

Initial Integrated Impact Assessment Form

Section 1 - The Policy	
Policy title	Evening Bus Services, Broadbay and Westside
Implementation date	1 June 2024
<p>Please provide an overview of the policy including the key aims and expected outcomes:</p> <p>The evening bus services provided in the areas of Broadbay and Westside of Lewis are a non-statutory service that have no long-term contract in place and have been operating on a year to year basis. There is an option to cease these services and make a saving of circa £130k per annum. There is also an option to find an alternative source of funding, and continue these services until such time that the main contract is due to be renewed.</p>	
<p>Detail the budget implication relating to the policy:</p> <p>Savings of circa £130k per annum</p>	
<p>What will change as a result of this policy</p> <p>Impact of change would depend on whether the evening bus services are continued.</p>	
<p>Indicate which groups of people will be, or potentially could be, impacted upon by the implementation of this policy?</p> <p>Discontinuation of these services would impact on specific groups of bus service users. Many of the current users have limited or no access to a car. This may be due to low income. They are likely to be low paid workers. Many of the current users live in remote rural locations.</p>	
Responsible Persons	
Department / Section	Municipal Services
Lead Officer	David A Macleod
IIA Team Members	David A Macleod, Norma Skinner
Responsible Head of Service	David A Macleod
Section 2 - Evidence	
<p>What data and information has been reviewed as part of the policy development process?</p> <p>Passenger numbers are relatively low. However, there is a group of regular users who use this service to access evening work and return home. The two service times have similar passenger numbers for the services leaving Stornoway. The return leg has very low number.</p> <p>As any historical survey information from service users is no longer available due to the cyber incident on 7 November 2023. Therefore, a further consultation exercise will be required.</p>	



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Detail what consultation has taken place as part of the policy development process?

Consultation may be required.

What does the information collected and the outcome of any consultation indicate regarding potential impacts of the policy?

Consultation may be required.

Are there any gaps in knowledge? If further evidence or consultation required as part of the policy development process please detail:

Passenger number data is available.

Section 3 - Initial Integrated Impact Assessment

Impact Overview

	Yes	No
Is the policy strategic?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Will individuals have access to, or be denied access to a service or function as a result of the policy or the changes being proposed to services or functions?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the implementation of the policy, or the changes to the policy, result in individuals being employed, a change in staffing levels, or a change in terms and conditions, employer or location, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Is there a change in the size of a budget?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will a service be withdrawn, changed or expanded?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Will the policy have consequences for or affect people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the policy have the potential to have an impact on equality even when this only affects a relatively small number of people?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Does the policy have the potential to have an impact on the economy and the delivery of economic outcomes?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Is the policy likely to have a significant environmental impact?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Comments

Achievement of full cost recovery will help to meet budget savings targets.

Depending on the outcome of the review into alternative sources of funding, there may be impacts but these would be subject to further IIA review as proposals are developed.

Section 3 – - Initial Integrated Impact Assessment

Continued

	Yes	No	
Which groups of people will be, or potentially could be, impacted upon by the implementation of this policy?	<input type="checkbox"/>	<input type="checkbox"/>	Comments



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age	✓		This could potentially impact on those who are young adolescents.
disability		✓	
sex		✓	
gender reassignment		✓	
marriage and civil partnership		✓	
pregnancy and maternity		✓	
race		✓	
religion or belief		✓	
sexual orientation		✓	
Do you have evidence or reason to believe that this policy will or may impact on socio-economic inequalities?	Yes	No	Comments
Socio-economic Disadvantage		✓	Evening bus users are more likely to be in a lower income group.
Low Income/Income Poverty	✓		
Low and/or no wealth	✓		
Material Deprivation		✓	
Area Deprivation		✓	
Socioeconomic Background		✓	
Do you have evidence or reason to believe that this policy will or may affect individuals Human Rights?	Yes	No	Comments
Human Rights		✓	
Do you have evidence or reason to believe that this policy will have wider impacts as outlined below?	Yes	No	Comments
Health and Wellbeing		✓	
Economic and Social Sustainability		✓	
Environmental Sustainability, Climate Change and Energy Management		✓	
The Gaelic Language		✓	
Island Proofing		✓	
Is there the potential for cumulative impact?		✓	
Section 4 - Decision			
Based on the initial Integrated Impact Assessment is a full IIA required?			
Yes <input type="checkbox"/>			
Full IIA Lead Officer: _____			



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Estimated completion date: _____

No

If an IIA is deemed not to be required please detail the decision rational below:

If an alternative funding source is available which allows the current evening service to be retained, and savings still achieved, there will be no need for a full IIA. A further IIA will be conducted if required on the outcome of the review into alternative funding.

Section 5 - Lead Officer and authorising Director

Lead Officer (print name)	David A Macleod
Designation	Head of Municipal Services
Date	19 February 2024
Print name of Head of Service or Director responsible for the policy	David A Macleod
Date	19 February 2024

