
West Berkshire Enhanced Partnership Plan and Scheme (for buses)

Committee considering report:	Executive
Date of Committee:	24 March 2022
Portfolio Member:	Councillor Richard Somner
Date Portfolio Member agreed report:	16 February 2022
Report Author:	Emma Jameson
Forward Plan Ref:	EX4164

1 Purpose of the Report

- 1.1 To seek approval of the West Berkshire Enhanced Partnership Plan and Scheme in time for adoption from 01 April 2022, and in accordance with the National Bus Strategy, [Bus Back Better](#).

2 Recommendations

- 2.1 To approve the prepared Enhanced Partnership Plan and Scheme as set out in Appendix C.
- 2.2 To agree to 'making' the Enhanced Partnership with local bus operators by 01 April 2022.

3 Implications and Impact Assessment

Implication	Commentary
Financial:	<p>The prepared Plan and Scheme seeks to maintain current provision wherever possible (including with existing budgets 19810 and 19990), introduce some low cost bus service improvement measures but all other enhancements to provision, are noted as subject to funding.</p> <p>A Department for Transport funding bid has been made for this purpose and award announcements are expected in March/April 2022. If funding is not available then these activities will not be progressed and if funding is limited, then activities will be prioritised accordingly. Agreed with Jonathan Martin 16/02/2022</p>

	As confirmed with Peter Clark 23/02/2022, and as approved at Council, a 2022/23 £55k investment bid has been made to also finance an additional Senior Transport Officer post to manage the Enhanced Partnership and the ongoing requirements from the associated Bus Services Improvement Plan.
Human Resource:	The additional staffing (agency/casual/fixed term/consultancy) considerations for establishing an Enhanced Partnership and Bus Services Improvement Plan (as funded through the Department for Transport capacity grants of £150,000) were considered separately with DOD4110 and agreed with Abigail Witting, HR, 28/05/2021 and have been put in place.
Legal:	<p>The establishment of an Enhanced Partnership is a statutory process covered through the Transport Act 2000 as amended by the Bus Services Act 2017.</p> <p>Agreed with Patricia Brown 16/02/2022</p>
Risk Management:	<p>The main risks associated with the National Bus Strategy are not meeting the tight deadlines. These were stipulated as:</p> <ol style="list-style-type: none"> 1. Committing to establishing an Enhanced Partnership by the end of June 2021. (This has been completed). 2. Publishing our Bus Services Improvement Plan by the end of October 2021. (This has been completed). 3. By April 2022, ensuring our Enhanced Partnership Plan and Scheme(s) are in place. <p>Officers in Transport Services are aware of these deadlines and a Project, under the governance of the Environment Board and oversight of the Project Board, continues to manage progress. Furthermore, the Department for Transport have also now confirmed that only a prepared Enhanced Partnership Plan and Scheme needs to have been completed by April 2022 (rather than necessarily having 'made' the Enhanced Partnership by this point) – this is to allow those Local Authorities, who are awaiting funding outcomes, additional time to finalise their arrangements. West Berkshire Council, along with approximately half of local authorities, have chosen to continue to work towards the original deadlines and project plans, wherever possible.</p> <p>One of the key risks to the Project will be if we receive low or limited funding from the Department for Transport towards the activities in our Bus Services Improvement Plan. Throughout the last 12 months, Central Government have been clear in their guidance that we need to set ambitious targets for bus</p>

	<p>improvements and expectations have therefore been raised. It is only more recently that there has been indication that funding allocations may be limited and therefore we may not be able to progress all the planned initiatives. Nonetheless, we will look to work closely with operators to improve outcomes wherever possible.</p> <p>If we do not establish an Enhanced Partnership, the Government have also been clear that we will not be eligible for future transport and highways capital and revenue funding, and existing funding streams may also be withdrawn – this includes the Bus Services Operators Grant, the Active Travel Grants and Local Transport Plan funding. These grants underpin a large part of the Environment Service and any disruption to funding would have a notable impact on the Service and residents.</p> <p>Another main risk is if bus operators do not join the Enhanced Partnership. This is seen to be unlikely as they were involved in the preparation of the Plan and Scheme, there were no formal objections received in the first operator objection period and we have worked closely with operators throughout all stages of the project.</p>			
Property:	<p>The prepared Plan and Scheme incorporates detail on improvements to and/or the installation of additional infrastructure subject to available funding. For example, level boarding arrangements, bus priority measures, bus stops and shelters, passenger facilities at Newbury Bus Station and RTP1 screens.</p>			
Policy:	<p>The proposal relates to the National Bus Strategy, Bus Back Better, as published in March 2021.</p>			
	Positive	Neutral	Negative	Commentary

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Equalities Impact:	Yes	No	No	The bus is seen in the National Bus Strategy as a key tool in 'Levelling Up.' In the West Berkshire context this could include enhanced frequencies on key bus corridors, fares simplified or reduced, and the emergence of new demand responsive services to serve areas of sparse population. These improvements all have a positive impact on the life choices and chances of residents, especially to those who are currently transport deprived.
A Are there any aspects of the proposed decision, including how it is delivered or accessed, that could impact on inequality?	Yes	No	No	As stated above, the Enhanced Partnership will result in improvements to local bus services that should benefit all residents of the district, either directly or indirectly. For example, cheaper and simplified bus fares should bring greater affordability of bus travel, especially to those on low incomes.
B Will the proposed decision have an impact upon the lives of people with protected characteristics, including employees and service users?	Yes	No	No	Improved bus services (higher frequencies, more routes, extended timetables, new demand responsive services, improved reliability, reduced and simplified fares) would be expected to have a positive impact on all residents, employees and service users.
Environmental Impact:	Yes	No	No	Greater patronage of bus services should reduce traffic pollution along key corridors, to the health benefit of those living here. The greening of buses will reduce pollution from this sector of transport.

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Health Impact:	Yes	No	No	<p>Improved bus services, particularly in rural areas would improve the accessibility of residents here, particularly those without access to car. This would contribute towards reducing social isolation and access to the facilities of nearby towns.</p> <p>Less car journeys on the road would contribute to cleaner air, especially along congested corridors.</p>
ICT Impact:	No	Yes	No	<p>Improvements to bus services will happen on the ground. Improvements to bus services information could have IT implications. These will need to be considered in full if pursued, subject to available funding, through the Enhanced Partnership Plan and Scheme.</p>
Digital Services Impact:	Yes	No	No	<p>Digital solutions are being sought to improve bus information and marketing. For example, in improving how people get information about possible bus journeys. These will need to be considered in full if pursued, subject to available funding, through the Enhanced Partnership Plan and Scheme.</p>

<p>Council Strategy Priorities:</p>	<p>Yes</p>	<p>No</p>	<p>No</p>	<p>1/ Ensure our vulnerable children and adults achieve better outcomes. Improved and cheaper bus services in the district would be expected to have a positive impact on such vulnerable residents by increasing their accessibility and access to key facilities.</p> <p>2/ Support everyone to reach their full potential. Improved bus services would enhance residents' access to key resources including educational and retail.</p> <p>3/ Support businesses to start, develop and thrive in West Berkshire. Improved bus services would enhance the travel opportunities of residents, especially those without access to a car. This would mean greater ease of access to employment.</p> <p>4/ Develop local infrastructure, including housing, to support and grow the local economy Enhanced bus priority measures would contribute towards the bus being more reliable and thus more of a positive choice, helping to reduce congestion which can only help the local economy.</p> <p>5/ Maintain a Green District Greater travel on bus services would reduce the number of cars on our roads and the pollution and congestion these cause.</p> <p>6/ Ensure Sustainable services through innovation and partnerships The Enhanced Partnership between the Council and the bus operators is intended to bring out the strengths of each party to deliver improved bus services which hopefully will prove sustainable in the long term.</p>
<p>Core Business:</p>	<p>Yes</p>	<p>No</p>	<p>No</p>	<p>The Government do not see their Bus Strategy in any way as business as usual for the bus industry. This thinking should permeate down to each Transport Authority in their Bus Service Improvement Plans and Enhanced Partnerships. The overall result should be to make the bus the first choice transport for all.</p>

Data Impact:	No	Yes	No	Within the Bus Services Improvement Plan that the Enhanced Partnership seeks to deliver on, are initiatives on CCTV, Wi-Fi and tap-on-tap-off technology on vehicles and demand responsive technology which, if pursued, subject to funding, may require individual data impact assessments.
Consultation and Engagement:	Louise Martin, Matthew Metcalfe, Peter Walker – Transport Services. Consultation and Engagement has also taken place on the prepared Enhanced Partnership Plan and Scheme as detailed in sections (5.10-5.17)			

4 Executive Summary

- 4.1 The proposed Enhanced Partnership Plan and Scheme is attached at Appendix C and is being considered for approval to enable us to meet the Central Government target to make an Enhanced Partnership with local bus operators by 01 April 2022, in accordance with the National Bus Strategy, [Bus Back Better](#).
- 4.2 The Enhanced Partnership Plan and Scheme are statutory documents that detail how the Council and local bus operators intend to deliver on the objectives of the Council's [Bus Services Improvement Plan](#).
- 4.3 The prepared Enhanced Partnership Plan and Scheme has been subject to an operator objection period and a consultation period with statutory consultees and has been considered at Transport Advisory Group – and no responses have been received during these processes that are considered would warrant amendment to the prepared documents.

5 Supporting Information

Introduction

- 5.1 This report is seeking approval of the West Berkshire Enhanced Partnership Plan and Scheme, to enable the Council to make an Enhanced Partnership with local bus operators by the Department for Transport target by 01 April 2022.

Background

- 5.2 In March 2021, the Government launched the National Bus Strategy [Bus Back Better](#), which sets out an ambitious vision to dramatically improve bus services in England through greater local leadership, to reverse recent trends and encourage passengers back to bus - assisting towards the Carbon Neutral agenda and levelling up of the country.

- 5.3 Local Transport Authorities (LTAs) and local bus operators are required to set up Enhanced Partnerships or franchises by April 2022, including the development and publication of a Bus Services Improvement Plan (BSIP) and establishing an Enhanced Partnership (EP) Plan and Scheme(s). The Plan and Scheme(s) will help deliver a fully integrated service with simple, multi-modal tickets, more bus priority measures, high-quality information for all passengers in more places, enhanced frequencies and evening and weekend services.
- 5.4 An EP is a statutory partnership between one or more Local Transport Authorities and their local bus operators that sets out how they will work together to deliver BSIP outcomes in the defined geographical area(s) set out in the EP. It is in two parts:
- (a) An EP Plan - a clear vision of the improvements to bus services that the EP is aiming to deliver, mirroring the BSIP.
 - (b) One or more EP schemes – an accompanying document that sets out the requirements that need to be met by local services that stop in the geographical area defined in the EP scheme, to achieve BSIP outcomes.
- 5.5 In line with the National Bus Strategy, [Bus Back Better](#), and as agreed at the Delegated Officer Decision 4110, West Berkshire Council issued a Statutory Notice of Intent to the setting up of an Enhanced Partnership (for local bus services) in June 2021.
- 5.6 In October 2021, and as agreed at the Individual Executive Member Decision 4135, West Berkshire published our [Bus Services Improvement Plan \(2021\)](#) alongside local bus operators' letters of support. The BSIP is a collaborative document that was put together by the Council and the local bus operators in West Berkshire with the support of partner organisations and was widely informed through resident surveys and consultancy reports. The BSIP includes details on key issues identified by residents, operators, the Council and third parties to existing local bus provision and plans for improvement including:
- Increased frequency services
 - New services
 - Bus priority measures and congestion hot-spots
 - Fares review
 - Roadside infrastructure
 - Promoting buses for tourism
 - Investing in de-carbonisation
 - Passenger Charter
 - Targets for improvements in satisfaction, journey times, punctuality.
- 5.7 Alongside the BSIP, a funding bid for £26.5m over the next three years was submitted to the Department for Transport to help take forward the BSIP objectives. Additional costings were also submitted for beyond this initial 3 year period.
- 5.8 The Department for Transport (DfT) have indicated that they expect to provide details of indicative funding to local authorities for their BSIP objectives in March/April 2022. This will recognise that the budget available for transformation, including Zero Emission Buses, is around £1.4bn for the next three years and that prioritisation is inevitable, given the scale of ambition across the country greatly exceeds this amount. The Department for Transport have advised that some Local Authorities will be allocated

indicative funding which will be less than that sought in their BSIPs and will be asked to prioritise schemes which will give the best outcomes for the area.

Proposals - West Berkshire's Enhanced Partnership Plan and Scheme

- 5.9 In December 2021, following a period of informal consultation with local bus operators, the Council prepared a [West Berkshire Enhanced Partnership Plan and Scheme](#) with a view to delivering on the BSIP objectives, and in accordance with the [Department for Transport guidelines](#), the Transport Act 2000 and Bus Services Act 2017. The Enhanced Partnership Plan and Scheme covers the whole of West Berkshire.
- 5.10 It has been put together by West Berkshire's Bus Enhanced Partnership Project Team consisting of representatives for:
- (a) Each local bus operator with active services in West Berkshire
 - (b) Transport Services Team
 - (c) West Berkshire Learning Disability Partnership Board
 - (d) Network Management
 - (e) Environment Delivery
 - (f) Engaging & Enabling Local Communities.
- 5.11 The purpose of the Plan is to implement the improvements detailed in the BSIP via the Scheme which details a series of measures, facilities and requirements to help achieve this. It places binding commitments on both the Council and bus operators in West Berkshire. The Plan and Scheme seek to maintain current provision wherever possible, upon which to build; they also cover the introduction of a fares review, multi-operator ticketing, minimum vehicle emission requirements and a Passenger Charter; and then, subject to funding, various other enhancements to provision.
- 5.12 On 17 December 2021, formal notice was issued to advise local bus operators that an Enhanced Partnership Plan and Scheme had been prepared. An operator objection period of 31 days then took place during which time, qualifying local bus operators were given the right to object to the Plan and/or Scheme. No objections were received.
- 5.13 Accordingly, on 18 January 2022, the Council issued notice that West Berkshire Council propose to make an Enhanced Partnership Plan and Scheme and a period of consultation followed, through to 14 February 2022.
- 5.14 The statutory consultees included:
- (a) All operators of local bus services operating in West Berkshire (both PSV and section 22 operators);
 - (b) Organisations that represent local passengers – all West Berkshire Parish and Town Councils, the 3 Members of Parliament for our area and all Members;
 - (c) Other local authorities that would be affected by the proposals – our 5 neighbouring local authorities;

- (d) The Traffic Commissioner;
- (e) Thames Valley Police & Crime Commissioner;
- (f) Transport Focus; and
- (g) The Competition and Markets Authority (CMA).

5.15 A summary of the responses can be found in Appendix D. A total of 53 responses were received. Outside of the survey, comments were also received from Reading Borough Council, Transport Focus and the Competition & Markets Authority. It is considered that the responses do not merit change to the prepared Enhanced Partnership and Scheme, although the Council will look to work closely with Reading Borough Council with the joint ticketing initiative in the eastern area and all the Berkshire Local Transport Authorities to produce a passenger charter. We also acknowledge Thatcham Town Council's request for support with the Thatcham-Newbury corridor; in the first instance approval has been obtained through Procurement Board for supporting the 1a/1c/1d routes and finance for the supporting service has been identified as a 'risk reserve' by Accountancy for financial year 2022/23. There are also some comments that relate to the Bus Service Improvement Plan (e.g. reiterating the demand for higher frequency services, evening and weekend services and demand responsive services in isolated rural areas), which where necessary we will seek to address with future annual BSIP reviews.

5.16 The Transport Advisory Group meeting on 27 January 2022 also gave Members the opportunity for review and comment on the proposed Enhanced Partnership Plan and Scheme. The Plan and Scheme were widely supported and Members also requested that we look to offer additional, publicised free bus travel days with a view to helping restore confidence in bus travel and help the sector with recovering from the detrimental impacts of the pandemic.

5.17 At Corporate Board on 22 February 2022, the request was made to review the wording on page 17 of the Plan and Scheme with regard to the Council funding for supported bus services. The resultant amendment to the document, has triggered the need for an additional operator objection period of 28 days, which is due to end at noon on 24 March 2022. [Formal notice](#) detailing the change and objection period has been sent to operators and statutory consultees have also been advised accordingly. The amended West Berkshire Enhanced Partnership Plan and Scheme is included at Appendix C.

5.18 It is important to note that any further changes to the Plan and Scheme will restart the operator objection mechanism. This will add a further 28 days to the timetable, so changes should only be made if they are necessary and contribute to one or more BSIP outcomes.

5.19 It is therefore proposed that the Council seek to approve the prepared Enhanced Partnership Plan and Scheme, without further modification and agree to then 'make' the Plan and Scheme (for adoption) by 01 April 2022.

6 Other options considered

6.1 The Council could withdraw from their plans to make an Enhanced Partnership. This would, however, result in the ending of all Government funding towards our bus services and other transport and highways services (including existing funding streams). As

explored in DOD4110, this is not a plausible option given the level of funding (capital and revenue) the Council receive from the Government. The development of an Enhanced Partnership for West Berkshire has also been widely supported by local operators.

- 6.2 The Council could amend the prepared Enhanced Partnership Plan and Scheme, however, this will re-start the operator objection period as detailed in (5.18) and would delay any potential making of the Enhanced Partnership.
- 6.3 Transport Authorities are given the choice of how they improve their bus services – via an Enhanced Partnership or via Franchising as currently occurs in London. As explored in DOD4110 legislation does not currently allow West Berkshire Council to follow the Franchising model, and in any case, the DfT recommend establishing an Enhanced Partnership first.
- 6.4 The Council could postpone ‘making’ the Enhanced Partnership to a later date (ie beyond 01 April 2022), however, local operators and partners are fully engaged with the process and a delay to establishing the formal partnership would only delay in being able to progress some of the proposed bus service improvements for residents and add to a potential delay in recovery from the pandemic.

7 Conclusion

- 7.1 Over the past 12 months, the Council have consulted both informally and formally with local bus operators. We have also sought input from other local authorities, consultants, partner organisations, Parish and Town Councils, residents and their representatives, Members and Members of Parliament. And now with the Enhanced Partnership Plan and Scheme we have incorporated views of additional statutory consultees such as Competition and Markets Authority, the Traffic Commissioner and the Police and Crime Commissioner. The response has been one of overall support for West Berkshire’s proposals. We have also taken account of Department for Transport and Transport Focus’ guidance in development of the prepared Enhanced Partnership Plan and Scheme.
- 7.2 The prepared Enhanced Partnership Plan and Scheme will set up the formal commitments for the Council and local bus operators to deliver on bus service improvements in West Berkshire. It is therefore proposed to approve the recommendations in section (2) to enable the Council and operators to deliver on improved outcomes for West Berkshire residents in accordance with the National Bus Strategy.

8 Appendices

- 8.1 Appendix A – Equalities Impact Assessment
- 8.2 Appendix B – Data Protection Impact Assessment
- 8.3 Appendix C – West Berkshire Enhanced Partnership Plan and Scheme
- 8.4 Appendix D – Summary of Consultation Responses

Background Papers:

- [Bus Back Better](#) – a national bus strategy for England
- DOD4110 Establishing an Enhanced Partnership (for local bus services) – 28/06/2021 - agreed to the issue of a Statement of Intent for establishing an Enhanced Partnership (for local bus services) in West Berkshire.
- ID4135 Bus Services Improvement Plan (2021) – 14/10/2021 – agreed to the adoption and publication of the BSIP for 2021.
- [Bus Services Improvement Plan](#) – West Berkshire's Bus Services Improvement Plan 2021

Subject to Call-In:

Yes: ☐ No: ☒

The item is due to be referred to Council for final approval ☐

Delays in implementation could have serious financial implications for the Council ☒

Delays in implementation could compromise the Council's position ☒

Considered or reviewed by Overview and Scrutiny Management Committee or associated Task Groups within preceding six months ☐

Item is Urgent Key Decision ☒

Report is to note only ☐

Wards affected: all West Berkshire wards.

Officer details:

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Document Control

Document Ref:	-	Date Created:	07/02/2022
Version:	1.1	Date Modified:	01/03/2022
Author:	Emma Jameson		
Owning Service	Environment Services (Transport Services Team)		

Change History

Version	Date	Description	Change ID
1	01/03/2022	Updates in response to Corporate Board recommendations (impacting on Financial section and points (5.8) and (5.17)). DfT funding announcements have been delayed from February to March/April 2022.	1.1

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Version	Date	Description	Change ID
		Outcome of February Procurement Board decision in point (5.15) relating to 1a/1c/1d local bus service and associated funding. Report progressing from Corporate Board to Operations Board.	
2			

Appendix A

Equality Impact Assessment (EqIA) - Stage One

As part of the Delegated Officer Decision 4110, a Stage 1 EqIA was completed with regard to the agreement to issue a statutory notice of intent to establish an Enhanced Partnerships for local bus services and commit to the creation of a Bus Services Improvement Plan. This EqIA has been reviewed now that the BSIP has been published and the Enhanced Partnership Plan and Scheme have been proposed. It is considered that the majority of the EqIA still applies and only minor modifications have therefore been made.

What is the proposed decision that you are asking the Executive to make:	To approve the West Berkshire Enhanced Partnership Plan and Scheme (for local bus services), with a view to delivering improved bus services as outlined in the new national bus strategy.
Summary of relevant legislation:	The new national bus strategy, Bus Back Better, requests Transport Authorities to advance along either of two pathways to improve bus services: (A) By entering into Enhanced Partnerships with bus operators; (B) By going down the Franchising route, as in London. The former is deemed the appropriate route for West Berkshire and this has been agreed by bus operators approached. Legislation does not currently allow West Berkshire Council to follow the Franchising model, and in any case, the Department for Transport recommend establishing an Enhanced Partnership first.
Does the proposed decision conflict with any of the Council's priorities for improvement? <ul style="list-style-type: none"> • Ensure our vulnerable children and adults achieve better outcomes • Support everyone to reach their full potential • Support businesses to start develop and thrive in West Berkshire • Develop local infrastructure including housing to support and grow the local economy Maintain a green district • Ensure sustainable services through innovation and partnerships 	No, the proposed decision does not conflict with any of the Council's priorities for improvement.
Name of Budget Holder:	Jon Winstanley
Name of Service/Directorate:	Environment / Place

Name of assessor:	Emma Jameson, Transport Services Team
Date of assessment:	07/02/2022
Version and release date (if applicable):	-

Is this a ?		This is a plan and mechanism to improve local bus services in the district.	
Policy	Yes	New or proposed	Yes
Strategy	Yes	Already exists and is being reviewed	No
Function	No	Is changing	No
Service	No		

(1) What are the main aims, objectives and intended outcomes of the proposed decision and who is likely to benefit from it?

Aims:	<p>An Enhanced Partnership will enable the Council to improve bus services in the district as outlined in the new National Bus Strategy, Bus Back Better.</p> <p>The essential aims of the national strategy are to get bus patronage back to what it was before the pandemic; to increase patronage and buses' modal share and to ensure that buses are an attractive alternative to the car for far more people.</p> <p>Of major importance is the fact that the bus is seen in the new National Bus Strategy as a key tool in 'Levelling Up.' Transport deprivation should be reduced or eliminated for all our residents.</p>
Objectives:	<p>The objective of the Enhanced Partnership Plan and Scheme is to formulate the mechanism through which we can look to deliver the objectives in the Bus Services Improvement Plan.</p> <p>Objectives include improving bus frequency; coverage; reliability; ticketing and fares; information, bus stop and waiting infrastructure and the environment.</p>
Outcomes:	<p>The overall desired outcome of Bus Back Better is for the bus to be seen as the transport of choice; not uncompetitive and unattractive in comparison to the private car as is currently the case. The fulfilment of the objectives outlined above are a big step in this direction.</p>
Benefits:	<p>The benefits of improving our bus services are manifold and include:</p>

	<ul style="list-style-type: none"> • Improved air quality through the reduction of pollution, especially from single occupancy cars. • Reduced congestion on our roads through transfer of car journeys to the bus. This results in more efficient use of road space. • Enhanced transport opportunities of our residents, especially in the rural areas. This would enable better access to, for example, job opportunities, educational opportunities and medical and leisure activities. • Improved health outcomes through reduced vehicle pollution and social isolation. • The improved access to job, educational, leisure and cultural opportunities within the district would underpin the economic sustainability of all these services.
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(2) Which groups might be affected and how? Is it positively or negatively and what sources of information have been used to determine this?

Group Affected	What might be the effect?	Information to support this
Age	Positive	<p>More bus services would be expected to result in more travel opportunities for people of all ages. For example, additional evening / late evening buses could enable more people to attend evening courses at Newbury College / attend performances at the Corn Exchange and get home from an evening out with friends. Taxies are relatively expensive. Reduced fares would be expected to make bus travel more affordable to all age groups.</p> <p>Older people are generally more reliant on public transport to access essential services and facilities than those of working age. Older people also tend to require greater access to health services. This can be particularly problematic in remote rural areas where there is limited or no public transport coverage. These issues can be further compounded by a lack of awareness in availability of bus services and community transport services.</p> <p>Older people can also encounter physical barriers, such as trip hazards from uneven surfaces, crossing busy roads, and difficulties boarding and alighting buses and using steps at railway stations.</p>

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		<p>Population forecasts indicate that the number of older people in the District is set to increase by 2026</p> <p>Young people are also often reliant on public transport to access education, employment, and training opportunities, as well as for social and leisure activities. The barriers for mobility for young people include cost and availability of public transport, especially in rural areas.</p>
Disability	Positive	<p>Disabled people who have the National Off Peak Bus Pass would have more opportunities to travel from improved bus services.</p> <p>Improved road side infrastructure and waiting areas would also contribute to making bus travel easier to use.</p> <p>Both national and local data acknowledges that transport issues have a significant impact on the lives of people with disabilities. Disabled people tend to travel and drive cars less often than the rest of the population. People with disabilities can also experience problems in using public transport, with issues such as inaccessible bus stops, stations, and vehicles, and a lack of clear travel information for various transport services. These are all areas we would seek to improve in the Bus Services Improvement Plan.</p>
Gender Reassignment	Positive	Improved bus services would be expected to have a positive impact on all sections of society.
Marriage and Civil Partnership	Positive	Improved bus services would be expected to have a positive impact on all sections of society.
Pregnancy and Maternity	Positive	Improved bus services would be expected to have a positive impact on all sections of society. Improved access to medical & health centres may be particularly beneficial.
Race	Positive	<p>One of the main transport issues concerning race and ethnicity relates to barriers in accessing public transport and transport services. This includes the need for information on public transport services (such as routing, timetables, and fares information) being made available in different formats and languages to reduce inequality of access. This is something the Enhanced Partnership and BSIP seek to address through improved marketing.</p>

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Religion or Belief	Positive	Improved bus services would hopefully make it easier to get to and from your place of worship.
Sex	Positive	<p>Evidence from national surveys indicates that women in general have less access to cars than men, and are more likely to use public transport. Women would therefore hopefully welcome improved bus services.</p> <p>All sexes would be expected to benefit from more frequent bus services which reduces wait time between journeys. Real Time Information services can be accessed for updates on the progress of the bus they are waiting for so decisions can be made on when to arrive at the bus stop. This would enhance confidence and a sense of safety in using the bus.</p>
Sexual Orientation	Positive	Improved bus services would be expected to have a positive impact on all sections of society.
Further Comments:		
There are no known negative effects to any groups of people listed above arising from improving bus services in the district.		

(3) Result

Are there any aspects of the proposed decision, including how it is delivered or accessed, that could contribute to inequality?

No

Improved bus services in the district would be expected to have positive outcomes for all residents and visitors of the district.

Will the proposed decision have an adverse impact upon the lives of people, including employees and service users?

No

As outlined above, it is expected that improved bus services in the district would have positive direct or indirect impacts on all residents of the district.

(4) Identify next steps as appropriate:

EqlA Stage 2 required

No

Owner of EqlA Stage Two:

Timescale for EqlA Stage Two:

Name: Emma Jameson

Date: 07/02/2022

Appendix B

Data Protection Impact Assessment – Stage One

The General Data Protection Regulations require a Data Protection Impact Assessment (DPIA) for certain projects that have a significant impact on the rights of data subjects.

Should you require additional guidance in completing this assessment, please refer to the Information Management Officer via dp@westberks.gov.uk

Directorate:	Place
Service:	Environment
Team:	Transport Services Team
Lead Officer:	Emma Jameson
Title of Project/System:	Enhanced Partnership Plan and Scheme
Date of Assessment:	07/02/2022

Do you need to do a Data Protection Impact Assessment (DPIA)?

	Yes	No
Will you be processing SENSITIVE or “special category” personal data? <small>Note – sensitive personal data is described as “data revealing racial or ethnic origin, political opinions, religious or philosophical beliefs, or trade union membership, and the processing of genetic data, biometric data for the purpose of uniquely identifying a natural person, data concerning health or data concerning a natural person’s sex life or sexual orientation”</small>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will you be processing data on a large scale? <small>Note – Large scale might apply to the number of individuals affected OR the volume of data you are processing OR both</small>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will your project or system have a “social media” dimension? <small>Note – will it have an interactive element which allows users to communicate directly with one another?</small>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will any decisions be automated? <small>Note – does your system or process involve circumstances where an individual’s input is “scored” or assessed without intervention/review/checking by a human being? Will there be any “profiling” of data subjects?</small>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Yes	No
Will your project/system involve CCTV or monitoring of an area accessible to the public?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will you be using the data you collect to match or cross-reference against another existing set of data?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will you be using any novel, or technologically advanced systems or processes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<small>Note – this could include biometrics, “internet of things” connectivity or anything that is currently not widely utilised</small>		

If you answer “Yes” to any of the above, you will probably need to complete [Data Protection Impact Assessment - Stage Two](#). If you are unsure, please consult with the Information Management Officer before proceeding.

DPIA Stage 1 Notes

The consultation carried out with the assistance of the Consultation and Engagement team, used to inform this Enhanced Partnership, has been carried out in line with the Council’s [data privacy policy](#).

The Enhanced Partnership Plan and Scheme details the use of CCTV for the following:

- The continuation of using existing CCTV systems at Newbury Wharf and some bus gates in West Berkshire. Data Protection Privacy Notices already exist for these services (<http://info.westberks.gov.uk/pnpcn> and <http://info.westberks.gov.uk/pnwharfctv>) and the Enhanced Partnership makes no change to the use, purpose or context for these systems.
- CCTV on board operator vehicles. The EP is a partnership agreement (not a service contracted by the Council), and therefore it will be the responsibility of the relevant operator to consider the Data Protection impacts from CCTV on board vehicles. The Council’s in-house services do not come within the scope of the EP (legislation specifically excludes section 22 operations). If West Berkshire Council choose to implement CCTV at a later date, that will be an internal decision outside of the EP.

A Data Protection Impact Assessment Stage 2 has therefore not been completed at this time for the purpose of this EP. However, with individual projects, once funding levels have been identified, a review of any existing (and the requirement for any new) Data Protection Impact Assessments and Privacy Notices may be required.

Appendix C

West Berkshire Enhanced Partnership Plan and Scheme