

Equality Impact Assessment Form

screenip-sectionA

1. Document Control

1. Control Details

Title:	Contract Link Bus Services: Efficiency savings to consider for 2019/20: Part 5, Replacement of the Ecolink Contract Bus Service with a commercial service operated by Nottingham City Transport Ltd from 1 September 2019
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Strategic Budget EIA: Y/N	Y
Exempt from publication Y/N	N

2. Document Amendment Record

Version	Author	Date	Approved
1	Mark Garlick	14 May 2019	

3. Contributors/Reviewers

Name	Position	Date
Adisa Djan	Equality and Diversity Consultant, Development and Change	05/08/19

4. Glossary of Terms

Term	Description
Ecolink	The existing bus service contract. This links Victoria Park at Netherfield, Colwick Industrial Estate, and Racecourse Park and Ride site with the city centre.
NCT Services 44 and 44a	The existing service operating between Gedling, Colwick and the city centre. This commercial service will remain every 10 minutes and will now call at the Racecourse Park and Ride site [the 44a is a variant service that also services Colwick Industrial Estate, and provides contra-peak flow links between that site and the city centre].
NCT Service 50	A new commercial bus service that will replace the Ecolink service on the same route. It will operate every 30 minutes, rather than every 15 minutes. However, park and ride passengers will be able to use all 8 buses that pass the site each hour (routes 44, 44a and 50), which is an improvement on the 4 buses an hour available today.

[screentip-sectionB](#)

2. Assessment

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

The Council is being asked to make significant budget savings. 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) Introducing parity fares with commercial operators on all Link Bus services; (2) The withdrawal of some Link Bus services that are either less used, or do not meet the strategic policy requirements of the council; (3) The rationalisation and merger of other routes, to reduce the cost of provision.

A further provision (4) is the opportunity for some existing contract routes to be taken over by bus operators on a commercial basis. This note considers an opportunity to commercialise an existing contract bus service, by allowing a

passing commercial route, and a new service, to serve the Park and Ride site at Colwick Racecourse, at no additional resource cost. This will take place on 1 September 2019.

The main link between Racecourse Park and Ride and the city centre (Victoria Centre and King Street for the Old Market) will have 8 buses an hour, to replace the 4 currently available. New service 50 will follow the same route as the Ecolink, but it will operate only every 30 minutes, rather than every 15 currently.

Links that will see the reduction in service, where only Service 50 will operate, are:

AREA	PEAK PROPOSED (Current in brackets)	OFF PEAK PROPOSED (current in brackets)
Broadmarsh – Racecourse P&R	2/hr (2)	2/hr (2)
City - Colwick Industrial Estate	4/hr (4)	2/hr (2)
City - Victoria Park, Netherfield	2/hr (2)	2/hr (2)

[screentip-sectionC](#)

2. Information used to analyse the effects on equality:

The Ecolink bus service contract provides 4 buses an hour between Victoria Park, Racecourse Park and Ride site and the city centre. This proposal sees the contract service replaced by NCT commercial services 44/44a and new service 50. The replacement service will also provide 8 buses per hour between Racecourse Park and Ride site and the city centre.

There are no specific effects on the groups listed in the table in Section 3.

General Profile for Service Users: Current Ticketing breakdown

- Concessionary passes – 21% of total (of which City Council residents are 5%, and out of City are 16%),
- City Council Staff (currently travelling free of charge) – 3% of total
- Other Employers that have purchased free travel for their staff on the service – 1% of total

Other Background information about Racecourse Park and Ride Users

- 25% Under 40 years of age,
- 46% 40-59 years of age,
- 29% 60 years and over,

- 1.11 passengers per car at Peak times,
- 1.49 passengers per car of Off Peak times,

- 67% of passengers live in Gedling Borough, or Newark and Sherwood District.

- 70% of users female and 30% male (there are usually more females than males on any bus service – so this is a typical split).

- 98% of users are White and 2% belong to other ethnic groups.

3. Impacts and Actions:

<u>screeintip-sectionD</u>	Could particularly benefit X	May adversely impact X
People from different ethnic groups.	<input type="checkbox"/>	<input type="checkbox"/>
Men	<input type="checkbox"/>	<input type="checkbox"/>
Women	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Trans	<input type="checkbox"/>	<input type="checkbox"/>
Disabled people or carers.	<input type="checkbox"/>	<input 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"/>
Older	<input type="checkbox"/>	<input type="checkbox"/>

Younger	☒	☒
Other (e.g. marriage/ civil partnership, <u>looked after children</u> , cohesion/ good relations, vulnerable children/ adults).	☒	☒
<i>Please underline the group(s) /issue more adversely affected or which benefits.</i>		

<u>screentip-sectionE</u> How different groups could be affected (Summary of impacts)	<u>screentip-sectionF</u> Details of actions to reduce negative or increase positive impact (or why action isn't possible)
<p><u>General position</u></p> <p>Most passengers will not be adversely affected by the change to a commercial service. They will benefit from the changes, as there will be 8 buses per hour between the Park and Ride site and the city centre, compared with 4 buses per hour at present. Some passengers will be able to benefit through the service being part of Nottingham City Transport's season ticket network.</p> <p><u>Passengers on the sections of route to be served by both services 44 and 50, who will benefit from the changes</u> The main link between Racecourse Park and Ride and Victoria Centre (and King Street for the Old Market Square) will have 8 buses per hour. There will also be buses</p>	<p>1 Actions will need to be uploaded on Pentana.</p> <p>Ongoing monitoring of the commercial bus network, to determine any gaps that may arise in provision:</p> <ul style="list-style-type: none"> • Accessibility to public transport services is monitored by Transport Strategy Team, using GIS technology; <p>Consultation with the Portfolio Holder is ongoing. No specific issues or concerns have been raised. A similar commercialisation of the Queens Drive Park and Ride service took place in June 2019.</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). The commercial bus operator will carry out the majority</p>

available for a longer period of operation throughout the day.

Passengers on the sections of route to be served only by service 50

For some passengers, the level of service will be reduced from 4 buses per hour to 2 per hour, a 50% reduction in frequency.

These areas are where only service 50, without service 44, will provide a link:

Broadmarsh area;

Colwick Industrial Estate (at off peak times, at peak times 4 buses an hour continue);

Victoria Park at Netherfield.

Particular groups that will be disproportionately affected by the changes to the services

Women – make up a higher percentage of users on all most bus services, but account for 70% at Racecourse Park and Ride.

Younger People – This group often takes advantage of park and ride as it is cheaper to use than it is to pay high parking charges closer to their place of work in the city centre – 25% of users of Racecourse Park and Ride are under 40 years of age.

Cared for Children – many park and ride users do so in order to make chained journeys on the way to/from work that involve the drop off/collection of children at schools, childcare and nurseries.

These effects will be positive for those on the sections of route that are to have a more frequent service, and adverse for those parts of the route that will see a less frequent service.

of this publicity, but the Council will need to produce information to describe the end of contract operation for the customers.

The new services are already being promoted by NCT and information about the changes are available on the Council's website

<https://www.nctx.co.uk/turn-go-racecourse-park-ride-nottingham-city-transport-introduces-more-frequent-park-ride-service>

<https://www.transportnottingham.com/turn-up-go-at-racecourse-park-ride-as-nottingham-city-transport-introduces-more-frequent-park-ride-service-to-the-city-centre/>

<p><u>Concessionary travel permit holders</u> Elderly and Disabled concessionary permit holders will still be entitled to free travel, within scheme hours.</p> <p>There will be no changes to the concessionary travel scheme. The main scheme (9.30am to 11pm) is a national statutory requirement for England. Any additional provisions are determined by the Council, as a local policy decision, and would be applied to the bus services that call at Racecourse Park and Ride like any other services in the City.</p>	
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4. Outcome(s) of equality impact assessment: Tick a box please

<input checked="" type="checkbox"/>	No major change needed	<input type="checkbox"/>	Adjust the policy/proposal
<input 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:

<ul style="list-style-type: none"> • Accessibility to public transport services is monitored by Transport Strategy Team, using GIS technology • The timetables and route of the replacement commercial service will be monitored to ensure that they still meet the council’s objectives for an appropriate link between the city centre and the Park and Ride site

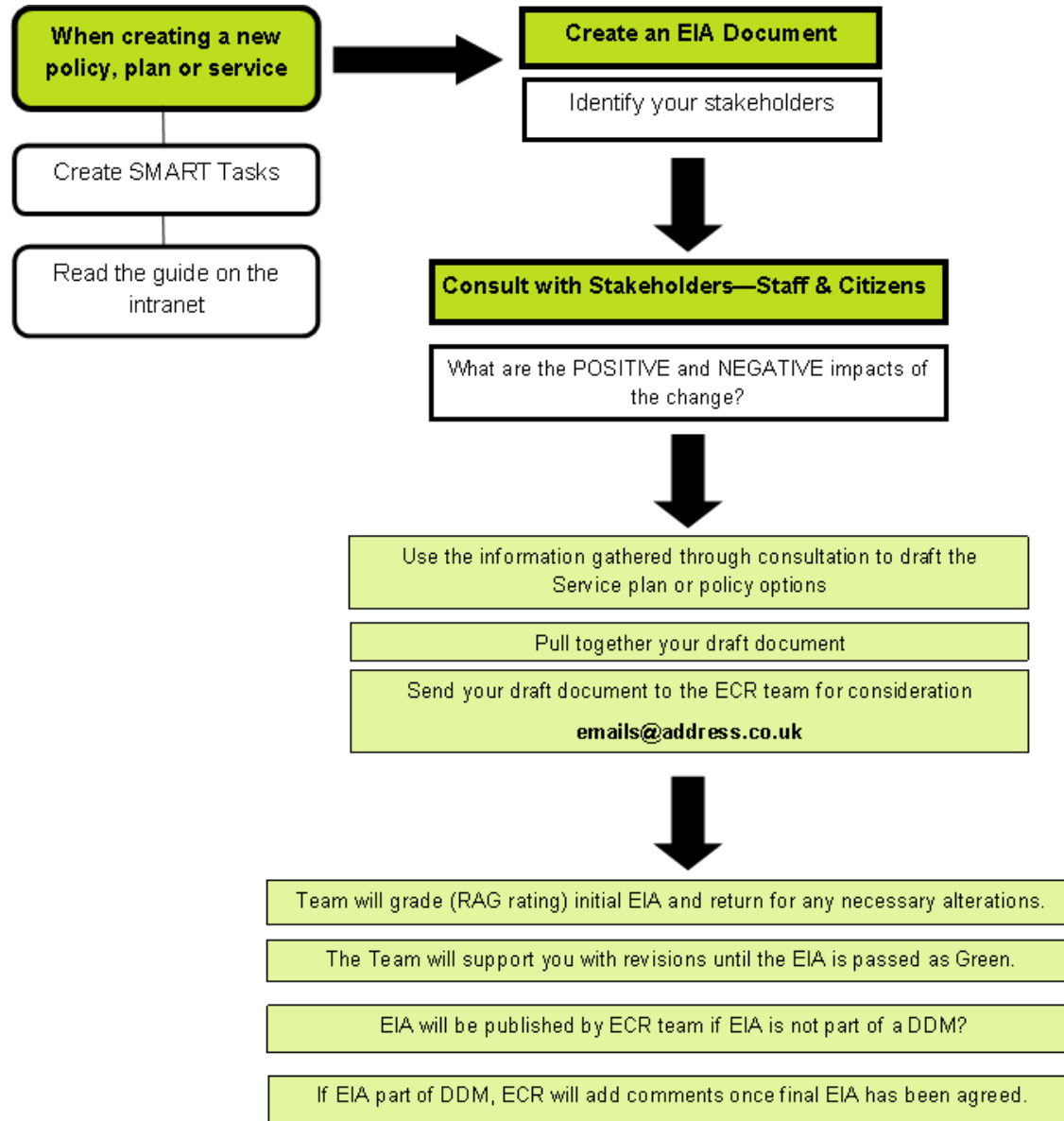
6. Approved by (manager signature) and Date sent to equality team for publishing:

Approving Manager:	Date sent for scrutiny: 28 February 2019
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SRO Approval:	Date of final approval:21/08/19 Adisa Djan

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