

## APPENDIX 1

### Initial Equality Analysis (EIA) Resident / Service User

<b>1. Details of function, policy, procedure or service:</b>	
<b>Title of what is being assessed:</b> Re-Provision of Bus Shelters as part of the Advertising Contract (Renewal of the current JC Decaux Contract)	
<b>Is it a new or revised function, policy, procedure or service?</b> Barnet Transformation programme 2016 – 2020	
<b>Department and Section:</b> Environment Commissioning Group	
<b>Date assessment completed:</b> 22/05/19	
<b>2. Names and roles of people completing this assessment:</b>	
<b>Lead officer</b>	Paul Bragg, Workstream Lead
<b>Other groups</b>	
<b>3. Employee Profile of the Project</b>	<b>Will the proposal affect employees? Yes.</b> <b>If no please explain why:</b>

<b>How are the following equality strands affected? Please detail the effect on each equality strand, and any mitigating action you have taken / required. Please include any relevant data. If you do not have relevant data please explain why / plans to capture data</b>			
<b>Equality Strand</b>	<b>Affected?</b>	<b>Explain how affected</b>	<b>Indicate what action has been taken / or is planned to mitigate impact?</b>
<b>1. Age</b>	Yes	Impact to be fully assessed – it is possible that there could be an equalities impact on older people around the potential reduction in the number of bus shelters as the bus shelters provide seating and shelter from the weather This group may be more likely to use public transport for a variety of reasons and also as they may have freedom passes.	Following receipt of bids and having conducted an evaluation of all proposed options the Environment Committee will review the options and take a decision on the option to be approved. Committee Members will be aware of the impact of choosing an option that may reduce the number of shelters to be re-provided. The recommended option will be to re-provide all 123 shelters in order to mitigate this impact.
<b>2. Disability</b>	Yes	Impact to be fully assessed – it is possible that there could be an equalities impact on those	Following receipt of bids and having conducted an evaluation of all proposed options the Environment

		with disabilities around the potential reduction in the number of bus shelters as the bus shelters provide seating and shelter from the weather. This group may be more likely to use public transport for a variety of reasons and also as they may have freedom passes.	Committee will review the options and take a decision on the option to be approved. Committee Members will be aware of the impact of choosing an option that may reduce the number of shelters to be re-provided. The recommended option will be to re-provide all 123 shelters in order to mitigate this impact.
<b>3.</b> Gender reassignment	No	No impact anticipated	No mitigation required
<b>4.</b> Pregnancy and maternity	Yes	Impact to be fully assessed – it is possible that there could be an equalities impact on Pregnancy and maternity around the potential reduction in the number of bus shelters as the bus shelters provide seating and shelter from the weather	Following receipt of bids and having conducted an evaluation of all proposed options the Environment Committee will review the options and take a decision on the option to be approved. Committee Members will be aware of the impact of choosing an option that may reduce the number of shelters to be re-provided. The recommended option will be to re-provide all 123 shelters in order to mitigate this impact.
<b>5.</b> Race / Ethnicity	No	No impact anticipated	No mitigation required
<b>6.</b> Religion or belief	No	No impact anticipated	No mitigation required
<b>7.</b> Gender / sex	No	No impact anticipated	No mitigation required
<b>8.</b> Sexual orientation	No	No impact anticipated	No mitigation required
<b>9.</b> Marital Status	No	No impact anticipated	No mitigation required

<p><b>10.</b>Other key groups? Carers People with mental health issues Some families and lone parents</p>	<p>Yes</p>	<p>Impact to be fully assessed – it is possible that there could be an impact on those with small children and other and caring for other vulnerable groups around the potential reduction in the number of bus shelters. as the bus shelters provide seating and shelter from the weather</p>	<p>Following receipt of bids and having conducted an evaluation of all proposed options the Environment Committee will review the options and take a decision on the option to be approved. Committee Members will be aware of the impact of choosing an option that may reduce the number of shelters to be re-provided. The recommended option will be to re-provide all 123 shelters in order to mitigate this impact.</p>
<p><b>11.</b>Other key groups? People with a low income Unemployed people Young people not in employment education or training</p>	<p>Yes</p>	<p>These groups may be more likely to use public transport and therefore they may be impacted more than other groups.</p>	<p>Following receipt of bids and having conducted an evaluation of all proposed options the Environment Committee will review the options and take a decision on the option to be approved. Committee Members will be aware of the impact of choosing an option that may reduce the number of shelters to be re-provided. The recommended option will be to re-provide all 123 shelters in order to mitigate this impact. No</p>

**5. Please outline what data sources, measures and methods could be designed to monitor the impact of the new policy or service, the achievement of intended outcomes and the identification of any unintended or adverse impact?**

*Include how frequently monitoring could be conducted and who will be made aware of the analysis and outcomes*

The current Advertising contract includes the provision and maintenance of bus shelters, however this contract is due to expire in October 2019 and therefore a new contract needs to be procured in order to retain this provision. These bus shelters are utilised for displaying commercial advertising and Council messaging.

As bus shelter structures are expensive to supply, install and maintain, it was envisaged that under a new contract, the prospective service providers may wish to reduce the number of bus shelters to be re-provided in order to make the contract more commercially viable for the provider whilst achieving optimum value for money for the Council.

At present, there are 123 bus shelters within this advertising contract but only 89 of these are

currently displaying advertising. It is important to note that the majority of bus shelters within the borough are not provided via this advertising contract but are provided by TfL and Bus Service Operators. The (123) shelters included in the advertising contract tend to be located in the boroughs Town Centres where the advertising and Council messaging is more likely to reach a wider audience. The original concept of the advertising contract was to offset the cost of the shelters from the income generated from the advertising, however if the demand for advertising has dropped (as indicated by soft market testing) this becomes less viable.

It was therefore envisaged that the maximum number of shelters that bidders would recommend as viable under a new contract would be 89 but this number could potentially be lower based on soft market testing conducted. This therefore indicated that there could be a detrimental impact whilst attempting to retain this provision through a tender process.

In order to maintain the provision of bus shelters following the expiry of the existing contract a new procurement has been conducted with prospective bidders being asked to provide a number of options including re-providing all existing shelters along with a number of options to lower this number.

In respect to the ongoing provision of Bus Shelters Members of the Environment Committee will receive a report on these options. This will be a public meeting and anyone who wishes to express a view on which option the Committee should agree will be entitled to make their representations to the Committee.

Ultimately, those who are current users of the existing facilities will likely make their views known to the Council if the option to reduce the number of shelters is pursued. However, at this stage it is not known which bus shelters the preferred bidder would wish to retain and which would be proposed for removal. Until this was known it would not be possible to conduct a reasonable consultation to seek views on a proposed reduction of shelters and therefore any representations made at this stage would be based on an assumed position.

It may be possible to mitigate concerns related to the loss of seating facility as most Town Centres are also provided with bench seating many of which will be close to bus shelters. It may also be considered appropriate to add bench seating where this is not currently the case..

As it is envisaged that any proposal to reduce the bus shelter numbers will be detrimental to the groups indicated above and generally unpopular it is being recommended to the Committee that the option to re-provide all shelters is approved.

## **6. Initial Assessment of Overall Impact**

Any reduction in bus shelter numbers is likely to be unpopular, and will have a detrimental impact in particular on those who utilise this facility on a regular basis and those who are elderly, disabled and pregnant.

## **7. Scale of Impact**

Scale of impact will depend on the option approved by Committee. The more shelters that are not re-provided the higher the impact.

## 8. Outcome

Officers are recommending to the Environment Committee to approve the option which enables the re-provision of all existing shelters and thereby mitigating the potential adverse impact identified above.

If Committee was minded to not approve this recommendation and therefore to pursue an alternative option which would involve the reduction in bus shelter provision it is recommended that a consultation is conducted prior to confirming this proposal, in order to take account of the views of users.

## 9. Please give a full explanation for how the initial assessment and outcome was decided.

The Council could potentially obtain improved value for money by rationalising the existing Bus Shelters provision in order to achieve a higher income stream. This was established from soft market testing and from seeking opinion from a specialist in this market.

It is understood that Bus Shelters provide a useful facility for those who travel by bus and with the seating provided in most shelters it is likely that specific groups will be more impacted than others. (see above)

When consideration is also given to the added value of shelters due to:

- Sheltering in adverse weather conditions
- Timetabling information provided
- Next bus arrival time information

it is envisaged that any reduction in the number of shelters will be unpopular and could potentially be challenged.

The detrimental impacts identified therefore needs to be carefully considered by the committee.

On that basis, the specification of the replacement contract requested the prospective bidders to provide bids based on a number of options as follows:

- Re-provision of all shelters (to align with the current provision)
- Re-provision of 90 shelters (to align with those currently utilised for advertising)
- Re-provision of 60 shelters (to align with soft market testing opinion)
- Re-provision of the number of shelters that provides the best commercial return for both the bidder and the Council. (under this option the bidder will prioritise locations where advertising is deemed to be viable)

This allows the Committee to make an informed decision of balancing the impacts of any potential lost amenity against any financial benefits (improved value) that may be derived from

an alternative provision.