



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

METRO MAYOR
LIVERPOOL CITY REGION

Liverpool City Region Combined Authority

Equality Impact Assessment

DRAFT

Section 1: Your Details

EIA Lead Officer (name and title)

Dylan Thomson – Bus Reform Project Support Officer

AD/Head of Service (name and title)

Matt Goggins

Date

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Section 2: Summary of proposal

What is the title of this assessment?

Bus Reform

Please provide a short, clear summary of what is being assessed.

Bus Reform concerns the implementation of three key acts, involving greater devolved powers for the Liverpool City Region (LCR). The combination of the LCR Devolution Deal (2015), the Bus Services Act (2017) and the Bus Back Better Bus Strategy (2021), give Liverpool City Region Combined Authority (LCRCA) the opportunity to consider and power to implement models of bus service delivery that would better respond to the LCR's Vision for Bus (VfB). The VfB identifies specific economic, social and environmental objectives. In order to access funding and achieve these objectives, two options are being presented to LCRCA: Enhanced Partnership and Franchising.

Vision for Bus:

- Quick and reliable journeys
- A comprehensive and integrated bus network
- Straight forward ticketing and great value fares
- An excellent passenger experience
- An emission-free bus system

Enhanced Partnership:

- Encourages collaboration between LTAs and bus operators.
- An agreed set of EP arrangements, for example specifying vehicle age, passenger information and fare-setting of multi-operator tickets, are imposed on all operators within the agreed area.
- However, an EP scheme has limitations in terms of the ability of the authority to take enforcement action in cases of poor performance, other than the option of imposing full termination

Franchising:

- Operators bid for the right to operate services under local service contracts.
- LCRCA has ultimate control over the network, setting performance standards, fares and routes.
- Under Franchising, LCRCA can also take appropriate enforcement action in the event of failure to meet standards.

Will this be submitted to the Combined Authority, Transport Committee, or Merseytravel? Yes

If “yes”, please provide the name and date of the meeting

Combined Authority – 4th March

Section 3: Initial Screening

Is the proposal likely to impact on the way The Liverpool City Region Combined Authority is showing “due regard” to three aims of the Public Sector Equality Duty (PSED)? Please select relevant box or boxes, by double clicking the box and selecting “checked”.

- eliminating unlawful discrimination, harassment, and victimisation;
- advancing equality of opportunity
- fostering good relations between different groups of people.

If you have checked one or more of the above boxes, please **proceed to section 4**. Otherwise, consider if it is likely to have a significant impact on any of the protected characteristics?

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;

- religion or belief;
- sex;
- sexual orientation.

- Socio-economic factors -

If you have checked one or more of the above boxes, please **proceed to section 4.**

If you have not identified any impacts on either the PSED or the protected characteristics, the initial screening is complete. Full screening (sections 4-6) is not required, the rest of the EIA template does not need to be completed, and you can **go straight to Section 7.**

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Section 4: Beneficiaries and Objectives

Who should benefit from the proposals, and how does the proposal fit with The Liverpool City Region Combined Authority's aims and objectives?

The Bus Reform project is an integral part in fulfilling many of the Liverpool City Region Combined Authority's Combined Authority's aims and objectives. The LCRCA's Corporate Plan has set out five targets for the city region to hit in ten years time, these are creating a fairer, stronger, cleaner, connected and vibrant city region. The Bus Reform project is wide reaching and will impact on all of these but will be integral to the fairer, cleaner and connected elements. As well as the corporate plan, the LCRCA have published a Bus Service Improvement Plan which sets out a Vision for Bus setting out our ambitious plans for the city region's largest ever investment in bus.

Through creating a connected city region, the LCRCA want to connect all LCR communities to opportunity, physically and digitally. And the aim is for the public transport system to be reformed, fully integrated, and provide a genuine alternative to the car. A well-connected city region will ensure opportunities can be felt in every community. Connectivity between people, business and place helps people access education, training employment and other services, helps businesses access customers and move goods around. The vision for the region is to have a London Style Transport Plan that integrates walking, cycling, buses, trains and ferries which will include an upgrade to the Smart Ticketing System and implement the transition to tap-in, tap-out, contactless ticketing.

The Bus Reform Project will play an extremely important part in fulfilling these ambitions of a greater connected city region. Bus is the optimum mode of transport in the City Region, with 82% of public transport journeys being made by bus. The importance of the bus in LCR is illustrated by the fact that LCRCA has the highest level of bus journeys per head of population in comparison to North-West Local Authorities. Under the current arrangement, the LCRCA is limited in its ability to deliver the vision for bus highlighted in section one. It should be noted that prior to the COVID-19 pandemic, the profitability of existing bus services, commercial and supported, was forecast to continue its decline over time, as long-term downward trends of passenger volumes and upward trend of operating costs continued. It is clear, through surveys such as the Big Bus Debate, that there are critical

elements of the bus network that need improving in order for communities to make the modal shift from cars to bus. Bus Reform will give greater control to the LCRCA and Local Authorities to make buses more accessible through network enhancements and simplifying ticketing. Improvements in transport accessibility can encourage new workers into the labour market, who would not otherwise be in work, by better connecting areas of higher unemployment to employment centres elsewhere.

A large emphasis has also been put on creating a cleaner and greener city region. It is stated in the Corporate Plan that the LCR will be a net zero carbon city region, recognised as a pioneer in sustainable approaches to living, travel and doing business. With a relentless focus on addressing the climate emergency, the city region will place ourselves at the forefront of the Green Industrial Revolution. It is the LCRCA's vision that it will become a UK leader in clean energy production, generating power from tidal, offshore wind, and hydrogen. The region is already leading the North's rollout of Hydrogen vehicle technology with the first twenty buses due in 2022.

The Hydrogen Bus Project and the Air Quality Action Plan are two projects that have already been progressed and the Bus Reform Project will give the LCRCA even greater ability to enhance these projects. Bus Reform will improve air quality in the LCR in two ways. First, through modal shift away from car use. Buses generate significantly lower emissions per person trip than cars. Therefore, the reduction in car use will generate health benefits from the net reduction in particulate and NOx emission from travel. Secondly, the introduction of Zero Emission Vehicles (ZEVs), which have significantly lower tailpipe emissions than their diesel equivalents, into the LCR fleet. Under EP and Franchising, the introduction of ZEVs is more controlled and the pace of introduction more certain than it is currently, maximising their potential benefit. Both options, EP and Franchising, generate a reduction in greenhouse gas emissions through faster introduction of ZEVs into the fleet. Therefore, the Bus Reform Project will support the LCRCA's target of net-zero carbon economy by 2040.

A fairer city, according to the Corporate Plan means increasing education and skills, tackling inequality, removing barriers and providing opportunities for all residents of the city region. The city region has an abundance of cultural and monetary wealth and it is important to share this equally amongst all its residents. A fairer city region is one that unlocks the full potential of all people and places. The focus will be on those who face the greatest barriers. This is reflected in our strategic objectives to: improve access and pathways to employment for those at greatest risk of long-term worklessness; increase the range of support available

to people experiencing poverty, exclusion and inequality; improve equality of outcomes across all protected characteristics; promote and support positive health and wellbeing.

The Bus Reform Project will facilitate the ability to meet these objectives. Buses are one of the best tools we have to tackle inequality and social inclusion. Bus services carry around 80% of public transport trips, performing a vital role in supporting the economy of LCR by providing access to employment, education, retail, leisure and healthcare. Transport has a significant role to play in delivering clean growth and in tackling issues relating to economic and social underperformance, with buses being at the heart of the LCR's transport system, and particularly in facilitating the LCR's recovery from the COVID-19 pandemic. Bus Reform will better connect all areas of the city region and connecting areas of high unemployment with industrial areas may lead to both an increase in the number of people employed, and improvements to the attractiveness of the industrial sites due to its improved access to a pool of labour.

To maintain and then progress the CA's commitment to the equality objectives in future phases of the project, the following actions will be implemented.

2022-2023:

- Develop a bus charter passenger charter, through the lens of equality, diversity and inclusion setting out how we will make bus journeys safer and accessible for all those with protected characteristics
- Through our Travelsafe strategy and transport capital programmes we will work in partnership to ensure we improve safety and accessibility on our public transport system, actively responding to the needs and incorporating feedback received from people with protected characteristics.

2023 onwards:

- Build on the best practice of co-designing transport services with local people and embedding accessibility into design of all new transport plans to deliver on access for all.
- Ensure all our public transport services are safe and accessible for people with protected characteristics.
- Make better use of the equalities monitoring data we hold on people who use our services as evidence to inform future policy and programme design and wherever possible, put corrective action in place to narrow participation gaps in the programmes and services we deliver.

Section 5: Impact

- a) Could the proposal have a positive or negative impact on any of the protected characteristics (race, gender, disability, gender reassignment, age, pregnancy and maternity, religion and belief, sexual orientation)? Please list in the table below (add more rows if required) and include actions required to mitigate any potential negative impact.

Which group(s) of people could be affected	Potential positive or negative impact	Additional Information	Lead person	Timescale	Resource implications
Race	Medium positive for all ethnic minorities Low positive for white British backgrounds Census data shows people from ethnic minority groups are more likely to use the bus.	Black and Minority Ethnic groups are much more likely to be living in the more urban areas or the City Region where there is a much higher risk of air pollution. Ambient air pollution increases rates of respiratory disease, heart disease, and strokes as well as being associated with physical and neurological impacts on the development of children.	Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements

Gender	<p>Low positive for men Medium positive for women Data, including the Big Bus Debate, shows women are more likely to make bus trips than men.</p>	<p>Through both options but in particular franchising, people and jobs are effectively 'brought closer' together through better transport links. This increases participation in the workforce. A larger workforce means there is better matching between jobs and the people with the most appropriate skills who will be relatively more productive and therefore increase economic output.</p>	<p>Matt Goggins - SRO</p>	<p>Will be monitored through project M&E plan when project has been delivered</p>	<p>There are no additional resource requirements</p>
Disability	<p>High positive, disabled people are more likely to rely on public transport due to the lack of alternative options.</p>	<p>Improving access to job opportunities by enhancing public transport accessibility is a core objective of LCRCA in developing its Bus Service Delivery proposals. The provision of services to new areas and extending hours of operation will improve the effective labour market catchment of businesses and will improve the number of accessible jobs to many potential workers. This improved 'matching' of supply and demand would be expected to encourage more workers to enter the labour market. Both options in Bus Reform deliver the Bus Service Deliveries, with franchising able to deliver slightly more. The Bus Reform will also be able to accelerate other projects like Green Bus Routes which will improve the physical accessibility to bus routes along our key route network.</p>	<p>Matt Goggins - SRO</p>	<p>Will be monitored through project M&E plan when project has been delivered</p>	<p>There are no additional resource requirements</p>

Gender reassignment	Low positive for transgender people.		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
Age	High positive - Children and young people and older people age 60 and over.		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
Pregnancy and Maternity	Low positive		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
Sexual Orientation	Medium positive – safer and more secure journeys.		Matt Goggins - SRO	Will be monitored through project M&E plan when	There are no additional resource requirements

				project has been delivered	
Marital Status	Low positive		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
Religion and Belief	Low positive		Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements
Socio-Economic	High positive for those on lowest incomes.	Under both options of Bus Reform, the network interventions will improve services to currently less well-served areas and increase their accessibility to key destinations including areas of employment, education, health services, leisure and shopping facilities. Franchising, and to a lesser extent EP, will be able to provide additional services and make adjustments to existing routes. Infrastructure is a critical economic and social	Matt Goggins - SRO	Will be monitored through project M&E plan when project has been delivered	There are no additional resource requirements

		enabler, and a well-connected City Region will ensure the benefits and opportunities of growth reach all communities. These changes are expected to have a higher impact on areas where people within vulnerable social groups represent a greater than average proportion of the population.			
b) If there are no negative impacts, what is your reasoning behind this?					
<p>Bus Reform is key in delivering the LCRCA's Vision for Bus which looks at five key areas: quick and reliable journeys, a comprehensive and integrated bus network, straight forward ticketing and great value fares, an excellent passenger experience, an emission-free bus system. This vision, of which a fully franchised network can deliver more of, will benefit all protected characteristics as it will make buses and therefore, the wealth of the city region, more accessible to more people.</p>					

Section 6: Evidence

What research / data / information have you used in support of this process?

Add detail about links to evidence or provide actual summary, rather than simply giving the title of the research. Remember that your evidence is important – you should not rely solely on your gut instinct.

Gender:

Annual population survey data shows in the 12 months between Oct. 20 – Sep. 21 the LCR 16-64 employment rate for men was 76.4% and for women 70.9%. When deciding whether to leave their job, ONS data tells us that women are also more likely than men to accept lower pay in favour of a shorter commute, contributing to the overall gender pay gap. The Big Bus Debate which was led by the LCRCA, shows that women are more likely to use bus five days a week in the LCR.

Disability:

According to the 2011 Census, residents of LCR are more likely to suffer from a disability or long-term illness that impacts their day-to-day life (22.7% of the population) than regionally (20.2%) and nationally (17.6%). Latest data from the Annual Population Survey show that in the 12 months between Oct. 20 – Sep. 21, 82.2% of non-disabled people in LCR aged 16-64 were employed, but for those with a disability, the figure was 51%. For many, poor health acts as a barrier to participating in the labour market and accessing economic opportunities. Poor health and work-limiting illness & disability are common, with almost half of the LCR neighbourhoods in the top 10% most deprived nationally, in terms of health deprivation and disability according to the MHCLG Indices of Multiple Deprivation. This translates into 32% of LCR's economically inactive residents reporting that it was due to long-term sickness, this is the third highest share of all LEPs.

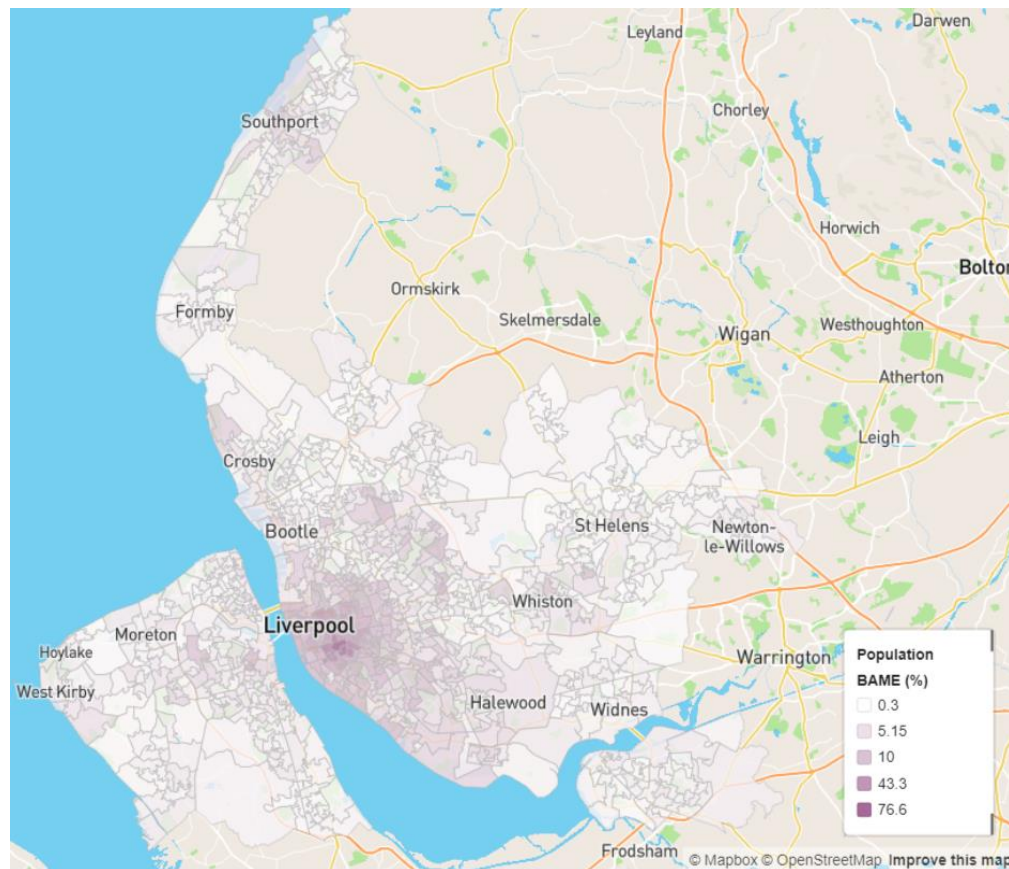
Socio-economic impacts:

There are many communities within the LCR that face entrenched and widespread deprivation. According to the MHCLG Indices of Multiple Deprivation, 2019, more than a third of LCR's neighbourhoods are in the 10% most deprived nationally, with particularly high rates in Knowsley and Liverpool. The Liverpool City Region Combined Authority's Local Enterprise Partnership (LEP) is ranked as the most deprived of all LEPs based on Indices of Deprivation.

Ethnicity:

According to research by researchers at Imperial College London and the National Institute for Public Health and the Environment in the Netherlands, ethnically diverse neighbourhoods have the highest air pollution levels and therefore, have a higher likelihood of developing disabilities associated with such pollution. Black and Minority Ethnic groups are much more likely to be

living in the more urban areas or the City Region where there is a much higher risk of air pollution.



The Bus Reform Project has been subject to a thorough assessment which collected catalogues of data and inputted them into various models. These models and data points were tested against how effective both options were at meeting the objectives for the LCRCA's Vision for Bus.

A range of data has been used in developing the Bus Reform Project. Additionally, data has been used to develop this EIA.

- Socio-economic context has been provided by MHCLG's Indices of Multiple Deprivation, 2019. This looks at the measure of deprivation in small areas in England. Highlighting where Merseyside ranks in relation to the rest of England;
- The 2011 Census is an extensive catalogue of data which helps paint a picture of Merseyside's demographics and how people live within it*;
- The Annual Population Survey (APS) 2012, is a continuous household survey, covering the UK. The topics covered include employment and unemployment, as well as housing, ethnicity, religion, health and education;
- Various ONS data has been used, with particular reference to the impact of long commutes on women;

- Research was used on how ethnic minorities and deprived communities are hardest hit by air pollution;
- The LCRCA's Big Bus Debate.

*The release of Census 2021 data in 2022, will help provide a more current and updated understanding of diversity across LCR, as well as a reliable benchmarks for the size of the LGBTQ+ community in the City Region. This EIA is an ongoing assessment and therefore, will be reviewed at the point of the new Census.

Section 7: Next Steps

Send this form to your AD/HoS for them to forward to:
performance@liverpoolcityregion-ca.gov.uk

This is essentially the sign off procedure. By submitting this form, the named officer and the AD/HoS are agreeing to the content of the assessment. All completed EIAs are available on [OnePlace](#)

Make sure all the actions are acknowledged in appropriate service and/or other plan.