

## Initial Equalities Screening Record Form

Date of Screening: 20/11/2019	Directorate: Place, Planning and Regeneration		Section: Highways and Transport
1. Activity to be assessed	The suspension of supported evening bus services.		
2. What is the activity?	<input type="checkbox"/> Policy/strategy <input type="checkbox"/> Function/procedure <input type="checkbox"/> Project <input type="checkbox"/> Review <input checked="" type="checkbox"/> Service <input type="checkbox"/> Organisational change		
3. Is it a new or existing activity?	<input type="checkbox"/> New <input checked="" type="checkbox"/> Existing		
4. Officer responsible for the screening	Phillip Burke		
5. Who are the members of the screening team?	Phillip Burke, Stuart Jefferies, Neil Mathews		
6. What is the purpose of the activity?	<p>The Council must secure the ongoing viability of supported bus services whilst pursuing value for money. Necessary financial savings are required to support the Council's transformation programme and the ongoing impacts of the Coronavirus pandemic. To support these objectives, changes to supported bus services are required. Following an analysis of costs and patronage across all routes, and discussion with the bus operator, it is planned to suspend the evening services in their current format until the new 'Deck' development is opened in the town centre, which is currently estimated to be at the end of 2022. Instead, a single service offering a last bus open late in the evening will be available.</p>		
7. Who is the activity designed to benefit/target?	The activity will directly affect users of the evening bus service services.		
<b>Protected Characteristics</b>	<b>Please tick yes or no</b>	<b>Is there an impact?</b> What kind of equality impact may there be? Is the impact positive or adverse or is there a potential for both? If the impact is neutral please give a reason.	<b>What evidence do you have to support this?</b> E.g equality monitoring data, consultation results, customer satisfaction information etc Please add a narrative to justify your claims around impacts and describe the analysis and interpretation of evidence to support your conclusion as this will inform members decision making, include consultation results/satisfaction information/equality monitoring data
<b>8. Disability Equality – this can include physical, mental health, learning or sensory disabilities and includes conditions such as dementia as well as hearing or sight impairment.</b>	Y ✓	N	<p>Bus users with a qualifying disability can currently use their bus pass to travel for free on the evening services. If they were to choose an alternative mode of transport there is likely to be a cost implication.</p> <p>Data from the bus operator shows an average of 87 journeys per month are made by people using a concessionary pass to travel on the evening services. However, data is not available to indicate what proportion of these journeys are made by people with a disabled pass and what proportion with an age-related pass.</p>
<b>9. Racial equality</b>	Y	N ✓	<p>No impact anticipated at this time.</p> <p>There is no evidence to suggest that users of the evening services are predominantly from a racial minority or will be particularly affected.</p>

<b>10. Gender equality</b>	Y	N ✓	No impact anticipated at this time.	There is no evidence to suggest that users of the evening services are predominantly from a particular gender or will be particularly affected.
<b>11. Sexual orientation equality</b>	Y	N ✓	No impact anticipated at this time.	There is no evidence to suggest that users of the evening services have a predominant sexual orientation, or will be particularly affected.
<b>12. Gender re-assignment</b>	Y	N ✓	No impact anticipated at this time.	There is no evidence to suggest that users of the evening services are predominantly from a gender re-assigned group or would be particularly affected.
<b>13. Age equality</b>	Y ✓	N	Bus users with a qualifying age can currently use their bus pass to travel for free on the evening services. If they were to choose an alternative mode of transport there is likely to be a cost implication.	Data from the bus operator shows an average of 87 journeys per month are made by people using a concessionary pass to travel on the evening services. However, data is not available to indicate what proportion of these journeys are made by people with a disabled pass and what proportion with an age-related pass.
<b>14. Religion and belief equality</b>	Y	N ✓	No impact anticipated at this time.	There is no evidence to suggest that users of the evening bus services have a predominant religion or belief, or will be particularly affected.
<b>15. Pregnancy and maternity equality</b>	Y	N ✓	No impact anticipated at this time.	There is no evidence to suggest that users of the evening bus services are predominantly from this group of users, or will be particularly affected.
<b>16. Marriage and civil partnership equality</b>	Y	N ✓	No impact anticipated at this time.	There is no evidence to suggest that users of the evening bus services have a predominant marital status, or will be particularly affected.
<b>17. Please give details of any other potential impacts on any other group (e.g. those on lower incomes/carers/ex-offenders, armed forces communities) and on promoting good community relations.</b>	Residents without access to alternative modes of transport, such as those on low incomes, may find it more difficult to travel if evening services are withdrawn. However, the evening services are intended to cater for leisure journeys rather than essential trips for education, employment, health or food shopping.			
<b>18. If an adverse/negative impact has been identified can it be justified on grounds of promoting equality of opportunity for one group or for any other reason?</b>	No.			
<b>19. If there is any difference in the impact of the activity when considered for each of the equality groups listed in 8 – 14 above; how significant is the difference in terms of its nature and the number of people likely to be affected?</b>	The negative impact is likely to be felt most by users of the evening services with a concessionary bus pass. Patronage data indicates only 87 journeys per month are made by pass holders, which equates to approximately 11 return journeys a week, across the three services to be withdrawn. The impact is therefore considered to be very low.			
<b>20. Could the impact constitute unlawful discrimination in relation to any of the Equality</b>	Y	N	Savings from the supported bus network are required. Following the analysis of costs and patronage for a range of services, it is not considered that withdrawing evening bus services would constitute unlawful	

Duties?		<input checked="" type="checkbox"/>	discrimination.
<b>21. What further information or data is required to better understand the impact? Where and how can that information be obtained?</b>	Given the low significance of the impact, no further data is considered necessary.		
<b>22. On the basis of sections 7 – 17 above is a full impact assessment required?</b>	Y	<input checked="" type="checkbox"/>	It is not considered a full impact assessment is required.
<b>23. If a full impact assessment is not required; what actions will you take to reduce or remove any potential differential/adverse impact, to further promote equality of opportunity through this activity or to obtain further information or data?</b> Please complete the action plan in full, adding more rows as needed.			
<b>Action</b>	<b>Timescale</b>	<b>Person Responsible</b>	<b>Milestone/Success Criteria</b>
Questions relating to discrimination will be included in any future passenger information gathering exercise.	Ongoing	Transport Strategy and Implementation	Questions are included in future surveys/consultations
To work with Involve to create viable volunteer car schemes to serve Bracknell Forest residents. These car schemes will provide alternative options for those occasions when public transport or other services such as Keep Mobile are not available.	Work to start immediately	Transport Strategy and Implementation Team with support from Community Engagement and Equalities	Questions are included in future surveys/consultations
<b>24. Which service, business or work plan will these actions be included in?</b>	Highways and Transport		
<b>25. Please list the current actions undertaken to advance equality or examples of good practice identified as part of the screening?</b>			
<b>26. Director: Place, Planning and Regeneration signature.</b>	Signature: 		Date: 29 <sup>th</sup> September 2020

## Initial Equalities Screening Record Form

<b>Date of Screening: 20/11/2019</b>	<b>Directorate: Place, Planning and Regeneration</b>		<b>Section: Highways and Transport</b>
<b>1. Activity to be assessed</b>	Changes to supported bus services.		
<b>2. What is the activity?</b>	<input type="checkbox"/> Policy/strategy <input type="checkbox"/> Function/procedure <input type="checkbox"/> Project <input type="checkbox"/> Review <input checked="" type="checkbox"/> Service <input type="checkbox"/> Organisational change		
<b>3. Is it a new or existing activity?</b>	<input type="checkbox"/> New <input checked="" type="checkbox"/> Existing		
<b>4. Officer responsible for the screening</b>	Phillip Burke		
<b>5. Who are the members of the screening team?</b>	Phillip Burke, Stuart Jefferies, Neil Mathews		
<b>6. What is the purpose of the activity?</b>	<p>The Council must secure the ongoing viability of supported bus services whilst pursuing value for money. Necessary financial savings are required to support the Council's transformation programme and the ongoing impacts of the Coronavirus pandemic. To support these objectives, changes to supported bus services are required. Following an analysis of costs and patronage across all routes, and discussion with the bus operator, it is proposed withdraw the 162/162A bus route, which currently provides a service between Ascot and Bracknell town centre, via parts of Winkfield, Warfield and Priestwood. The service has low patronage. To mitigate the impact, it is planned extend the route of the current 299 bus service to include the main areas currently served by the 162/162A, and to increase the frequency of the 299 so that it runs 5 journeys a day, three days a week.</p>		
<b>7. Who is the activity designed to benefit/target?</b>	The activity will directly affect users of the 162 bus service.		
<b>Protected Characteristics</b>	<b>Please tick yes or no</b>	<b>Is there an impact?</b> What kind of equality impact may there be? Is the impact positive or adverse or is there a potential for both? If the impact is neutral please give a reason.	<b>What evidence do you have to support this?</b> E.g equality monitoring data, consultation results, customer satisfaction information etc Please add a narrative to justify your claims around impacts and describe the analysis and interpretation of evidence to support your conclusion as this will inform members decision making, include consultation results/satisfaction information/equality monitoring data
<b>8. Disability Equality – this can include physical, mental health, learning or sensory disabilities and includes conditions such as dementia as well as hearing or sight impairment.</b>	Y ✓	N	Some bus users with a disability may find it difficult to access alternate bus services. However, this will only affect those making daily journeys outside of the times of the revised 299 service or the existing 703 service.  Data supplied by the bus operator shows around 1300 journeys per month are made by users with a concessionary pass on this service. Across the borough only 5% of passes issued are on the grounds of disability, so it is estimated that 65 journeys per month are made by people with a disability.
<b>9. Racial equality</b>	Y	N ✓	No impact anticipated at this time.  There is no evidence to suggest that users of the 162 bus service are predominantly from a racial minority.
<b>10. Gender equality</b>	Y	N ✓	No impact anticipated at this time.  There is no evidence to suggest that users of the 162 bus service are predominantly from a particular gender. Across bus services nationally, the gender split is

				approximately 60%female to 40% male.
<b>11. Sexual orientation equality</b>	Y	N ✓	No impact anticipated at this time.	There is no evidence to suggest that users of the 162 bus service have a predominant sexual orientation.
<b>12. Gender re-assignment</b>	Y	N ✓	No impact anticipated at this time.	There is no evidence to suggest that users of the 162 bus service are predominantly from a gender re-assigned group.
<b>13. Age equality</b>	Y ✓	N	There is potential for elderly users of the bus service to be disproportionately affected by its withdrawal. However, this will only affect those making daily journeys outside of the times of the revised 299 service or the existing 703 service. It is more likely that bus users with a concessionary pass on the grounds of age can re-time the majority of their journeys to coincide with the revised 299 service or the 703 service.	Data supplied by the bus operator shows around 1300 journeys per month are made by users with a concessionary pass on this service. Across the borough 95% of passes issued are on the grounds of age so it is estimated that 1,235 journeys are made by people aged 66 or over.
<b>14. Religion and belief equality</b>	Y	N ✓	No impact anticipated at this time.	There is no evidence to suggest that users of the 162 bus service have a predominant religion or belief.
<b>15. Pregnancy and maternity equality</b>	Y	N ✓	No impact anticipated at this time.	Although the 162 service stops near to Heatherwood Hospital, there are no maternity services at this hospital.
<b>16. Marriage and civil partnership equality</b>	Y	N ✓	No impact anticipated at this time.	There is no evidence to suggest that users of the 162 bus service have a predominant marital status.
<b>17. Please give details of any other potential impacts on any other group (e.g. those on lower incomes/carers/ex-offenders, armed forces communities) and on promoting good community relations.</b>	Residents without access to alternative modes of transport, such as those on low incomes, may find it more difficult to travel. To mitigate this impact it is proposed the 299 service will be extended to serve the main residential areas of Priestwood, Carnation Drive and Chavey Down, while the 703 service will continue to serve the North Ascot area. Only three bus stops will be left with no bus service at all, and alternative stops are available within 900m, 500m and 200m of the respective stops.			
<b>18. If an adverse/negative impact has been identified can it be justified on grounds of promoting equality of opportunity for one group or for any other reason?</b>	Withdrawing any bus service is likely to have a negative adverse affect on its users.			
<b>19. If there is any difference in the impact of the activity when considered for each of the equality groups listed in 8 – 14 above; how significant is the difference in terms of its nature and the number of people likely to be affected?</b>	As noted above, elderly and disabled users are most likely to suffer an adverse impact as they may have limited alternative transport choices. However, as the serviced proposed to be withdrawn will be replaced with an alternative service, the impact is expected to be significantly reduced.			

<b>20. Could the impact constitute unlawful discrimination in relation to any of the Equality Duties?</b>	Y	N ✓	Savings across the supported bus network are required. Due to the analysis of costs and patronage already conducted, and the proposed mitigating factors, it is not considered that withdrawing the 162/162A would constitute unlawful discrimination.
<b>21. What further information or data is required to better understand the impact? Where and how can that information be obtained?</b>	Data could be obtained from existing bus users to determine what travel alternatives they could use. In order to be useful, this would require respondents to provide details of their home address.		
<b>22. On the basis of sections 7 – 17 above is a full impact assessment required?</b>	Y	N ✓	From the data available, the analysis of that data, and the proposed mitigating measures, it is not considered a full impact assessment is required on the grounds the number of affected service users is likely to be low.
<b>23. If a full impact assessment is not required; what actions will you take to reduce or remove any potential differential/adverse impact, to further promote equality of opportunity through this activity or to obtain further information or data?</b> Please complete the action plan in full, adding more rows as needed.			
<b>Action</b>	<b>Timescale</b>	<b>Person Responsible</b>	<b>Milestone/Success Criteria</b>
To work with the current provider of supported bus services to implement an extended 299 service to serve the Carnation Drive, Chavey Down and Priestwood areas.	Before any withdrawal of service is implemented	Transport Strategy and Implementation team	The 299 bus service is extended.
To work with Involve to create viable volunteer car schemes to serve Bracknell Forest residents. These car schemes will provide alternative options for those occasions when public transport or other services such as Keep Mobile are not available.	Work to start immediately	Transport Strategy and Implementation Team with support from Community Engagement and Equalities	Borough residents have access to a volunteer car scheme.
Questions relating to discrimination will be included in any future passenger information gathering exercise.	Ongoing	Transport Strategy and Implementation team	Questions are included in future surveys/consultations
<b>24. Which service, business or work plan will these actions be included in?</b>	Highways and Transport		
<b>25. Please list the current actions undertaken to advance equality or examples of good practice identified as part of the screening?</b>			
<b>26. Director: Place, Planning and Regeneration signature.</b>	Signature:  Date: 29 <sup>th</sup> September 2020		