



Appendix D

Form to be used for the Full Equalities Impact Assessment

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Service Area:	Regeneration & Economy	Section:	Date of Initial assessment: 17 July 2023	Key Person responsible for assessment: Ted Maxwell	Date assessment commenced: 17 July 2023
Name of Policy to be assessed:			Park and Ride combined parking-and-bus ticket charges		
1. In what area are there concerns that the policy could have a differential impact			<u>Race</u>	<u>Disability</u>	Age
			Gender reassignment	Religion or Belief	Sexual Orientation
			Sex	Pregnancy and Maternity	Marriage & Civil Partnership
Other strategic/ equalities considerations			Safeguarding/ Welfare of Children and vulnerable adults	Mental Wellbeing/ Community Resilience	<u>Income</u>
2. Background: Give the background information to the policy and the perceived problems with the policy which are			The decision is seeking to regularise the Council's approach to the combined parking-and-bus ticket options for its Park & Ride (P&R) sites after a successful first 9 months of a 12 month trial. The current options considered our:		

<p>the reason for the Impact Assessment.</p>	<ul style="list-style-type: none"> • Option 1 is the “do nothing”, which assumes that the current price level is retained for the rest of the 2023-24 financial year. • Option 2 is the most radical current option which has been explored, as it assumes a 50p price increase in line with the imminent change to the Government price cap. • And then, given the potential risks arising from the price increase soon, Option 3 assumes that a 50p price increase is delayed until April 2024, but it is committed to in this Cabinet paper. <p>Option 2 & 3 would have the following effect on ticket prices</p> <ul style="list-style-type: none"> • to increase the cost of 16 hours parking and same-day return travel for ONE adult and up to three children on any park&ride service from £4 to £4.50 (a 12.5% increase) • To increase the cost of 16 hours parking and same-day return travel for TWO adults and up to three children on any park&ride service from £5 to £5.50 (an 8% increase) <p>Option 2 and 3 could negatively impact those on the lowest incomes, as well as some people with disabilities and asylum seekers – people who are dependent on public transport and potentially not eligible for concessions. Option 3, would reduce the negative impact compared to Option 2, because it would give more time for people to find out about and prepare for the change.</p> <p>The current recommendation is Option 1.</p>
<p>3. Methodology and Sources of Data: The methods used to collect data and what sources of data</p>	<p>This is a primarily a policy-based decision (seeking to encourage as much sustainable travel as possible into Oxford). The data informing the decision has been gathered from City Council and County Council car parks, as well as from Oxford Bus Company and Stagecoach bus P&R bus routes. It includes utilisation and commercially sensitive income data.</p>
<p>4. Consultation This section should outline all the consultation that has taken place on the EIA. It should include the following.</p>	<p>There is no public consultation planned as part of this Cabinet decision, as it is primarily driven by established policy which seeks to support sustainable transport and it is backed up by robust evidence gathered from a trial to date, both internally and from third parties (County Council, Oxford Bus Company and Stagecoach). An informal review of the experience of the combined parking and bus tickets to date was included at the 19 July 2023 Inclusive Transport and Movement Focus Group.</p>

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| <ul style="list-style-type: none">• Why you carried out the consultation.• Details about how you went about it.• A summary of the replies you received from people you consulted.• An assessment of your proposed policy (or policy options) in the light of the responses you received.• A statement of what you plan to do next | |
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5. Assessment of Impact:

Provide details of the assessment of the policy on the six primary equality strands. There may have been other groups or individuals that you considered. Please also consider whether the policy, strategy or spending decisions could have an impact on safeguarding and / or the welfare of children and vulnerable adults

Race Potentially negative	Disability Potentially negative	Age Neutral
Gender reassignment Neutral	Religion or Belief Neutral	Sexual Orientation Neutral
Sex Neutral	Pregnancy and Maternity Neutral	Marriage & Civil Partnership Neutral

The proposal does not have a net negative impact on any protected characteristic groups, however there may be some negative impacts.

All buses used on the dedicated P&R services meet the current Public Service Vehicle Accessibility Regulations standards and are fully accessible for mobility and sight-impaired passengers. Since the changed tariffs came into effect in October 2022, the extension of the 11 hour tariff to 16 hours is a significant leveller towards people with disabilities as they are people who often take longer to make journeys.

<p>6. Consideration of Measures: This section should explain in detail all the consideration of alternative approaches/mitigation of adverse impact of the policy</p>	<p>The potential price increases of 50p in Option 2 and Option 3 are justified by the policy importance of encouraging “bus from source”. This increase is not overall an increase on what parking for the day and taking the bus would have cost before the combined parking-and-bus tickets were introduced. If the recommendation is agreed, then parking for up to 16 hours and a return bus journey into town will cost £4.50 whereas in summer 2022, 16 hours parking would have cost £4 on its own and the return bus ticket £3.</p> <p>In Options 2 and 3 (or any future price change if Option 1 is pursued), mitigations will be in place, such as extensive communications about any price change, to ensure that people who may be negatively affected will be fully aware of any changes and sign-posted to a full range of options (which may include taxi services); an ongoing periodic review of the impact of any price change on people with disabilities through the Council’s Inclusive Transport & Movement Focus Group; and officers to seek all opportunities to include a review of this change in the context of work around “the City of Sanctuary”, which addresses the needs of migrants, asylum seekers and refugees. Feedback from these groups could lead to a future Cabinet decision in order to make further amendments.</p> <p>The recommended Option 1 has a net positive impact on equalities because it means the Council will continue to promote the bus as a convenient and affordable transport option for people travelling to Oxford (whether P&R or bus from source where it is available), and it keeps P&R competitively priced compared to city centre car parking alternatives. Even if a price increase ends up being agreed as part of the budget-setting process for April 2024, this would still result in reduced overall costs to customers compared to before the combined parking-and-bus ticket change was introduced.</p>
<p>6a. Monitoring Arrangements: Outline systems which will be put in place to monitor for adverse impact in the future and this should include all relevant timetables. In addition it could include a summary and assessment of your monitoring, making clear whether</p>	<p>There will be an open book monitoring approach on the impact with the County, Oxford Bus Company and Stagecoach, so that the price can be revised in future budgets. There will also be an ongoing periodic review of the impact of any price change on people with disabilities through the Council’s Inclusive Transport & Movement Focus Group; and officers to seek all opportunities to include a review of this change in the context of work around “the City of Sanctuary”, which addresses the needs of migrants, asylum seekers and refugees. Feedback from these groups could lead to a future Cabinet decision in order to make further amendments.</p>

you found any evidence of discrimination.					
7. Date reported and signed off by City Executive Board:		20 July 2023			
8. Conclusions: What are your conclusions drawn from the results in terms of the policy impact		All buses used on the dedicated P&R services meet the current Public Service Vehicle Accessibility Regulations standards and are fully accessible for mobility and sight-impaired passengers. Since the changed tariffs came into effect in October 2022, the extension of the 11 hour tariff to 16 hours is a significant leveller towards people with disabilities as they are people who often take longer to make journeys. All options (1, 2 and 3) seek to retain provision of affordable and accessible transport, albeit Option 2 and 3 is an 12.5% increase for individuals (and 8% for two adults together) on the current trial price. The recommended option 1 would not have a negative impact on those on the lowest incomes, as well as some people with disabilities and asylum seekers – people who are dependent on public transport and potentially not eligible for concessions. Option 3 would reduce the negative impact compared to Option 2, because it would give more time for people to find out about and prepare for the change. Pursuing Option 1 would mean that any price change from April 2024 can be given more time to be considered before publicising it extensively.			
9. Are there implications for the Service Plans?	NO	10. Date the Service Plans will be updated	n/a	11. Date copy sent to Equalities Lead Officer	17 July 2023
13. Date reported to Scrutiny and Executive Board:	September 2023	14. Date reported to City Executive Board:	13 September 2023	12. The date the report on EqIA will be published	6 September 2023

Signed (completing officer)

Ted Maxwell

Signed (Lead Officer)

T Maxwell

Please list the team members and service areas that were involved in this process:

- Equalities Lead Officer: Mili Kalia Equality, Diversity & Inclusion-Lead, Communities
- Project Manager: Ted Maxwell, Economy, City Centre and Green Transport Lead, Regeneration & Economy
- Joanne Williams, Lawyer

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