

Equality Impact Assessment (EqIA)

Before completing this EqIA please ensure you have read the guidance on the intranet.

Initial Information

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Date assessment started:	01/07/2021
Date of completion:	
Version Number:	1.1

Part 1: Background Information

Is this (please tick or expand the box to explain)

Existing	
Changing, updating or revision	
New or proposed	Y
Other	

Is this (please tick or expand the box to explain)

Internal (employees only)	
External (residents, communities, partners)	Y
Both of the above	

What is the name of your policy, strategy, project or service being assessed?

Bus Service Improvement Plan and Enhanced Partnership

What is the policy, strategy, project or service designed to do? (include the aims, purpose and intended outcomes of the policy)

In response to the Governments new National Bus Strategy - Bus Back Better, the Council is developing a Bus Service Improvement Plan (BSIP) and creating a statutory partnership with local bus operators to define a future state bus network that is more attractive for passengers, cheaper, easier to understand and use, faster and more reliable and greener.

The BSIP will set out a new vision for delivering a step-change in bus services. The BSIP will describe how the Council and operators can achieve the overarching goal of the National Bus Strategy - to grow bus patronage and raise buses' mode share.

The BSIP will act on five key areas:

- 1. Networks and services**
- 2. Fares**

3. Ticketing
4. Passenger facilities
5. Bus priority measures

The BSIP will be published in the autumn and will be updated annually. The BSIP must also be reflected in the Councils Local Transport Plan and any other relevant plans.

The Council will deliver the BSIP through the establishment of an Enhanced Partnership. The Enhanced Partnership is the legal framework between the council and local bus operators to work together to improve local bus services for passengers. The Enhanced Partnership will agree vehicle standards, ticketing arrangements, information provision and any aspects which are to remain under the sole commercial control of the operators, such as their own tickets and products.

What is the background or context to the proposal?

On 15 March 2021 Government launched Bus Back Better, a new National Bus Strategy (NBS) for England outside London. The NBS sets out a vision to improve bus services in England outside London through greater local leadership, to reverse the recent shift in journeys away from public transport and encourage passengers back to bus. LTAs and local bus operators must work with local communities to plan and deliver a fully integrated service with multi-modal tickets, bus priority measures, high quality information for all passengers, and better turn-up-and-go frequencies that keep running into the evenings and at weekends. The Bus Services Act 2017 provides the legal basis for the changes and the Strategy commits £3 billion of new funding to achieve these goals.

The Government requires that a BSIP must be produced by all upper-tier authorities in England and cover each Local Transport Authorities (LTA's) full geographical area, all local bus services within it, and take proper account of the differing needs of parts of that area (e.g. urban and rural elements).

The NBS provides much greater emphasis on partnership working, where LTAs and bus operators form statutory partnerships to define bus networks, service levels and fare strategies.

By executive decision notice dated 29 June 2021 Dorset Council gave approval to proceed with the development of an Enhanced Partnership. The commencement of this is confirmed through this notice of the intention to prepare an Enhanced Partnership Plan and accompanying Enhanced Partnership Schemes, as required and set out in section 138F of the Transport Act 2000.

Part 2: Gathering information

What sources of data, information, evidence and research was used to inform you about the people your proposal will have an impact on?

National Policies and Plans:

- ▶ **Bus Back Better: National Bus Strategy for England. 2021.**
- ▶ **Bus Services Act 2017: New powers and opportunities. 2017.**
- ▶ **Future of Mobility Urban Strategy. 2019.**
- ▶ **Future of Mobility Rural Strategy consultation. 2020.**
- ▶ **Future of Transport Regulatory Review. 2020.**
- ▶ **All Electric Bus Towns Fund. 2020.**
- ▶ **Zero Emission Bus Regional Area Fund. 2021.**
- ▶ **Ten Point Plan for a Green Industrial Revolution. 2020.**
- ▶ **Transport Decarbonisation Plan. 2020.**
- ▶ **Sixth Carbon Budget. 2020.**

Local Policies and Plans:

- ▶ **Local Transport Plan**
- ▶ **Passenger Transport Strategy**
- ▶ **Low Carbon travel Strategy**
- ▶ **Local Cycling and Walking Investment Plans**
- ▶ **Community Transport Action Plan**
- ▶ **Parking Policy**
- ▶ **Local Plan**
- ▶ **Climate and Ecological Emergency Strategy and Action Plan**

Data:

- ▶ **National Travel Survey**
- ▶ **Bus use (patronage) data**
- ▶ **Bus route mileages**
- ▶ **Bus operator ticket sales**
- ▶ **Accessibility mapping (TRACC)**
- ▶ **Mosaic persona analysis**
- ▶ **Bus network GIS layer**
- ▶ **Bus stop locations**
- ▶ **Destination / location hierarchy**
- ▶ **Main employment centres**
- ▶ **Car ownership**
- ▶ **Population density**
- ▶ **Index of multiple deprivation 2019**
- ▶ **National Highway and Transport Public Satisfaction Survey (NHT Survey)**
- ▶ **Bus improvement survey**
- ▶ **Stakeholder engagement feedback**
- ▶ **Bus fleet profile**

What did this data, information, evidence and research tell you?

The data is currently being collated and reviewed to inform a network baseline analysis. This baseline will be used to identify priorities and short, medium and long term targets to improve bus services in Dorset.

Is further information needed to help inform this proposal?

The BSIP will be a 'live' document and is required to be refreshed annually. As part of this process there will be further opportunity to collect and analyse data to inform the BSIP on an ongoing basis.

Part 3: Engagement and Consultation

What engagement or consultation has taken place as part of this proposal?

As part of the process to develop the BSIP, engagement activities have been undertaken with Councillors, Towns and Parishes, community groups, business groups, passengers and the public and been engaged to collect a wide range of thoughts and ideas which will help to shape the future vision and priorities for the bus network.

A three-stage engagement process is being undertaken that brings together key stakeholders from a wide range of disciplines and interest groups. The first round was completed in July 2021 and set the context for the plan development process and encouraged stakeholders to provide initial feedback in terms of ideas and priorities to help shape the early BSIP document. Two further stakeholder sessions will be held through the summer 2021. The second session will play back a summary from the initial feedback collected, with a view on what the likely priorities of the BSIP will be (inviting further feedback). The third and final will then give an overview of the Draft BSIP.

The public will also be engaged through an online survey to launch in July 2021. A plan for how and when to undertake further public engagement activity is currently being developed.

How will the outcome of consultation be fed back to those who you consulted with?

The outcome of consultation will be reported in a consultation report, a summary will be presented in the BSIP, and key findings shared via press releases, and the Council e-newsletter.

Please refer to the Equality Impact Assessment Guidance before completing this section.

Not every proposal will require an EqIA. If you decide that your proposal does **not** require an EqIA, it is important to show that you have given this adequate consideration. The data and research that you have used to inform you about the people who will be affected by the policy should enable you to make this decision and whether you need to continue with the EqIA.

Please tick the appropriate option:

An EqIA is required (please continue to Part 4 of this document)	✓
An EqIA is not required (please complete the box below)	

This policy, strategy, project or service does not require an EqIA because:

Name:

Job Title:

Date:

Please send a copy of this document to [Diversity & Inclusion Officer](#)

Next Steps:

- The EqIA will be reviewed by Business Intelligence & Communications and if in agreement, your EqIA will be signed off.
- If not, we will get in touch to chat further about the EqIA, to get a better understanding.

Part 4: Analysing the impact

Who does the service, strategy, policy, project or change impact?

- If your strategy, policy, project or service contains options you may wish to consider providing an assessment for each option. Please cut and paste the template accordingly.

For each protected characteristic please choose from the following options:

- Please note in some cases more than one impact may apply – in this case please state all relevant options and explain in the ‘Please provide details’ box.

Positive Impact	<ul style="list-style-type: none"> • the proposal eliminates discrimination, advances equality of opportunity and/or fosters good relations with protected groups.
Negative Impact	<ul style="list-style-type: none"> • Protected characteristic group(s) could be disadvantaged or discriminated against
Neutral Impact	<ul style="list-style-type: none"> • No change/ no assessed significant impact of protected characteristic groups
Unclear	<ul style="list-style-type: none"> • Not enough data/evidence has been collected to make an informed decision.

Age:	Positive
What age bracket does this affect?	All age groups
Please provide details:	All age groups with people who do not have access to a car, van, motorbike or scooter are likely to be impacted. The BSIP seeks to make bus services more attractive, cheaper, easier to use, faster, more reliable, and greener.

	<p>Young people are most likely to use buses for employment, education and training. This age group are more reliant on digital forms of information provision via mobile apps and web applications.</p> <p>Evidence indicates a high proportion of bus passengers are older people with concessionary passes. This group are most likely to use buses for shopping, leisure and to attend health appointments. This age group will continue to require access to traditional paper based forms of information such as printed timetables and timetable books.</p>
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Disability: (including physical, mental, sensory and progressive conditions)	Positive
Does this affect a specific disability group?	All
Please provide details:	<p>Disabled people who do not have access to a car are likely to be impacted. The BSIP seeks to make bus services more attractive, cheaper, easier to use, faster, more reliable, and greener.</p> <p>The National Travel Survey (NTS, 2019) identifies that people with a disability or illness expected to last more than 12 months make more trips by bus than those without a disability.</p> <p>Vehicle and bus stop accessibility, including low floor buses, raised curbs and space to transport wheelchairs, is critical for anyone with a physical impairment.</p> <p>Accessible information provision is also critical, both pre journey and during the journey, including traditional paper based information, digital media, and on bus announcements and displays. Through the Enhanced Partnership information will be produced in an easy to read/understand format for customers with visual, hearing, and physical disabilities, and all other customer groups.</p>

Gender Reassignment & Gender Identity:	Neutral Impact
Please provide details:	We don't anticipate at this time this plan or its associated initiatives will have any impacts related to a person's gender identity.

Pregnancy and maternity:	<i>Positive</i>
Please provide details:	<p>Women who do not have access to a car are likely to be impacted. The BSIP seeks to make bus services more attractive, cheaper, easier to use, faster, more reliable, and greener.</p> <p>The NTS shows that women make more trips (56) per year by bus than males (43).</p> <p>Vehicle and bus stop accessibility, including low floor buses, raised curbs and space to transport pushchairs, is critical for mothers and pregnant women.</p>

Race and Ethnicity:	<i>Neutral Impact</i>
Please provide details:	We don't anticipate at this time this strategy or its associated initiatives will have any impacts related to a person's race or ethnicity.

Religion or belief:	<i>Neutral Impact</i>
Please provide details:	We don't anticipate at this time this strategy or its associated initiatives will have any impacts related to a person's religion or belief.

Sexual orientation:	<i>Neutral Impact</i>
Please provide details:	We don't anticipate at this time this strategy or its associated initiatives will have any impacts related to a person's sexual orientation.

Sex (consider both men and women):	<i>Positive Impact</i>
Please provide details:	<p>Anyone without access to a car are likely to be impacted. The BSIP seeks to make bus services more attractive, cheaper, easier to use, faster, more reliable, and greener.</p> <p>The NTS shows that women make more trips (56) per year by bus than males (43).</p>

Marriage or civil partnership:	<i>Neutral Impact</i>
Please provide details:	We don't anticipate at this time this strategy or its associated initiatives will have any impacts related to a person's marriage or civil partnership status.

Carers:	<i>Positive</i>
Please provide details:	<p>Carers who do not have access to a car are likely to be impacted. The BSIP seeks to make bus services more attractive, cheaper, easier to use, faster, more reliable, and greener.</p> <p>Vehicle and bus stop accessibility, including low floor buses, raised curbs and space to transport pushchairs and wheelchairs, is critical for carers.</p>

Rural isolation:	<i>Unclear</i>
Please provide details:	<p>The current bus network is focussed on serving denser areas of population and connecting the main towns. Community transport is the main alternative for people without a car.</p> <p>Demand Responsive Transport (DRT) in rural areas is an option under active consideration and would provide increased connectivity and integration with the bus network. The booking of journeys will need to be designed to be simple and easy and meet the needs of all potential users.</p>

Single parent families:	<i>Positive Impact</i>
Please provide details:	<p>Single parent families who do not have access to a car are likely to be impacted. The BSIP seeks to make bus services more attractive, cheaper, easier to use, faster, more reliable, and greener.</p> <p>Vehicle and bus stop accessibility, including low floor buses, raised curbs and space to transport pushchairs, is critical for single parent families with young children.</p>

Social & economic deprivation:	<i>Positive</i>
Please provide details:	<p>Low income groups who do not have access to a car are likely to be impacted. The BSIP seeks to make bus services more attractive, cheaper, easier to use, faster, more reliable, and greener.</p> <p>The lowest income households make the most trips by bus and the fewest private vehicle trips.</p> <p>Between March 2005 and March 2021 bus fares in non-metropolitan areas have risen by 75% compared</p>

	<p>to the all items CPI increased by 41% over the same period, meaning bus fares have risen in real terms. Schemes to cap or lower bus fares will most benefit those on low incomes.</p>
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Armed Forces communities	<i>Neutral Impact</i>
Please provide details:	We don't anticipate at this time this strategy or its associated initiatives will have any impacts related to a person being in the Armed Forces.

Part 5: Action Plan

Provide actions for **positive**, **negative** and **unclear** impacts.

If you have identified any **negative** or **unclear** impacts, describe what adjustments will be made to remove or reduce the impacts, or if this is not possible provide justification for continuing with the proposal.

Issue	Action to be taken	Person(s) responsible	Date to be completed by
Access to bus services in rural areas	In collaboration with local bus operators and the community transport sector, investigate a demand responsive transport pilot in rural area and delivery models that improve rural connectivity and integration with the core bus network and other forms of transport.	Project lead	2022/23
Access to information about bus service	In collaboration with local bus operators, design all digital and printed media/bus information to meet accessibility standards	Project lead	2022/23
Vehicle and bus stop accessibility	In collaboration with local bus operators, adopt vehicle and bus stop infrastructure standards to meet accessibility needs of customers with protected characteristics.	Project lead	2022/23
Bus fares affordability	In collaboration with local bus operators, develop fares schemes to introduce a daily cap and through tickets for travel across any operators bus services. Develop new discount schemes for young customers and job seekers.	Project lead	2022/23

EqIA Sign Off

Officer completing this EqIA:	Owen Clark	Date:	
Equality Lead:		Date:	
Equality & Diversity Action Group Chair:		Date:	

Next Steps:

- Please send this draft EqIA to: [Diversity & inclusion Officer](#)
- The report author will be invited to an Equality & Diversity Action Group (these are held monthly - dates are available on the intranet)
- The Equality & Diversity Action Group will review the EqIA and you may be asked to make some alterations
- EqIAs are signed off and published
- The report author is responsible for ensuring any actions in the action plan are implemented.