• Local information (Surrey-i)</li> </ul>
<p><b>Key impacts (positive and/or negative) on people with protected characteristics</b></p>	<p>Potential impacts are perceived to mainly be negative. Any changes to services are likely to impact people with protected characteristics who rely on services to access work, employment, education, health care, places of worship and essential shopping.</p> <p>Our recommendation that SCC continues to fund the two extra concessions for qualifying concessionary pass holders (free disabled travel and free companion passes) is likely to have a</p>

	positive impact on the protected characteristics Age, Disability and Carers.
<b>Changes you have made to the proposal as a result of the EIA</b>	In the consultation we asked how important and valued the two extra SCC funded concessions (free disabled travel and free companions passes) are to our qualifying English National Concessionary Travel Scheme (ENCTS) pass holders. The feedback that we received suggested that withdrawal of these could cause isolation, frustration, depression and greatly reduce independence in an already vulnerable and disadvantaged community. Taking this into consideration we'll be recommending to Cabinet on 26 May 2015 that SCC continues to fund this.
<b>Key mitigating actions planned to address any outstanding negative impacts</b>	<ul style="list-style-type: none"> <li>• Ensure that funding support is directed where it's needed most</li> <li>• To make some of the required savings without changing the current service level.</li> <li>• Look for opportunities to grow the commercial value of the current bus network.</li> <li>• Make Community Transport organisation less grant reliant and more income reliant.</li> <li>• Ensure service changes are communicated well in advance of them coming into effect including providing materials in alternative formats for those who are visually impaired or those that have learning disabilities.</li> <li>• Continue to update the equality impact assessment throughout the life cycle of the review.</li> </ul>
<b>Potential negative impacts that cannot be mitigated</b>	<p>3.4% of all current bus passenger journeys on services identified in annex G of the Cabinet report could be impacted by the proposed changes. This could mean they have to walk further to reach a bus stop or may need to change bus to get to their required destination.</p> <p>However a very small number of these passengers (17 in total) that use services 22 and 513 on a Saturday will have no alternative service.</p>