

# Community Impact Assessment

## Staffordshire Bus Strategy

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## ➤ Equality Assessment

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p><b>Age - older and younger people</b></p> <p>The overall expectation is that this proposal will lead to improvements for all who use bus services in Staffordshire, with wider benefits for all. However, it is acknowledged that bus travel may be used and relied upon by certain</p>	<p>Through additional BSIP funding (if allocated), it is anticipated that there will be more frequent services which will be</p>	<p>No specific risks relating to age have been identified at this stage.</p>	<p>When engaging with communities to encourage bus use, endeavour to do this in an accessible and inclusive way to residents who are elderly, particularly those who are digitally excluded.</p>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>protected groups more than others. Older people are often particularly reliant on public transport and bus travel especially. Service frequency, safety, access to bus stops and the bus station, information availability, and concessional fares are all of particular relevance here. The same applies to young people, including school pupils and students.</p>	<p>especially helpful to both older people and young people. This will lead to increased perceptions of safety and, for the elderly mainly, greater comfort / minimised physical pain related to traditionally longer waiting times. A more reliable network of services will also increase connectivity and social inclusion, as well as easier access to a range of destinations.</p>		<p>Mitigations/recommendations will be developed as impacts are identified.</p>
<p>Disability - people who are living with different conditions and disabilities, such as: mental illnesses, long term conditions, Autism and other neurodiverse conditions, learning disabilities, sensory impairment and physical disabilities.</p> <p>As above, people with disabilities are often reliant on public transport. Again, service frequency, safety, access to bus stops and the</p>	<p>As above, similar benefits will arise as for older people. In addition, the BSIP and Enhanced Partnership is expected to lead to more considerate and more responsive bus companies, through a greater understanding of the issues, which will be shared by the</p>	<p>No specific risks relating to disability have been identified at this stage.</p>	<p>When engaging with communities to encourage bus use, endeavour to make it accessible to all, including those with disabilities such as visual impairment or learning disabilities.</p> <p>Mitigations/recommendations will be developed as impacts are identified.</p>

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
bus station, information availability, and concessional fares are all of particular relevance.	operators and the Council.		
Gender reassignment - those people in the process of transitioning from one sex to another	No specific impacts associated with this category.		Mitigations/recommendations will be developed as impacts are identified.
Marriage & Civil Partnership - people who are married or in a civil partnership should not be treated differently at work	No specific impacts associated with this category.		Mitigations/recommendations will be developed as impacts are identified.
<p>Pregnancy &amp; Maternity - women who are pregnant or who have recently had a baby, including breast feeding mothers</p> <p>There may be some specific impacts for this category, relating to access to healthcare and facilities for parents and also young children.</p>	<p>As above, more frequent, and reliable services through BSIP funding will improve safety (perceived and actual) especially for mothers of young children and young children themselves. Benefits will also be associated with better access to healthcare related destinations. Lower fare costs may well be of particular benefit here too.</p>	<p>No specific risks relating to pregnancy and maternity have been identified at this stage.</p>	<p>Mitigations/recommendations will be developed as impacts are identified.</p>
Race - people defined by their race, colour, and nationality (including citizenship) ethnic or national origins	Although it can be hard to demonstrate with empirical	No specific risks relating to race have	Mitigations/recommendations will be developed as impacts are identified.

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>On the whole we feel, there are no specific impacts here. However, there may be some cultural cultural/religious aspects which relate to the perceived and actual benefits or otherwise of public transport services and patronage.</p>	<p>evidence, certain cultural attitudes towards public transport do appear to be of particular relevance to certain ethnic and minority groups. Themes include actual and perceived safety on public transport and a preference for car ownership and travel combined with reluctance to travel on public transport for a variety of reasons (termed sometimes as 'car culture'). Improved bus services are expected to provide a more attractive, more efficient travel option for all, and hence the benefits here may be particularly attractive to certain groups within the community.</p>	<p>been identified at this stage.</p>	

Protected Characteristics	Benefits	Risks	Mitigations / Recommendations
<p>Religion or Belief - people with any religious or philosophical belief, including a lack of belief. A belief should affect a person's life choices or the way they live for it to be considered.</p> <p>On the whole we feel, there are no specific impacts here. However, there may be some impacts, including better access to places of worship. Furthermore, as above, there may be some cultural/religious aspects which relate to the perceived and actual benefits or otherwise of public transport services and patronage.</p>	<p>More reliable bus services, reduced waiting times, and a better bus network are all likely to provide a more attractive travel option to those seeking to travel to places of worship across Staffordshire. In addition, there may also be some benefits in terms of safety – again, perceived, or actual – for members of certain religious groups who may generally feel vulnerable on public transport.</p>	<p>No specific risks relating to religion or belief have been identified at this stage.</p>	<p>Mitigations/recommendations will be developed as impacts are identified.</p>
<p>Sex - men or women</p>	<p>No specific impacts associated with this category.</p>		<p>Mitigations/recommendations will be developed as impacts are identified.</p>
<p>Sexual orientation - whether a person's sexual attraction is towards their own sex, the opposite sex or to both sexes</p>	<p>No specific impacts associated with this category.</p>		<p>Mitigations/recommendations will be developed as impacts are identified.</p>

➤ Workforce Assessment

Who will be affected – consider the following protected characteristics: age, disability, gender reassignment, marriage & civil partnership, pregnancy & maternity, race, religion or belief, sex and sexual orientation	Benefits	Risks	Mitigations / Recommendations
All staff	Staff who live/work in Staffordshire will benefit from improved bus services in Staffordshire.	No specific risks to SCC staff.	Mitigations/recommendations will be developed as impacts are identified.

➤ Health, Well-being and Social Care Assessment

Key considerations	Benefits	Risks	Mitigations / Recommendations
<p>Key considerations for this area include mental health, support groups access, healthy lifestyles, independent living and safeguarding.</p>	<p>Work through the EP and with BSIP funding (if allocated) will increase bus usage, and some of the new passengers will be attracted from car travel and those staying at home. New bus passengers who currently stay at home will benefit from additional exercise as</p>	<p>No negative impacts are anticipated.</p>	<p>Mitigations/recommendations will be developed as impacts are identified.</p>



Key considerations	Benefits	Risks	Mitigations / Recommendations
	<p>they walk to/from stops. They will also gain mental health and quality of life benefits as they interact more with other people and become confident enough to participate in community activities and social groups. Since bus passengers walk to/from their stops, compared with car users who can often park close to their home and destination, those switching modes will benefit from taking additional exercise.</p>		

➤ Communities Assessment

Key consideration	Benefits	Risks	Mitigations / Recommendations
<p>Key considerations include community development, education &amp; training, leisure &amp; culture, volunteering, and rural communities.</p>	<p>The BSIP is expected to make a positive contribution here. Public Transport plays a valuable role in Staffordshire and nationally, in providing greater mobility and accessibility to all members of the community. The BSIP contains a comprehensive list of measures and proposals designed to have the overall effect of improving connectivity within and across the county. This will be achieved through more frequent services, more reliable journeys, better value</p>	<p>No negative impacts are anticipated.</p>	<p>Mitigations/recommendations will be developed as impacts are identified.</p>

Key consideration	Benefits	Risks	Mitigations / Recommendations
	<p>with fares, and all associated benefits. All of these impacts are expected to be valued by the community, and specific community groups and will help support people to volunteer and access community groups.</p> <p>Through the EP and BSIP funding (if allocated) this will increase bus patronage. The numbers of bus passengers waiting at stops in town centres will increase, thereby raising natural surveillance and enhancing personal security of both passengers and pedestrians. The measures to improve pedestrian access to bus stops will also</p>		

Key consideration	Benefits	Risks	Mitigations / Recommendations
	enhance personal security.		

➤ Economic Assessment

Key consideration	Benefits	Risks	Mitigations / Recommendations
	Through increases in the number of services alongside increases in frequency, better, more reliable access to jobs, education and shopping areas will all be expected to lead to greater economic sustainability in relation to growth and also	No negative impacts are anticipated.	Mitigations/recommendations will be developed as impacts are identified.

Key consideration	Benefits	Risks	Mitigations / Recommendations
	supporting new businesses to start up as there will be more access to the workforce, with positive implications for all within the various communities.		

➤ Climate Change Assessment

Key considerations	Benefits	Risks	Mitigations / Recommendations
	<p>By improving bus services, the EP and potential BSIP funding will increase passenger numbers. Some of the new passengers will be attracted from car travel, thereby reducing car dependency therefore congestion and emissions from cars idling in traffic jams will be reduced. Since bus travel produces fewer carbon emissions per passenger-mile, greenhouse gas emissions from transport will be reduced. A bid for funding through the National Bus Strategy of which the EP forms a</p>	<p>No negative impacts are anticipated.</p>	<p>Mitigations/recommendations will be developed as impacts are identified.</p>

Key considerations	Benefits	Risks	Mitigations / Recommendations
	<p>part, could deliver new battery-electric buses to replace diesel powered buses on some of the busiest routes which would eliminate tail pipe emissions. As electricity is partly generated by renewal sources, this will increase the use of renewal energy in transport and thereby reduce greenhouse gas emissions from this sector.</p> <p>The expected benefits arising from the improved air quality, reduced carbon emissions, reduced congestion levels, will all be particularly valuable in terms of greater social and environmental sustainability.</p>		

➤ Environment Assessment

Key considerations	Benefits	Risks	Mitigations / Recommendations
	<p>The EP will complement and support regeneration strategies aimed at making places more attractive. These strategies could include the provision of green space and equipping bus shelters with green roofs to aid biodiversity or solar panels to generate renewable electricity.</p>	<p>No negative impacts are anticipated.</p>	<p>Mitigations/recommendations will be developed as impacts are identified.</p>