

**SECTION 1: CIA SUMMARY**
**Community Impact Assessment: Summary**
**1. Name of service, policy, function or criteria being assessed:**

Subsidy for local bus service provision

**2. What are the main objectives or aims of the service/policy/function/criteria?**

Section 63 of the 1985 Transport Act requires local transport authorities to secure the provision of such public passenger transport services as the council consider it appropriate to secure to meet any public transport requirements which would not, in the Council's view, be met apart from any action taken by the Council for that purpose.

The Council currently spends c. £882k per annum on the provision of local bus service support where no commercially operated bus service exists. A majority of the expenditure is spent on daytime, weekday services. The remainder is spent on evening and Sunday services, largely where the weekday daytime service operates on a 'commercial' basis.

In line with the 2015-2019 Council Plan, City of York Council will seek to 'support rural bus services and others where there is most need'.

**3. Name and Job Title of person completing assessment:**

Andrew Bradley, Sustainable Transport Manager

**4. Have any impacts been Identified?**

Yes

**Community of Identity affected:**

Age  
Carers  
Disabled  
Religion  
Gender

**Summary of impact:**

Service reductions will potentially have a negative impact on the evening and Sunday economy of the City and will reduce the range of travel opportunities open to a number of areas around the City.

The Council will continue to work with bus operators to identify possible, hitherto unidentified, commercial opportunities which may serve to reduce the scale of service reduction.

**5. Date CIA completed: 4<sup>th</sup> January 2016**

**6. Signed off by:**

**7. I am satisfied that this service/policy/function has been successfully impact assessed.**

**Name:**

**Position:**

**Date:**

**8. Decision-making body:**

**Date:**

**Decision Details:**

Send the completed signed off document to [ciasubmission@york.gov.uk](mailto:ciasubmission@york.gov.uk) It will be published on the intranet, as well as on the council website.

Actions arising from the Assessments will be logged on Verto and progress updates will be required

## Community Impact Assessment (CIA)

### Community Impact Assessment Title:

**Reduction in provision of local bus services financially supported by the Council**

What evidence is available **to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect** on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? **For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people.** NB. Lack of financial resources alone is NOT justification!

### Community of Identity: Age – older persons

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
<p>Elderly people use bus services to access a range of shops, services and amenities. Over 35,000 elderly people currently benefit from off-peak free travel on local bus services.</p> <p>Not all areas of York benefit from a week-round local bus service. In a number of these areas (or at certain times of the day/week), City of York Council funds a number of services where no commercially provided service exists.</p>	<ul style="list-style-type: none"> <li>• Access to services</li> <li>• Longevity</li> <li>• Health</li> <li>• Standard of living</li> <li>• Participation, influence and voice</li> </ul>	<b>N</b>	<b>None</b>

<p>Current satisfaction with York's bus services is very high. In 2014, Transport Focus found that York's services received the highest passenger satisfaction score of any area surveyed in the UK.</p> <p>Elderly people make up a far greater percentage of the total number of passengers on daytime Council funded bus services than they do on commercially operated (non-Council funded) bus services in York.</p>				
<b>Details of Impact</b>	<b><i>Can negative impacts be justified?</i></b>	<b>Reason/Action</b>	<b>Lead Officer</b>	<b>Completion Date</b>
<p>Withdrawal of bus services could make it more difficult for elderly people to access key services, shops and amenities. This could lead to greater social isolation or the need for other social service support.</p>	<p>Yes</p>	<p>The bus services proposed for withdrawal are either:</p> <ul style="list-style-type: none"> <li>a) Those which operate in the evening or on Sundays; or</li> <li>b) Daytime, weekday services from areas which are served by other bus services, albeit not to the same destinations.</li> </ul> <p>To this end, while passengers will be</p>		

	<p>unable to travel by bus at certain times of day or week, the ability to access key services and amenities will not be as severely impacted.</p> <p>There may, however, be some areas of York which are left either completely without, or with a very limited, local bus service. In these circumstances, the council will publicise the 'Dial &amp; Ride' and voluntary car services available to elderly residents. These services receive financial support from the council and provide elderly, disabled and those with no alternative form of passenger transport with a means of accessing key services, amenities and shops.</p>		
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**Community of Identity: Age – young people**

<b>Evidence</b>	<b>Quality of Life Indicators</b>	<b>Customer Impact (N/P/None)</b>	<b>Staff Impact (N/P/None)</b>
<p>Young people use bus services to access a range of educational establishments, services and amenities.</p> <p>It is estimated that approximately 200 young people use</p>	<ul style="list-style-type: none"> <li>• Access to services</li> <li>• Access to education</li> <li>• Participation, influence and voice</li> </ul>	<b>N</b>	None

<p>local (public) bus services subsidised by City of York Council to access their places of education.</p> <p>Not all areas of York benefit from a week-round local bus service. In a number of these areas (or at certain times of the day/week), City of York Council funds a number of services where no commercially provided service exists.</p> <p>The local bus network enables young people to travel independently without reliance on family members to transport them from place to place (usually by private car). Additionally, there are some young people who do not have the option of family members driving them from place to place.</p>				
<b>Details of Impact</b>	<b><i>Can negative impacts be justified?</i></b>	<b>Reason/Action</b>	<b>Lead Officer</b>	<b>Completion Date</b>
<p>Withdrawal of bus services could make it more difficult for young people to access education, shopping or leisure destinations.</p>	<p>Yes</p>	<p>In the main, most journeys currently made using the subsidised bus network can be made using alternative services.</p> <p>It should be noted, however, that the alternative services may require a change of bus in York city centre and potentially an additional short walk between bus</p>		

		stops to allow this interchange to take place. Furthermore, the journeys could take longer than is the case at present. There may also be an additional cost in making multiple-bus journeys.		
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### Community of Identity: Carers of Older or Disabled People

Evidence		Quality of Life Indicators		Customer Impact (N/P/None)	Staff Impact (N/P/None)
Carers of eligible disabled bus pass holders are currently entitled to free travel when accompanying the disabled pass holder on a bus journey.		<ul style="list-style-type: none"> <li>• Access to services</li> <li>• Longevity</li> <li>• Health</li> <li>• Standard of living</li> <li>• Participation, influence and voice</li> </ul>		<b>N</b>	<b>None</b>
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action		Lead Officer	Completion Date
Withdrawal of bus services could make it more difficult for carers to enabled disabled bus pass holders to access key services, shops and amenities if they do not have access to a	Yes	The bus services proposed for withdrawal are either:  a) Those which operate in the			

private mode of transport.

- evening or on Sundays; or
- b) Daytime, weekday services from areas which are served by other bus services, albeit not to the same destinations.

To this end, while passengers will be unable to travel by bus at certain times of day or week, the ability to access key services and amenities will not be as severely impacted.

There may, however, be some areas of York which are left either completely without, or with a very limited, local bus service. In these circumstances, the council will publicise the 'Dial & Ride' and voluntary car services available to elderly residents. These services receive financial support from the council and provide elderly, disabled and those with no alternative form of passenger transport with a means of accessing key services, amenities and shops.



		The council will engage with the provider of the 'Dial & Ride' and voluntary car services to understand the potential opportunity for the transportation of carers of disabled persons.		
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### Community of Identity: Disability

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
<p>Disabled people use bus services to access a range of shops, services and amenities. People with a qualifying disability are entitled to a bus pass which gives them free off-peak bus travel on local bus services in England.</p> <p>Pass-holders with more severe disabilities are entitled to travel with a carer (who will also be entitled to travel for free when travelling with the disabled person).</p> <p>Not all areas of York benefit from a week-round local bus service. In a number of these areas (or at certain times of the day/week), City of York Council funds a number of services where no commercially provided service exists.</p> <p>Current satisfaction with York's bus services is very high. In 2014, Transport Focus found that York's services received</p>	<ul style="list-style-type: none"> <li>• Access to services</li> <li>• Longevity</li> <li>• Health</li> <li>• Standard of living</li> <li>• Participation, influence and voice</li> </ul>		

the highest passenger satisfaction score of any area surveyed in the UK.				
<b>Details of Impact</b>	<b><i>Can negative impacts be justified?</i></b>	<b>Reason/Action</b>	<b>Lead Officer</b>	<b>Completion Date</b>
Withdrawal of bus services could make it more difficult for disabled people to access key services, shops and amenities. This could lead to greater social isolation or the need for other social service support.	Yes	<p>The bus services proposed for withdrawal are either:</p> <ul style="list-style-type: none"> <li>a) Those which operate in the evening or on Sundays; or</li> <li>b) Daytime, weekday services from areas which are served by other bus services, albeit not to the same destinations.</li> </ul> <p>To this end, while passengers will be unable to travel by bus at certain times of day or week, the ability to access key services and amenities will not be as severely impacted.</p> <p>There may, however, be some areas of York which are left either completely</p>		

		without, or with a very limited, local bus service. In these circumstances, the council will publicise the 'Dial & Ride' and voluntary car services available to disabled residents. These services receive financial support from the council and provide elderly, disabled and those with no alternative form of passenger transport with a means of accessing key services, amenities and shops.		
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### Community of Identity: Gender

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
Evening services help women to attend work or leisure and return home safely and cost effectively.		<ul style="list-style-type: none"> <li>• Personal safety</li> <li>• Access to employment</li> <li>• Access to leisure</li> <li>• Access to services</li> </ul>		
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
Withdrawal of evening services could mean that some women either have to pay for a	Y	Taxi services are available. Some lower paid jobs may not be sustainable, but the		

<p>(more) expensive taxi journey, walk in the dark, or decide not to make their journey at all.</p>		<p>number of people using supported bus services to access employment in the evenings is minimal.</p> <p>Some parish councils (e.g. Rawcliffe) provide a subsidy for their residents to travel by taxi outside bus operating hours.</p> <p>Other parishes or wards could look to implement similar schemes.</p>		
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<p style="text-align: center;"><b>Community of Identity: Gender Reassignment</b></p>				
<p style="text-align: center;"><b>Evidence</b></p>		<p style="text-align: center;"><b>Quality of Life Indicators</b></p>	<p style="text-align: center;"><b>Customer Impact</b> (N/P/None)</p>	<p style="text-align: center;"><b>Staff Impact</b> (N/P/None)</p>
<p>N/A</p>				
<p style="text-align: center;"><b>Details of Impact</b></p>	<p style="text-align: center;"><i>Can negative impacts be justified?</i></p>	<p style="text-align: center;"><b>Reason/Action</b></p>	<p style="text-align: center;"><b>Lead Officer</b></p>	<p style="text-align: center;"><b>Completion Date</b></p>

**Community of Identity: Marriage & Civil Partnership**

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A				
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

**Community of Identity: Pregnancy / Maternity**

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A				
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

### Community of Identity: Race

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A				
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date

### Community of Identity: Religion / Spirituality / Belief

Evidence		Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
A number of local bus services funded by the council provide links to places of worship.		<ul style="list-style-type: none"> <li>Identity, expression and self-respect</li> </ul>	N	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
Withdrawal of bus services could make it more difficult for people to attend their place of worship (e.g. churchgoers on a Sunday).	No	The council does not have a clear picture of the numbers of people accessing places of worship using the local bus		

	<p>service.</p> <p>On Sundays, it is less likely that alternative services (e.g. York Wheels' voluntary car scheme) will be available as an alternative for bus passengers. Prior to any service withdrawal therefore, the council will undertake journey purpose surveys on the relevant bus routes to better understand the number of people using the bus service to access a place of worship.</p> <p>If the number should be found to be significant and attending particular places of worship, the council will liaise with that place of worship to establish whether alternative options for travel might exist.</p>		
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**Community of Identity: Sexual Orientation**

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)
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N/A				
<b>Details of Impact</b>	<b><i>Can negative impacts be justified?</i></b>	<b>Reason/Action</b>	<b>Lead Officer</b>	<b>Completion Date</b>