

## Equality Impact Assessment Form

### screeintip-sectionA

#### 1. Document Control

##### 1. Control Details

Title:	Contract Link Bus Services: Efficiency savings to consider for 2020/21: Changes to Bus Routes – Route Rationalisation
Author (assigned to Pentana):	Mark Garlick, Public Transport Policy, Transport Strategy
Director:	Chris Henning, Corporate Director of Development and Growth
Department:	Development and Growth
Service Area:	Transport Strategy
Contact details:	<a href="mailto:mark.garlick@nottinghamcity.gov.uk">mark.garlick@nottinghamcity.gov.uk</a> / 0115 876 4675
Strategic Budget EIA: Y/N	Y
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##### 2. Document Amendment Record

Version	Author	Date	Approved
1	Mark Garlick	18 February 2020	

##### 3. Contributors/Reviewers

Name	Position	Date
	Equality and Diversity Consultant, Development and Change	

#### 4. Glossary of Terms

Term	Description
Locallink	Socially-necessary bus services provided with Council subsidy
Worklink	Bus services linking the city centre to key workplaces, provided with Council subsidy
Demand Responsive Bus Services	Routes that follow a route, based on passenger bookings that are made in advance. Such routes call only where required
Easylink Dial-a-Ride	Dial-a-Ride services available to disabled passengers and their carers
Commercial Bus Services	Services provided by bus operators that do not require public subsidy and make an operating profit for that company
RP	Residential properties that are more than 400m from alternative commercial bus services or tram routes

### [screentip-sectionB](#)

## 2. Assessment

### 1. Brief description of proposal / policy / service being assessed

The Council is being asked to make additional budget savings in 2020/21. Subsidised bus services in the City are being considered as an area for efficiency savings, and a reduction in the number of vehicles required. The main provisions are: (1) The rationalisation and merger of other routes, to reduce the cost of provision; (2) the commercialisation of other routes with the operator to ensure continued provision.

The original package of savings proposed was for £250,000. However, the council will now receive £231,328 in DfT funding, and this will largely keep all services in operation. There will be some very minor efficiency savings required, basically the removal of some little used journeys from timetables, in order that a saving of £18,672 can be made.

The DfT funding covers an initial period of one year only (2020-21). Future delivery of the services will need to be considered again next year (2020-22), in the light of any fund that is then available.

This note considers the rationalisation and merger of these routes, to maintain a reduced level of provision to key residential areas:

**L2 City – Nottingham Business Park (Strelley)**

The L2 is being improved to operate every 30 minutes at Peak. This is made possible by the better allocation of vehicles between services at peak times. The L2 is a growing service, in terms of passenger numbers. It serves both Nottingham Business Park and Glaisdale Industrial area, and there are Developer Contribution implications for the Woodhouse Park residential development (245 RP). Approaches are being made to Bilborough College to provide some support for this service.

**L4 City – Beechdale – Aspley**

This service will remain hourly, and follow the same route between the City and Strelley Road. Some slack time in the timetable will allow an additional section of route to be served, along Beechdale Road between Strelley Road and Fremont Drive. It will serve Radford (1,206 RP), Ainsley Estate (153 RP), Beechdale (473 RP) and the upper part of Beechdale Road (348 RP).

**L5 City – Wollaton Park Estate**

This service would continue as at present to Wollaton Park Estate (820 RP - of which 619 are within 400m of the L2 route on Middleton Boulevard) and Charlbury Road area (341 RP). The final journey of the day from the City at 1615 will no longer operate, as it is little used and there is an L2 trip at 1610. This will help to keep the vehicle requirement for other services to a minimum at peak times, when the bus can be used for services to workplaces.

**L9 City – Mapperley – Sherwood – Arnold – Bestwood Park**

This service is being take over, on a commercial basis, by its operator, CT4N Ltd, from April 2020, and will continue to operate without public funding.

The key areas served by this route are:

- Edwards Lane Estate – 506 RP
- Winchester Court and Woodthorpe Court Flats – 180 RP for elderly people
- Sherwood Vale – 156 RP
- The Mildenhall Crescent area – 48 RP

Also from April 2020, Nottingham City Transport Ltd will divert its service 40 (City – St Anns – City Hospital) to serve:

- Edwards Lane Estate – 506 RP
- Winchester Court and Woodthorpe Court Flats – 180 RP for elderly people

**L14 City – Heathfield – Bulwell**

The service will be withdrawn over the section north of Bulwell. Here, NCT will extend commercial services 70/71 to cover the section between Bulwell, Norwich Gardens and Morrison’s on a half-hourly basis instead. The Sandhurst Road (213 RP) and Norwich Gardens (83 RP) areas will have a half-hourly direct link to the city centre.

The Heathfield and Brooklyn Road areas (1,246 RP) will continue to be served by the L14 route. The other area affected by the reduction in frequency is around Perry Road (601 RP). Due to parked cars, buses will still not serve Longford Crescent (148 RP – all within 600m of Hucknall Lane).

**W1 City – Castle Marina – Lenton Lane Industrial Area**

The service will remain unchanged in the afternoon, but will be re-timed in the morning, to save one vehicle. Departure times will be as follows. The service also provides limited links to residential properties in the Castle Marina area (238 RP):

From City Current timetable	0650	0720	0735	0750	0810	0830
<b>From City New timetable</b>	<b>0650</b>	<b>0720</b>		<b>0750</b>	<b>0820</b>	
From Lenton Lane	1610	1640	1710	1740	1810	

**2. Information used to analyse the effects on equality:**

These bus services provide links to areas that are not served by commercial public transport routes within a 400m walking distance. The services include socially necessary Locallink services (used largely by elderly passengers, and those with mobility difficulties), Worklink services to workplaces and Park and Ride services.

**3. Impacts and Actions:**

<u><a href="#">screentip-sectionD</a></u>	Could particularly benefit <b>X</b>	May adversely impact <b>X</b>
People from different ethnic groups.	<input type="checkbox"/>	<input type="checkbox"/>
Men	<input type="checkbox"/>	<input type="checkbox"/>
<u>Women</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Trans	<input type="checkbox"/>	<input type="checkbox"/>
<u>Disabled people or carers.</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Pregnancy/ Maternity	<input type="checkbox"/>	<input type="checkbox"/>
People of different faiths/ beliefs and those with none.	<input type="checkbox"/>	<input type="checkbox"/>
Lesbian, gay or bisexual people.	<input type="checkbox"/>	<input type="checkbox"/>
<u>Older</u>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Younger	<input type="checkbox"/>	<input type="checkbox"/>
Other (e.g. marriage/ civil partnership, looked after children, cohesion/ good relations, vulnerable children/ adults).	<input type="checkbox"/>	<input type="checkbox"/>
<b><i>Please underline the group(s) /issue more adversely affected or which benefits.</i></b>		

[screentip-sectionE](#)

**How different groups could be affected**  
(Summary of impacts)

Elderly

Locallink services carry a high proportion of elderly passengers, travelling with Elderly Persons' Concessionary Travel Permits

Disabled People or Carers

As they provide access close to the home, Locallink services are also used by those with impaired mobility and those who travel with them. The Worklink service provides close access to employment sites to the south of the city centre.

Women

Overall 60% of bus passengers are female. This percentage is even higher for Locallink services that are used largely by shoppers from older age groups and those accessing local services, including medical services.

[screentip-sectionF](#)

**Details of actions to reduce negative or increase positive impact**  
(or why action isn't possible)

**1 Actions will need to be uploaded on Pentana.**

Subject to available budget, aim to continue to provide services within 400m of residents where this is already the case. Alternative forms of provision may need to be investigated, including:

- Provision of some routes by commercial operators where this is possible
- demand responsive bus services
- provision of a service using the Easylink Dial-a-Ride operation. Provision of existing services but at a reduced frequency
- Routes being merged together and diverted to serve other areas

Ongoing monitoring of the bus network:

- Accessibility to public transport services is monitored by Transport Strategy Team, using GIS technology;
- Contract Spend monitored on a monthly basis for each service;
- Passenger numbers monitored on a monthly basis for each service;
- Operational issues and customer issues monitored on a two-monthly basis for each service.

	<p>Consultation with ward councillors and the Portfolio Holder is ongoing.</p> <p>Information is available, to the public at:  <a href="https://www.transportnottingham.com/locallink/">https://www.transportnottingham.com/locallink/</a></p> <p>With the caveat that No firm decisions are made on the preferred options for service changes that have been stated, at this time.</p> <p>Once the changes are known, publicity will be put out as leaflets, flyers, online, social media and at stops (electronic and hard copy timetables).</p>
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**4. Outcome(s) of equality impact assessment: Tick a box please**

<input type="checkbox"/>	No major change needed	<input type="checkbox"/>	Adjust the policy/proposal
<input checked="" type="checkbox"/>	Adverse impact but continue	<input type="checkbox"/>	Stop and remove the policy/proposal

**5. Arrangements for future monitoring of equality impact of this proposal / policy / service:**

- **Accessibility to public transport services is monitored by Transport Strategy Team, using GIS technology**
- **Contract Spend monitored on a monthly basis for each service**
- **Passenger numbers monitored on a monthly basis for each service**
- **Operational issues and customer issues monitored on a two-monthly basis for each service**

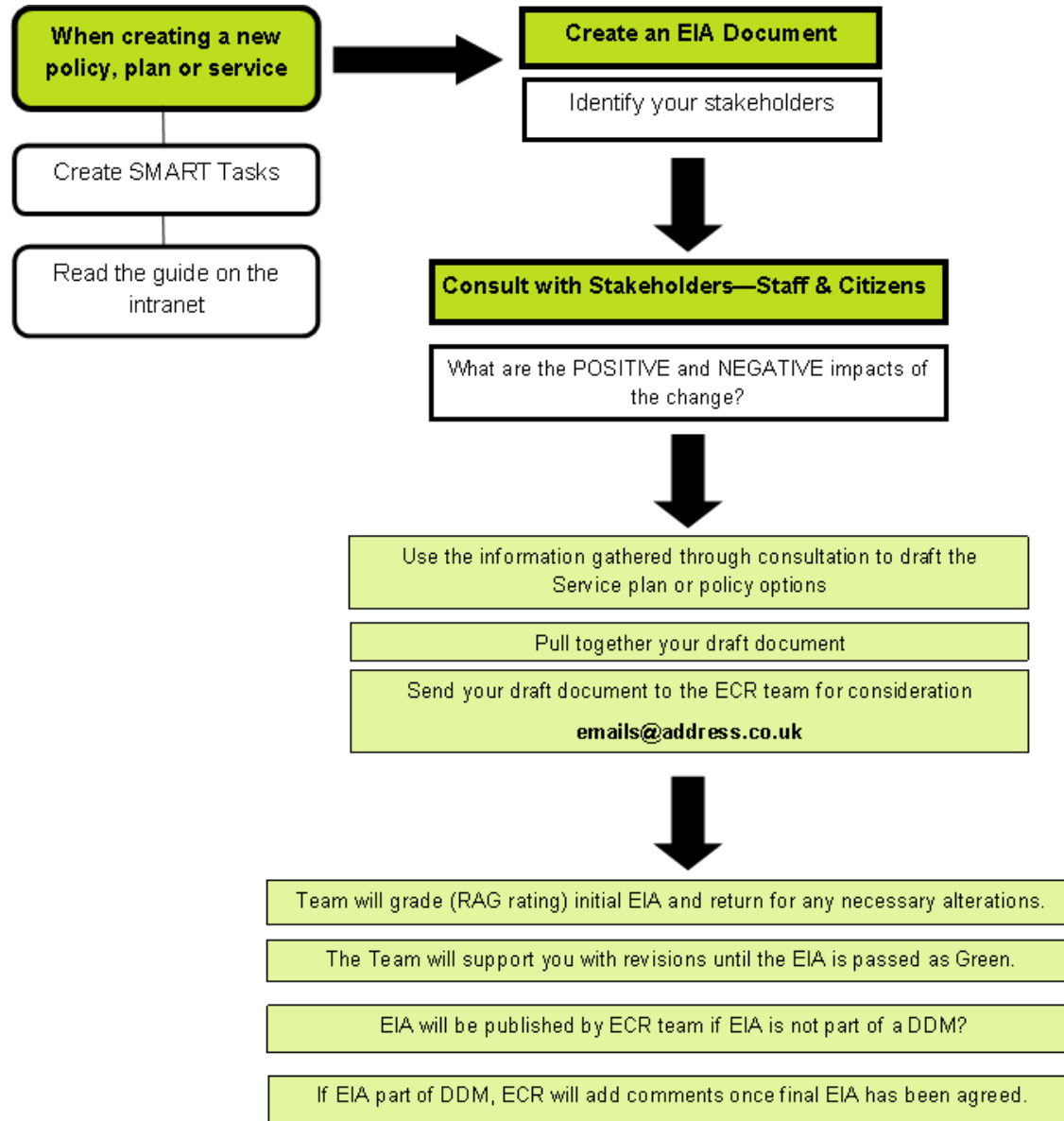
**6. Approved by (manager signature) and Date sent to equality team for publishing:**

<b>Approving Manager:</b> Chris Carter Head of Service, Transport Strategy <a href="mailto:chris.carter@nottinghamcity.gov.uk">chris.carter@nottinghamcity.gov.uk</a> 0115 876 3940	<b>Date sent for scrutiny: 7 December 2018</b> Send document or Link to: <a href="mailto:equalityanddiversityteam@nottinghamcity.gov.uk">equalityanddiversityteam@nottinghamcity.gov.uk</a>
<b>SRO Approval:</b>	<b>Date of final approval:</b>

**Before you send your EIA to the Equality and Community Relations Team for scrutiny, have you:**

1. Read the guidance and good practice EIA's  
<http://intranet.nottinghamcity.gov.uk/media/1924/simple-guide-to-eia.doc>
2. Clearly summarised your proposal/ policy/ service to be assessed.
3. Hyperlinked to the appropriate documents.
4. Written in clear user-friendly language, free from all jargon (spelling out acronyms).
5. Included appropriate data.
6. Consulted the relevant groups or citizens or stated clearly, when this is going to happen.
7. Clearly cross-referenced your impacts with SMART actions.





**KEY**  
EIA— Equality Impact Assessment  
ECR— Equality & Community Relations Team  
DDM—Delegated Decision Making