

SYPTE Equality Impact Assessment Form



As a public sector organisation we need to ensure that all our strategies, policies, service and functions both current and proposed have given proper consideration to equality and diversity. In all appropriate instances we will need to carry out an equality impact assessment. These are assessments that public authorities often carry out prior to implementing a policy, with a view to ascertaining its potential impact on equality. They are not required by law, although are a way of facilitating and evidencing compliance with the Public Sector Equality Duty.

This form:

- can be used to prompt considerations when carrying out your impact assessment
- should be completed either during the assessment process or following completion of the assessment
- should include a brief explanation of where impacts are foreseen or why you do not consider an impact arises.

How to complete an SYPTE Equality Impact Assessment form:

- **Section 1 – [Initial Screening](#)** needs to be carried out for ALL SYPTE Impact Assessments; If after completing initial screening there are;
 - NO FORESEEN negative impacts,
 - The change proposed does not result in the reduction of a service**You DO NOT need to complete a Full Impact assessment.**
 - Submit initial screening and obtain signatory approvals in section 4

- **Section 2 – [Full Impact Analysis](#)** is to be completed where initial Screening identifies;
 - There will be Negative impacts
 - The proposed change involves the removal or reduction of a service
 - There are compliance issues

Please FULLY complete Section 2, 3, 4, and 5 (where appropriate.)

- **Section 3 – [Equality Impact Assessment Action Plan](#)** - provide summary Action Plan, overcoming or mitigating any impacts arising from the analysis.
- **Section 4 – [Signatory Approvals](#):** Please obtain relevant signatures
- **Section 5 – [Supporting Evidence](#):** Please attach any supporting evidence documentation such as consultation documents.

SYPTE Equality Impact Assessment Form



Section 1 – Initial Screening

Title of function/service /policy/ procedure:	SHEFFIELD CITY REGION DEVOLUTION DEAL – DONCASTER PRE PAID MULTI OPERATOR TICKETING
Department function it belongs to:	CONCESSIONS AND TICKETING
Lead Officer Name:	SUZANNE HUTCHINSON
Board Sponsor Name:	STEPHEN EDWARDS
Assessment Team: (please list names)	RICHARD CRAWLEY NATHAN BROADHEAD CHRIS ROBERTS
Is this function/service/ policy/ procedure:	<input type="checkbox"/> New <input checked="" type="checkbox"/> Existing
What is the current function/service/policy/ procedure?	
<p>Provision of Travelmaster ticket options in the Doncaster area.</p> <p>TravelMaster offers a choice of 1 Day, 7 Day, 28 Day and Annual tickets for unlimited use on local buses, trains and trams in South Yorkshire.</p> <p>TravelMaster can be used on any bus, or different combinations of bus, tram and train throughout South Yorkshire or in the Barnsley, Doncaster, Rotherham or Sheffield zones, or on specific routes into the county.</p> <p>TravelMaster is co-owned by South Yorkshire's private bus, tram and rail operators and is a member of the Travel South Yorkshire Partnership.</p> <p>Note: Whilst Ticketing proposals are matters that the Operators control, as these changes are linked to a network review in which SYPTE is involved, SYPTE has determined to consider the Equality Implications of the changes proposed in order to ascertain the impacts on persons with Protected Characteristics.</p>	
How is it proposed this will change? What are the proposed changes?	
<p>Subject to agreed network changes, delivered as a package, Operators will provide:</p> <ul style="list-style-type: none"> ▪ Reduced prices for pre-paid ticketing such that the premium charged for multi-operator travel (as opposed to travel on a single operator’s services) is reduced. This will result in a saving for many passengers and no increase for those who continue to use a single Operator prepaid product. ▪ Simplified ticketing such that all operators provide tickets for the same geographical area (Doncaster as defined by the Metropolitan Borough Council boundary) and for the same time periods (day, 7-days, 28-days, year). 	

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Why is this being proposed?

(e.g. policy, deliverables, changes to systems and process, service delivery offer etc)

Delivering the objectives of the Sheffield City Region Devolution Deal by providing a simplified single ticket range that is attractively priced.

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Will this proposal affect people with protected characteristics and if so, in which group?	
Age: <i>Select the level of impact below:</i> No Impact	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No specific impact is envisaged for age-based protected groups. The SYPTE Travel Concession and English National Concessionary Scheme (ENCTS) covers younger and older people and is unaffected by the change. Positive impact for those making multi-operator journeys before 0930.</p>
Disability: <i>Select the level of impact below:</i> No Impact	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No specific impact is envisaged for disability-based protected groups. The SYPTE Travel Concession Scheme covers disabled people and is unaffected by the change. Positive impact for those making multi-operator journeys before 0930.</p>
Gender reassignment: <i>Select the level of impact below:</i> Positive impact	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No specific impact is envisaged. Positive impact for those making multi-operator journeys. Single Operator tickets are still available.</p>
Marriage or civil partnership: <i>Select the level of impact below:</i> Positive impact	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No specific impact is envisaged. Positive impact for those making multi-operator journeys. Single Operator tickets are still available.</p>
Pregnancy or maternity: <i>Select the level of impact below:</i> Positive impact	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No specific impact is envisaged. Positive impact for those making multi-operator journeys. Single Operator tickets are still available.</p>
Race: <i>Select the level of impact below:</i> No Impact	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No specific impact is envisaged. Positive impact for those making multi-operator journeys. Single Operator tickets are still available.</p>
Religion or belief: <i>Select the level of impact below:</i> Positive impact	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No specific impact is envisaged. Positive impact for those making multi-operator journeys. Single Operator tickets are still available.</p>
Sex (Gender): <i>Select the level of impact below:</i> Positive impact	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No specific impact is envisaged. Positive impact for those making multi-operator journeys. Single Operator tickets are still available.</p>
Sexual orientation: <i>Select the level of impact below:</i> Positive impact	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No specific impact is envisaged. Positive impact for those making multi-operator journeys. Single Operator tickets are still available.</p>

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Live in a rural area – Positive impact

People in rural areas are more likely to require multi-leg, multi-operator bus travel to reach their destination. They are more likely to benefit from the price reductions.

Have a low income – Positive impact

No greater impact than on the general population as a whole. Positive impact for those making multi-operator journeys. Single operator tickets are still available

Is a FULL IMPACT ANALYSIS required?

No – There are no foreseen negative impacts.

Yes – You have identified that there are negative impacts or a service is being removed/ reduced that requires further analysis.

Please complete the Full Impact Analysis.

Please note: if this impact assessment refers to removal of a service or legal compliance issues a full impact analysis must be completed.

Assessment Summary – please provide a summary of the outcome here:

The proposed changes are positive for people making multi-operator journeys and have no negative impact on people making single-operator journeys.

Negative impact (please tick):	<input type="checkbox"/>	High	<input type="checkbox"/>	Medium	<input checked="" type="checkbox"/>	Low	
Assessor's Name:	Nathan Broadhead		Signed			Date	20/01/2016



If there are **negative impacts** or a **removal of service** identified please complete [Section 2: Full Impact Analysis](#).



If there are **no negative impacts** identified please obtain the signatory approvals in [Section 4](#).

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As a public sector organisation we need to ensure that all our strategies, policies, service and functions both current and proposed have given proper consideration to equality and diversity. In all appropriate instances we will need to carry out an equality impact assessment. These are assessments that public authorities often carry out prior to implementing a policy, with a view to ascertaining its potential impact on equality. They are not required by law, although are a way of facilitating and evidencing compliance with the Public Sector Equality Duty.

This form:

- can be used to prompt considerations when carrying out your impact assessment
- should be completed either during the assessment process or following completion of the assessment
- should include a brief explanation of where impacts are foreseen or why you do not consider an impact arises.

How to complete an SYPTE Equality Impact Assessment form:

- **Section 1 – [Initial Screening](#)** needs to be carried out for ALL SYPTE Impact Assessments; If after completing initial screening there are;
 - NO FORESEEN negative impacts,
 - The change proposed does not result in the reduction of a service**You DO NOT need to complete a Full Impact assessment.**
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- **Section 2 – [Full Impact Analysis](#)** is to be completed where initial Screening identifies;
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Please FULLY complete Section 2, 3, 4, and 5 (where appropriate.)

- **Section 3 – [Equality Impact Assessment Action Plan](#)** - provide summary Action Plan, overcoming or mitigating any impacts arising from the analysis.
- **Section 4 – [Signatory Approvals](#):** Please obtain relevant signatures
- **Section 5 – [Supporting Evidence](#):** Please attach any supporting evidence documentation such as consultation documents.

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Section 1 – Initial Screening

Title of function/service /policy/ procedure:	SHEFFIELD CITY REGION DEVOLUTION DEAL – DONCASTER BUS PARTNERSHIP NETWORK REVIEW AND CONSULTATION
Department function it belongs to:	BUS NETWORK CORPORATE COMMUNICATIONS
Lead Officer Name:	CHRIS ROBERTS
Board Sponsor Name:	STEVE EDWARDS
Assessment Team: (please list names)	NATHAN BROADHEAD
Is this function/service/ policy/ procedure:	<input type="checkbox"/> New <input checked="" type="checkbox"/> Existing

What is the current function/service/policy/ procedure?

Commercial bus operators are, in a de-regulated bus market such as in Doncaster, free to make changes to the services and frequency of services they provide without any involvement of the Local Transport Authority.

The local transport authority can secure “socially necessary” bus services where the free market fails to do so, but there is no compulsion to do so, and an LTA’s ability to secure such services (typically early morning/evening or Sunday) is constrained by budgetary pressures.

In Doncaster there will be a Voluntary Partnership Agreement (VPA) entered into by the main operators, the PTE and the Metropolitan Borough Council, from May 2016. This establishes what is called the “Doncaster Bus Partnership”. In order to mitigate the worst aspects of a de-regulated bus market the VPA partners voluntarily agree to regulate the way in which they act, particularly in respect of changing services by stipulating when and how such changes can take place. Amongst other matters the VPA allows for periodic reviews of the Network operated by the operators.

The purpose of the review is to review the town’s bus network, make efficient use of bus resource, reduce pollution and secure reductions in public subsidy, if possible, for the network by allowing any saved bus resource to be re-deployed on to socially necessary services presently funded by SYPTE. It is this review procedure and the outcomes therefrom that are the subject of this EIA.

The network review is linked to the Sheffield City Region Devolution Deal bus improvement objective; which sees bus play a key role in developing transport to meet the needs of a growing economy, via a bus network that is co-ordinated, efficient and integrated, there are associated ticketing improvements also in planning.

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How is it proposed this will change? What are the proposed changes?

- We are optimising Doncaster bus services to improve travel opportunities for customers
- The service changes are centred on customer and community requirements, supporting access to jobs and training
- Devolution Deal objectives - simplified value for money single ticket range, coordinated and integrated smart ticketing

Why is this being proposed?

(e.g. policy, deliverables, changes to systems and process, service delivery offer etc)

A review of bus services has been undertaken collaboratively by:

- Arriva Yorkshire Limited
- Doncaster Metropolitan Borough Council
- First South Yorkshire Limited
- Lincolnshire Road Car Company Limited trading as Stagecoach East Midlands
- South Yorkshire Passenger Transport Executive
- Yorkshire Traction Company Limited trading as Stagecoach Yorkshire

To deliver the aims of the Sheffield City Region Devolution Deal (December 2012) which sets out to develop a Network that:

- is co-ordinated, for better delivery of limited resource;
 - minimises congestion and pollution by avoiding excess duplication;
 - is efficient, being more sustainable to both Operators and the taxpayer;
 - has improved performance (reliability & punctuality);
 - is integrated, providing access to other services;
 - a stable Network that will help support economic growth and help reduce worklessness;
 - encourages modal shift to support patronage growth; and
 - allows reinvestment to improve access or reduce fares.
- Sheffield City Region Devolution Deal objective to work together in partnership to improve local bus services to meet the needs of a growing economy, via a bus network that is efficient, integrated and affordable, creating one fully co-ordinated network
 - Sheffield City Region's preferred approach is to deliver this by building on existing partnership agreement model, but ensuring that the bus offer is financially sustainable for fare payers, the taxpayer and bus operators (initially both Network and ticketing)

Prior to making a decision to implement service change, and in compliance with the consultation period negotiated by SYPTE with the local bus operators, the partnership undertook non-statutory public consultation from **Monday 09 November 2015 – Friday 18 December 2015** with stakeholders/customers relevant to the new passenger proposition to seek views on the changes proposed, before making a final decision on any changes. There is no requirement for local operators to consult on local bus changes but SYPTE have secured this improved position by utilising the Bus Partnership mechanisms.

The revised network could be implemented on the weekend of **Saturday 14 May – Monday 16 May 2016**.

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Will this proposal affect people with protected characteristics and if so, in which group?

Age:

Select the level of impact below:

Negative impact

Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.

Younger people

Where current direct links are severed, although these are very limited, and replaced by the necessity to interchange there may be a financial impact on younger people who have to pay for their transport as they will have to pay a second fare.

More interchanges, may present a barrier to travel, which may increase the possibility of social exclusion and have an adverse impact on access to employment for young people who are unwilling or unable to drive or who cannot afford a car.

Approximately 13% of all trips are made by younger people in Doncaster who qualify for child, student or zero fare concessions.

Older people

We know that older people are proportionally more likely to use buses than the general population as a whole, and are less likely to make alternative arrangements if barriers prevent use of bus services.

It is acknowledged that some of the network changes which extend walking distances or remove direct links which results in the need for travelling on more than one bus and/or increases standing time or exposure to the elements whilst waiting for a connecting service. These changes will disbenefit some bus users in this category.

More interchanges, may present a barrier to travel, which may increase the possibility of social exclusion for elderly people with no personal transport, and who are unwilling or unable to drive or who cannot afford a car.

Analysis of consultation responses also identified the following concerns where the number of comments received are proportionally higher from the groups with protected characteristics than the proportion received on the remaining network proposals.

Holders of English National Concessionary Travel Scheme (ENCTS) Senior Person passes make approximately 27% of all trips in Doncaster. Holders of these passes will be able to use services where Operators change, on multi-service trips or benefit from improved choice as a result of co-ordination between Operators at no cost, during the eligible hours of the ENCTS scheme (9:30hrs – 23:00hrs weekdays, all day on weekends and Bank Holidays). Outside of these hours use of multiple Operators will incur a premium compared to single Operator journeys.

Service 41 (current service 41 and 42 between Doncaster and Scawsby)

75.9% (101 of 111) of respondents in respect to this service said the changes would make their journey worse or much worse.

55.0% (61 of 111) of responses relating to this service were aged 65 or over, and said that it would make their journey worse, particularly for getting to the supermarket, hospital or doctors' appointments. Post consultation changes (resulting in service 42 route being retained instead of service 41, except serving the road outside Morrison's) mean 90% of all journeys on this

service will remain as now. The remaining 10% are made up of passengers at stops no longer served (less than 1 passenger per trip) and evening journeys (2.5 passengers per trip). Alternative stops are provided within 400m of bus stops that become unserved. In an evening, all properties are within the approved 800m walking distance with the exception of 315 homes. However with only 2.5 passengers per trip on average, no bus operator will provide evening journeys. SYPTE are unable to fund evening journeys as costs would far exceed the £2.50 per passenger journey threshold.

Passenger's currently boarding service 42 within the Morrisons site will have to board the new service at the bus stop outside, approximately 270m from the store entrance. For those passengers unable to walk this distance SYPTE currently fund a shopper bus service for Scawsby to the store once per week, with additional journeys to the town centre also being provided.

Approximately 392,000 trips per annum are currently made by ENCTS Senior Pass holders on Service 41 and 42. Based on the consultation feedback, impact is mainly a 270m walk from Morrisons entrance to the nearby bus stop.

Service 219/219a (and service 49 Doncaster to Sprotbrough)

75.2% (100 of 133) of respondents in respect to this service said the changes would make their journey worse or much worse

54.9% (73 of 133) of responses relating to this service were aged 65 or over and said that it would make their journey worse, particularly for getting to shopping, hospital or doctors' appointments.

Service 219/219a will continue to provide a 30 minute bus service between Sprotborough and Doncaster. Anchorage Lane and Crompton Road become unserved with alternative bus stops on Sprotbrough Road being provided.

Approximately 221,000 trips per annum are currently made by ENCTS Senior Pass holders on Service 49, 219/219a. Based on the consultation feedback, impact is mainly less buses per hour in the village.

Service 57 (and service 91 Doncaster to Finningley)

69.1% (92 of 121) of respondents in respect to this service said the changes would make their journey worse or much worse

38.8% (47 of 121) of responses relating to this service were aged 65 or over and said that it would make their journey worse, particularly for getting to shopping, hospital or doctors' appointments.

Service 57, replacing the cancelled service 91, will increase the buses per hour for residents and not reduce access to shopping, hospitals or Doctors. By reintroducing a link to Bennethorpe access to a local doctors surgery will be provided.

There is no change for passengers on the current service 57.

Approximately 90,000 trips per annum are currently made by ENCTS Senior Pass holders on Service 91. Based on the consultation feedback, impact is mainly a slightly longer journey time but this is mitigated by an increase in buses per hour and better access to the town centre.

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Service 220/221/X78 (Doncaster to Conisbrough corridor)

30.1% (40 of 68) of respondents in respect to this service said the changes would make their journey worse or much worse
 27.9% (19 of 68) of responses relating to this service were aged 65 or over and said that it would make their journey worse, particularly for getting to shopping and leisure.

Whilst the X78 will reduce from 6 to 4 buses per hour, service 220/221 and X78 will provide a coordinated timetable of a bus every 7 or 8 minutes.

Approximately 1,000,000 trips per annum are currently made by ENCTS Senior Pass holders on Service 220, 221 and X78. Based on the consultation feedback, impact is mainly less buses per hour but there is also positive feedback on the changes.

Disability:

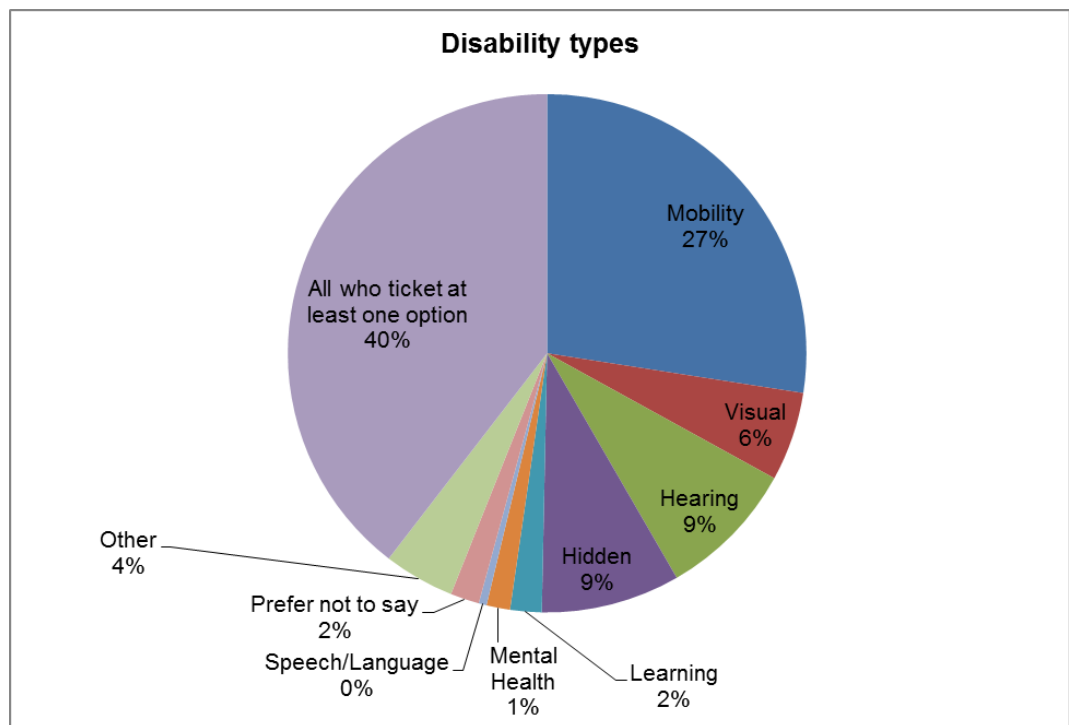
Select the level of impact below:

Negative impact

Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.

It is acknowledged that network changes which extend walking distances or remove direct links which results in the need for travelling on more than one bus and/or increases standing time or exposure to the elements whilst waiting for a connecting service will disbenefit some bus users in this category.

The graph below illustrates the range of disability categories of those who responded to the consultation:



Approximately 6% of all trips in Doncaster are made by holders of ENCTS Disabled Person passes.

Analysis of consultation responses identified the following disability related impacts:

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Many people commented that buses need to go close to people’s homes, as older and mobility impaired people cannot walk a relatively small distance to a bus stop if it is up a hill.

More interchanges, may present a barrier to travel, which may increase the possibility of social exclusion for people with a disability with no personal transport, and of adverse impact on access to employment for young people who are unwilling or unable to drive or who cannot afford a car.

Holders of ENCTS Disabled Person passes will be able to use bus services where Operators change, on multiple service trips, or benefit from improved choice as a result of co-ordination between Operators at no cost, during the eligible hours of the ENCTS scheme (within South Yorkshire this is at all times).

As with the elderly, the consultation responses also identified concerns where the number of comments received are proportionally higher from the groups with protected characteristics than the proportion received on the remaining network proposals. These concerns are the same as on the same services identified above. A breakdown of the respondents with disabilities and their age group is shown below.

Services	Total Disabled Respondent Dependency	16-24	25-34	35-44	45-54	55-59	60-64	65-74	75+
49, 219	133	7	5	8	14	10	13	35	38
		5.3%	3.8%	6.0%	10.5%	7.5%	9.8%	26.3%	28.6%
57,91	121	11	7	17	19	10	8	29	18
		9.1%	5.8%	14.0%	15.7%	8.3%	6.6%	24.0%	14.9%
16,72	120	11	10	14	17	10	18	27	9
		9.2%	8.3%	11.7%	14.2%	8.3%	15.0%	22.5%	7.5%
41, 42	111	8	4	5	14	8	9	35	26
		7.2%	3.6%	4.5%	12.6%	7.2%	8.1%	31.5%	23.4%
220, X78	68	7	8	10	13	5	6	16	3
		10.3%	11.8%	14.7%	19.1%	7.4%	8.8%	23.5%	4.4%

The key comments raised by these respondents are:

Service 219/219a (and service 49 Doncaster to Sprotbrough)

- Not enough space for wheelchairs
 - All buses now operate with low floor accessible buses with wheelchair spaces provided. Community transport services are also available for links to the local supermarket and the town centre which provide wheelchair transport.
- Concerns expressed from some of those with mobility issues about travelling on a full bus
 - Surveys of current usage show no journeys as full and all buses should be accessible. Peak journeys are busy and may require standees but demand on all but a few journeys will provide access for passengers with mobility issues.

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	<p>Approximately 63,000 trips per annum are currently made by ENCTS Disability Pass holders on Service 49, 219/219a. Based on the consultation feedback, impact is mainly less buses per hour in the village.</p> <p>Service 57 (and service 91 Doncaster to Finningley)</p> <ul style="list-style-type: none"> • A lot of people catch the bus to get to town, doctors and hospital <ul style="list-style-type: none"> ○ Service 57 does not change. Passengers on the current service 91 get an increased bus service with better access to local doctors and the town centre. • Removing the 91 would isolate people <ul style="list-style-type: none"> ○ The 91 is replaced by service 57 providing better access to the town centre and more buses per hour thus not increasing isolation. <p>Approximately 20,000 trips per annum are currently made by ENCTS Disability Pass holders on Service 91. Based on the consultation feedback, impact is mainly a slightly longer journey time but this is mitigated by an increase in buses per hour and better access to the town centre.</p> <p>Service 41 (current service 41 and 42 between Doncaster and Scawsby)</p> <ul style="list-style-type: none"> • Disabled and elderly not being considered when wanting to cut the 42 service. There are a lot of elderly people living in the Laurel Avenue estates and the Cusworth/Scawsby area. People with mobility issues are seriously concerned about their health if having to take the longer, uphill route while others would be isolated and confined to the house as they would not be able to take the longer way. The 91 is replaced by service 57 providing better access to the town centre and more buses per hour thus not increasing isolation. <ul style="list-style-type: none"> ○ Service 42 will be maintained daytimes. <p>Approximately 153,000 trips per annum are currently made by ENCTS Disability Pass holders on Service 41 and 42. Based on the consultation feedback, impact is mainly a 270m walk from Morrisons entrance to the nearby bus stop.</p>
<p>Gender reassignment: <i>Select the level of impact below:</i> No Impact</p>	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No greater impact than on the general population as a whole.</p>
<p>Marriage or civil partnership: <i>Select the level of impact below:</i> No Impact</p>	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No greater impact than on the general population as a whole.</p>
<p>Pregnancy or maternity: <i>Select the level of impact below:</i> Negative impact</p>	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>Potentially if the pregnancy or maternity makes interchanging between connecting services where current journey's undertaken on one bus would now be made on two or more if direct links are severed.</p>
<p>Race: <i>Select the level of</i></p>	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p>

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<p><i>impact below:</i> No Impact</p>	<p>No greater impact than on the general population as a whole.</p>
<p>Religion or belief: <i>Select the level of impact below:</i> Negative impact</p>	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>The bus network changes may result, especially for the vulnerable groups already identified, in changes to access to a religious venue.</p>
<p>Sex (Gender): <i>Select the level of impact below:</i> Negative impact</p>	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>In general women are more likely to use bus services frequently than men. This suggests that women may be more adversely affected by any change than men.</p> <p>Doncaster's population in 2014 was 50.4% female and 49.5% male, 54.7% of consultation respondents indicated they were female; this ratio is reflective of Fares surveys taken in 2014/15, which indicated 55% of South Yorkshire bus users were female.</p> <p>The impacts identified in other protected characteristics are therefore likely to affect women disproportionately to men.</p>
<p>Sexual orientation: <i>Select the level of impact below:</i> No Impact</p>	<p>Why do you consider it will have this effect? State any evidence you have, and explain what you feel the financial/non-financial impact might be.</p> <p>No greater impact than on the general population as a whole.</p>

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Is a FULL IMPACT ANALYSIS required?

No – There are no foreseen negative impacts.

Yes – You have identified that there are negative impacts or a service is being removed/ reduced that requires further analysis.

Please complete the Full Impact Analysis.

Please note: if this impact assessment refers to removal of a service or legal compliance issues a full impact analysis must be completed.

Assessment Summary – please provide a summary of the outcome here:

The proposed changes could potentially increase the possibility of social exclusion for those too young to drive, or disabled persons, infirm elderly or women with no personal transport due to physical or economic reasons. However, the network changes are designed to minimise the impact on all users equally and should minimise this possibility and Community Transport (also funded by the PTE) will act as a safety net for those unable to access mainstream public transport, as it does at present.

The consultation on the changes must be accessible to all. The elderly, and possibly some disabled groups, will not be able to access online materials.

Negative impact (please tick):	<input type="checkbox"/>	High	<input type="checkbox"/>	Medium	<input checked="" type="checkbox"/>	Low
Assessor's Name:	Nathan Broadhead		Signed		Date	Click here to enter a date.



If there are **negative impacts** or a **removal of service** identified please complete [Section 2: Full Impact Analysis](#).



If there are **no negative impacts** identified please obtain the signatory approvals in [Section 4](#).

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Section 2 - Full Impact Analysis

Only complete this section if you have identified negative impacts, a service is being removed or if the impact is not clear from [Section 1: Initial Screening](#).

Proposed new /revised function/service/policy/ procedure: Give further details of the arrangements being made if applicable.

Add details to the Equality Impact Assessment Action Plan ([Section 3](#))

DONCASTER BUS PARTNERSHIP NETWORK REVIEW AND CONSULTATION, as detailed in Section 1.

The network changes are designed to provide the most efficient network with the least impact on users. Following consultation feedback a number of changes are proposed as part of the approval process and are detailed in Appendix B and D in addition to those highlighted in section 1 above. A generalised summary of the key changes are:

- Most services and numbers remain unchanged to reduce confusion and also limit the need for new interchange between services and modes.
- All suffix "A" and "B" numbers to be shown as lower case "a" and "b" to assist those with a visual disability.
- Network changes to reinstate local links that have been lost and identified through feedback – service 42 instead of 41, service 16 extension/introduction of service 17 will not occur and local links/roads served again in Hatfield.
- Where links cannot be maintained, interchange is provided between services at either the same stop or within the approved walking criteria of 400m.
- Pre-paid multi operator ticketing will be simplified and prices reduced to limit the financial impact of multi operator and/or multi leg journeys.

Consultation – Engagement is good practice and a useful tool to demonstrate that due regard has been paid.

Please indicate the consultation/engagement carried out below:

Peer research?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Summary: The network and the consultation process were circulated and agreed with the local bus providers as part of the Doncaster Bus Partnership.
Data study?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	Summary: An independent review of the network did not take place.
Statistics?	<input type="checkbox"/>	Yes	<input checked="" type="checkbox"/>	No	Summary: An independent review of current patronage levels did not take place.
Other research?	<input checked="" type="checkbox"/>	Yes	<input type="checkbox"/>	No	Summary: Public, member and stakeholder consultation is to take place to seek the views of users. This includes key user groups.

Which protected groups should be consulted with (tick all that apply) and identify numbers of people affected:

<input checked="" type="checkbox"/> Age	Number of people asked: 856 respondents	Number of people affected: All SY residents plus any visitors.	How are they affected? See section 1	Financial impact? None identified
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		44.3% of all responses were from the 65+ age group. Under 25's represented only 6.9% of responses.		
Add in summary comments if needed: Network changes to the proposed services are being recommended to minimise the impact following consultation feedback. Details are included in section 1 above. Ticketing improvements for multi operator and multi leg journeys (savers) will reduce the cost of pre-paid multi operator tickets. There is also a price freeze on individual operator pre-paid.				
<input checked="" type="checkbox"/> Disability	Number of people asked: 856 respondents	Number of people affected: All SY residents plus any visitors. 254 (31.7%) of the respondents said they considered themselves to have a disability or ticked a disability/health condition option	How are they affected? See section 1.	Financial impact? None
Add in summary comments if needed: Click here to enter text.				
<input type="checkbox"/> Gender Reassignment	Number of people asked: Click here to enter text.	Number of people affected: Click here to enter text.	How are they affected? Click here to enter text.	Financial impact? Click here to enter text.
Add in summary comments if needed: Click here to enter text.				
<input type="checkbox"/> Marriage or civil partnership	Number of people asked: Click here to enter text.	Number of people affected: Click here to enter text.	How are they affected? Click here to enter text.	Financial impact? Click here to enter text.
Add in summary comments if needed: Click here to enter text.				
<input checked="" type="checkbox"/> Pregnancy or Maternity	Number of people asked: Won't be identified	Number of people affected: Unknown	How are they affected? See section 1	Financial impact? None
Add in summary comments if needed: Click here to enter text.				
<input type="checkbox"/> Race	Number of people asked: Click here to enter text.	Number of people affected: Click here to enter text.	How are they affected? Click here to enter text.	Financial impact? Click here to enter text.
Add in summary comments if needed: Click here to enter text.				

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<input checked="" type="checkbox"/> Religion or belief	Number of people asked: 856respondents	Number of people affected: All SY residents plus any visitors. Only 1 response received that relate to religion or belief.	How are they affected? Use service 42 on Sunday to church. Service 42 will be retained on Sunday daytime	Financial impact? None
	Add in summary comments if needed: Click here to enter text.			
<input checked="" type="checkbox"/> Sex (Gender)	Number of people asked: 856respondents	Number of people affected: All SY residents plus any visitors. 54.7% Female 41.7% Male 3.6 % did not state	How are they affected? See section 1	Financial impact? None
	Add in summary comments if needed: Click here to enter text.			
<input type="checkbox"/> Sexual Orientation	Number of people asked: Click here to enter text.	Number of people affected: Click here to enter text.	How are they affected? Click here to enter text.	Financial impact? Click here to enter text.
	Add in summary comments if needed: Click here to enter text.			

Give details of any consultation undertaken. **Add resulting actions to the Equality Impact Assessment Action Plan ([Section 3](#))**

1. OBJECTIVES

- To advise stakeholders about the proposed changes, seek their input to the consultation and equip them with the information they require to respond to local queries
- To secure customer feedback where changes are proposed, and weigh that feedback prior to making a decision on Network Change
- To positively raise the profile of Doncaster Bus Partnership and contributory partners to continue to demonstrate its commitment to improving public transport in the region and to the Devolution Deal
- To exploit the consultation as an opportunity to influence modal behavior change and increase patronage
- To demonstrate effective stakeholder engagement between the Bus Partnership partners
- To show that the partnership model brings better results, quicker and at less cost than alternative models

2. METHODOLOGY

Participants will be encouraged to complete the consultation online, with alternatives offered to those without access to the internet. The consultation will be hosted on the SYPTE website with a link from the Travel South

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Yorkshire/partner websites. Methodology includes:

- Drop in sessions across the town and in areas to enable access for as many residents as possible– tailored communication for each session
- Paper copies of consultation available at customer service desks at Doncaster Interchange, Civic Building and central/local libraries
- Posters in operators' buses
- Real time screens promoting survey throughout consultation
- TSY customer newsletter
- SYPTE CRM system
- Letter to stakeholder groups as detailed in delivery plan
- Media releases
- Social media posts promoted to encourage participation

3. RESOURCES

The Network Review is being managed by SYPTE Bus Network team.

The Network Review is a large scale consultation which requires resource from across the organisation and partners.

Corporate Communications and Engagement:

- Produce wording for consultation in conjunction with data services
- Communications material as stated in delivery plan
- Provide pre-briefing to Ward Councillors
- Provide tailored pack for drop ins
- Communicate with and answer queries from all stakeholders including councillors
- Produce an executive summary of the results for partner/stakeholder/public distribution

Bus Network:

- Manage the consultation and partners
- Provide information on dates required
- Develop technical information and maps
- Provide staff for and manage drop in sessions

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- Answer questions from members of the public
- Produce Management Board, Executive Board and Transport Committee report

Data Services:

- Produce wording for consultation in conjunction with communications
- Produce paper consultation format
- Analyse data
- Produce mid-term and end of report documents

4. RISKS

- Reputational risk of SYPTE and partners in failure to deliver expected outcomes of the review.

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Section 3: Equality Impact Assessment Action Plan

PTAP theme it relates to: Select one from the drop down:	Protected group it impacts:	Impact Assessment Details:	Mitigating Action(s) identified:	Outcome(s) required:	Financial/ resource implications (if applicable):	Target Date:	Person responsible for identified action(s)
Networks, Services and Facilities	Age	<ul style="list-style-type: none"> • More interchanges, may present a barrier to travel, which may increase the possibility of social exclusion for elderly people with no personal transport, and of adverse impact on access to employment for young people who are unwilling or unable to drive or who cannot afford a car. • Financial impact on younger people who may have to pay for extra journeys 	<ul style="list-style-type: none"> • The network changes are designed to provide the most efficient network with the least impact on users. • Community Transport is already available to frail and elderly passengers. • Identify and inform users of best ticket options e.g. buying a day or week ticket which would cover the cost increase. • Child and scholars making multiple leg journeys on regular 	<ul style="list-style-type: none"> • Review of comments received through the consultation and implement changes if necessary/suitable. • Changes following consultation feedback are included in the relevant reports and appendices but include resolution to key issues: • Service number changes only implemented when services are very different. Most services and numbers remain unchanged. • Network changes to reinstate local links 	N/A	At implementation.	Doncaster Bus Partnership

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			basis can purchase operator day and weekly tickets thus capping the financial impact on users that require interchange.	identified through feedback.			
Networks, Services and Facilities	Disability	<ul style="list-style-type: none"> • More interchanges, may present a barrier to travel, which may increase the possibility of social exclusion for disabled people who are unwilling or unable to use alternative transport. • Large scale changes to service numbers and routes may cause confusion, particularly for those with learning disabilities. • Interchange presents issues for visually impaired. 	<ul style="list-style-type: none"> • The network changes are designed to provide the most efficient network with the least impact on users. • Community Transport is already available to people with disabilities. • Work with disability organisations to provide information and offer support. 	<ul style="list-style-type: none"> • Review of comments received through the consultation and implement changes if necessary/suitable. • Changes following consultation feedback are included in the relevant reports and appendices but include resolution to key issues: • Service number changes only implemented when services are very different. Most services and numbers remain unchanged to reduce confusion and also limit the need for new interchange between services and modes. • All suffix "A" and "B" 	N/A	At implementation	Doncaster Bus Partnership

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				<p>numbers to be shown as lower case “a” and “b” to assist those with a visual disability.</p> <ul style="list-style-type: none"> • Network changes to reinstate local links identified through feedback. • Where links cannot be maintained, interchange is provided between services at either the same stop or one within the approved walking criteria of 400m. 			
Networks, Services and Facilities	Maternity and Pregnancy	Could increase the possibility of social exclusion for pregnant women or parents with small children who are unable to drive or who cannot afford a car.	The network changes are designed to provide the most efficient network with the least impact on users.	N/A	N/A	N/A	N/A
Networks, Services and Facilities	Religion or belief	Direct access to religious venues may require interchange or may no longer be available on certain days (Sunday) which if taken with the	The network changes are designed to provide the most efficient network with the least impact on users.	<p>Review of the comments received highlight 1 specific instances of implications of access to a religious venue.</p> <p>This implication is resolved</p>	N/A	At implementation.	Doncaster Bus Partnership

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		impacts highlighted above may disadvantage those wishing to access a venue on religious grounds.		following the revised changes proposed.			
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Section 4: Signatory approvals

Board Sponsor responsible for Impact Assessment:			
Signed		Date	Click here to enter a date.



Please now save this final version in your department folder here: O:\Equality Forum\Impact Assessments\

Section 5: Supporting Evidence

Please attach any supporting evidence such as consultation documents here. Potential sources of information are available in the guidance document.

Click here to enter text.