

## Service and Community Impact Assessment (SCIA)

### Front Sheet:

**Directorate and Service Area:**

Communities – Planning & Place – Growth & Place

**What is being assessed (e.g. name of policy, procedure, project, service or proposed service change):**

Oxford Euro 6 Low Emission Zone for Buses

**Responsible owner / senior officer:**

Susan Halliwell, Director for Planning & Place

**Date of assessment:**

May 2019

**Summary of judgement:**

The proposals will significantly reduce emissions from buses in central Oxford and prevent older, more polluting buses from being used in future. This will be a major health benefit for all those spending time in the city centre, particularly residents.

People suffering from asthma or other respiratory conditions are particularly susceptible to the effects of air pollution and the proposals will therefore be of particular benefit to them.

The proposals are not considered to have any discriminatory effects arising from differences of religion, race, or gender.

The LEZ will increase bus companies' operating costs because newer and less polluting vehicles are more expensive than older more polluting vehicles. This could lead to some bus services being reduced in frequency or withdrawn completely, or increased fares.

If the proposals result in worsened bus services or increased fares, this will have a particularly negative effect on people who are unable to use a car for transport. This includes people with certain disabilities (including older people with disabilities), people below driving age, and people who cannot afford to buy and run a car.

If the proposals result in worsened bus services or increased fares, the most likely services to be affected are less frequent services serving rural areas.

The proposals include a number of features to protect bus services, including:

- Exemption for very low frequency bus services
- Two-stage phasing to allow some Euro V buses to continue to operate on longer distance routes for an additional two years
- Temporary exemption for commercial bus services withdrawn close to the compliance deadline
- Permission for retrofitted pollution abatement equipment to be used on existing vehicles, rather than purchasing new vehicles

These features have been included specifically to minimise or prevent worsening of bus services or increased fares and are considered to mitigate negative impacts to an acceptable level, given the significant wider benefits of the proposals.

## Detail of Assessment:

### Purpose of assessment:

To support Cabinet paper seeking a decision to implement the scheme

### You should also include the following statement to clearly set out the reasons and context for undertaking the assessment:

Section 149 of the Equalities Act 2010 (“the 2010 Act”) imposes a duty on the Council to give due regard to three needs in exercising its functions. This proposal is such a function. The three needs are:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Equality Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic, and those who do not.

Complying with section 149 may involve treating some people more favourably than others, but only to the extent that that does not amount to conduct which is otherwise unlawful under the new Act.

The need to advance equality of opportunity involves having due regard to the need to:

- remove or minimise disadvantages which are connected to a relevant protected characteristic and which are suffered by persons who share that characteristic,
- take steps to meet the needs of persons who share a relevant protected characteristic and which are different from the needs other people, and
- encourage those who share a relevant characteristic to take part in public life or in any other activity in which participation by such people is disproportionately low.
- take steps to meet the needs of disabled people which are different from the needs of people who are not disabled and include steps to take account of a person’s disabilities.

The need to foster good relations between different groups involves having due regard to the need to tackle prejudice and promote understanding.

These protected characteristics are:

- age
- disability
- gender reassignment
- pregnancy and maternity
- race – this includes ethnic or national origins, colour or nationality
- religion or belief – this includes lack of belief

- sex
- sexual orientation
- marriage and civil partnership

## **Social Value**

Under the Public Services (Social Value Act) 2012 the Council also has an obligation to consider how the procurement of services contracts with a life value of more than £173,934<sup>1</sup> might improve the economic, social, and environmental well-being of the area affected by the proposed contract, and how it might act to secure this improvement. However, it is best practice to consider social value for all types of contracts, service delivery decisions and new/updated policies. In this context, 'policy' is a general term that could include a strategy, project or contract.

## **Context / Background:**

As part of the councils' efforts to improve air quality in Oxford to meet policy and member objectives, the county council is working in partnership with Oxford City Council on proposals to introduce a Zero Emission Zone (ZEZ) in the city. One element of the ZEZ is a scheme to reduce bus emissions, which account for a high proportion of transport emissions in Oxford city centre.

Over the next 10 to 15 years the councils aim to make the transition to zero emission buses. In the shorter term, cleaner diesel engine technology in buses offers major air quality benefits. A "Euro VI" Low Emission Zone (LEZ) for buses is therefore proposed, building on the existing "Euro V" LEZ for buses in Oxford.

## **Proposals:**

Please see main Cabinet report

## **Evidence / Intelligence:**

Please see main Cabinet report

## **Alternatives considered / rejected:**

Please see main Cabinet report

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<sup>11</sup> [EC Procurement Threshold for Services](#)

## Impact Assessment:

Identify any potential impacts of the policy or proposed service change on the population as a whole, or on particular groups. It might be helpful to think about the largest impacts or the key parts of the policy or proposed service change first, identifying any risks and actions, before thinking in more detail about particular groups, staff, other Council services, providers etc.

It is worth remembering that 'impact' can mean many things, and can be positive as well as negative. It could for example relate to access to services, the health and wellbeing of individuals or communities, the sustainability of supplier business models, or the training needs of staff.

We assess the impact of decisions on any relevant community, but with particular emphasis on:

- Groups that share the nine protected characteristics
  - age
  - disability
  - gender reassignment
  - pregnancy and maternity
  - race – this includes ethnic or national origins, colour or nationality
  - religion or belief – this includes lack of belief
  - sex
  - sexual orientation
  - marriage and civil partnership
- Rural communities
- Areas of deprivation

We also assess the impact on:

- Staff
- Other council services
- Other providers of council services
- Any other element which is relevant to the policy or proposed service change
- How it might improve the economic, social, and environmental of the area affected by the contract **if** the Public Services (Social Value) Act 2012 applies

For every community or group that you identify a potential impact you should discuss this in detail, using evidence (from data, consultation etc.) where possible to support your judgements. You should then highlight specific risks and any mitigating actions you will take to either lessen the impact, or to address any gaps in understanding you have identified.

If you have not identified an impact on particular groups, staff, other Council services, providers etc. you should indicate this to demonstrate you have considered it.

## Impact on Individuals and Communities:

### **Community / Group being assessed (as per list above – e.g. age, rural communities – do an assessment for each one on the list)**

Summarise the specific requirements and/or potential impact on this community / group, and then highlight the most significant risks and mitigating action that has been or will be taken.

<b>Risks</b>	<b>Mitigations</b>
<p>People with a disability that increases their reliance on public transport may be affected by:</p> <ul style="list-style-type: none"> <li>• Bus fare increases</li> <li>• Reduced bus service frequency</li> <li>• Loss of bus services</li> </ul>	<p>The proposals include a number of features to protect bus services, including:</p> <ul style="list-style-type: none"> <li>• Exemption for very low frequency bus services</li> <li>• Two-stage phasing to allow some Euro V buses to continue to operate on longer distance routes for an additional two years</li> <li>• Temporary exemption for commercial bus services withdrawn close to the compliance deadline</li> <li>• Permission for retrofitted pollution abatement equipment to be used on existing vehicles, rather than purchasing new vehicles</li> </ul>
<p>People below driving age (including children travelling to school) may be affected by:</p> <ul style="list-style-type: none"> <li>• Bus fare increases</li> <li>• Reduced bus service frequency</li> <li>• Loss of bus services</li> </ul>	<p>The proposals include a number of features to protect bus services, including:</p> <ul style="list-style-type: none"> <li>• Exemption for very low frequency bus services</li> <li>• Two-stage phasing to allow some Euro V buses to continue to operate on longer distance routes for an additional two years</li> <li>• Temporary exemption for commercial bus services withdrawn close to the compliance deadline</li> <li>• Permission for retrofitted pollution abatement equipment to be used on existing vehicles, rather than purchasing new vehicles</li> </ul>

<p>People living in rural areas – particularly those in one of the groups identified in Tables 1, 3 and 4 may be affected by</p> <ul style="list-style-type: none"> <li>• Bus fare increases</li> <li>• Reduced bus service frequency</li> <li>• Loss of bus services</li> </ul>	<p>The proposals include a number of features to protect bus services, including:</p> <ul style="list-style-type: none"> <li>• Exemption for very low frequency bus services</li> <li>• Two-stage phasing to allow some Euro V buses to continue to operate on longer distance routes for an additional two years</li> <li>• Temporary exemption for commercial bus services withdrawn close to the compliance deadline</li> <li>• Permission for retrofitted pollution abatement equipment to be used on existing vehicles, rather than purchasing new vehicles</li> </ul>
<p>Areas of deprivation may be affected by</p> <ul style="list-style-type: none"> <li>• Bus fare increases</li> <li>• Reduced bus service frequency</li> <li>• Loss of bus services</li> </ul>	<p>The proposals include a number of features to protect bus services, including:</p> <ul style="list-style-type: none"> <li>• Exemption for very low frequency bus services</li> <li>• Two-stage phasing to allow some Euro V buses to continue to operate on longer distance routes for an additional two years</li> <li>• Temporary exemption for commercial bus services withdrawn close to the compliance deadline</li> <li>• Permission for retrofitted pollution abatement equipment to be used on existing vehicles, rather than purchasing new vehicles</li> </ul>

**Impact on Staff:**

Summarise the specific requirements and/or potential impact on staff, and then highlight the most significant risks and mitigating action that has been or will be taken.

<b>Risks</b>	<b>Mitigations</b>
No further risks in addition to those highlighted above	

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**Impact on other Council services:**

Summarise the specific requirements and/or potential impact on other council services, and then highlight the most significant risks and mitigating action that has been or will be taken.

Risks	Mitigations
No further risks in addition to those highlighted above	

**Impact on providers:**

Summarise the specific requirements and/or potential impact on providers of council services, and then highlight the most significant risks and mitigating action that has been or will be taken.

Risks	Mitigations
No further risks in addition to those highlighted above	

**Social Value**

*If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area.*

How might the proposal improve the economic well-being of the relevant area?

N/A

How might the proposal improve the environmental well-being of the relevant area?

N/A



**Action plan:**

Summarise the actions that will be taken as a result of the assessment, including when they will be completed and who will be responsible. It is important that the officer leading on the assessment follows up to make sure the actions are completed, and updates the assessment as appropriate. Any significant risks identified should also be added to the appropriate service or directorate risk register, to ensure they are appropriately managed and reviewed.

<b>Action</b>	<b>By When</b>	<b>Person responsible</b>
Exemption for very low frequency bus services	Applicable throughout life of scheme	Director for Planning & Place and appropriate teams within Planning & Place
Two-stage phasing to allow some Euro V buses to continue to operate on longer distance routes for an additional two years	Applicable until 2022	Director for Planning & Place and appropriate teams within Planning & Place
Temporary exemption for commercial bus services withdrawn close to the compliance deadline	Applicable until 2023	Director for Planning & Place and appropriate teams within Planning & Place
Permission for retrofitted pollution abatement equipment to be used on existing vehicles, rather than purchasing new vehicles	Applicable throughout life of scheme	Director for Planning & Place and appropriate teams within Planning & Place

**Monitoring and review:**

Try to be as specific as possible about when the assessment will be reviewed and updated, linking to key dates (for example when consultation outcomes will be available, before a Cabinet decision, at a key milestone in implementation)

**Person responsible for assessment: Martin Kraftl**

Version	Date	Notes (e.g. Initial draft, amended following consultation)
1	22 May 2019	Next review due 1 December 2020