

Type in the relevant weighting and click on each option

Impact on Outcomes Supported Buses

Outcomes	Weight	Proposal	Score	Notes
People in Darlington are healthy and supported	1	Medium negative impact		Impact on access to health facilities; 24/01/11 update - data extracted from 2008 Supported Bus Users Survey: 88% of respondents stated they did not have an alternative form of transport; as a result impacts on travel to health and jobs have been upgraded from 'small' to 'medium'. Further impact assessment work will be required to identify actual impact of detailed implementation proposals on identified service users.
People in Darlington are educated and skilled	1	Small negative impact		Possible impact on access to schools, colleges and adult learning but should be offset by education transport provision.
People in Darlington are financially secure	1	No impact		
Individuals are not disadvantaged by their family circumstances at birth, nor by where they reside. People live in cohesive and resilient communities	1	Medium negative impact		Whilst detailed proposals have yet to be developed, there is likely to be a disproportionate impact on access to/ from rural settlements. 22/11/10 Update - evidence from Parish Councils representatives (meeting 18/11/10) emphasises importance of services to rural areas. 24/01/11 Update - findings of survey carried out by Sadberge Parish Council representative show a small number of mainly older residents dependent on bus for travel to surgery and shops. This reinforces the impact assessment (left) and shows the way for further survey work in other areas to inform the drawing up of detailed implementation proposals if the overall proposal proceeds.
People in Darlington live in sustainable neighbourhoods	1	Medium negative impact		Access to public transport is a key feature of sustainability, and some neighbourhoods will lose services
Our communities are safe and free of crime	1	No impact		
Darlington is an ambitious, entrepreneurial place in which businesses thrive and create wealth	1	Medium negative impact		Possible impact on transport businesses and jobs. 24/01/11 Update - impact raised from small to medium impact (see rational against 'healthy and supported' outcome)

Financial Impact Supported Buses

Considerations	Weight	Proposal	Score	Notes
What are the potential monetary efficiency savings?	1	Medium Saving - £100K-£500K		A saving of £100,000 is proposed through a reduced budget allocation. This saving may be greater, depending on the response of the bus operators in tendering for new supported services contracts
How much of an investment is needed to realise the saving?	1	Small investment - £0-£20k		Relating to the retendering process
How easy is it to implement the option?	1	Potential difficulties to implement		Difficulties associated with terminating existing contracts and retendering
When will the savings be realised?	1	Savings to be made over 6 months		Time table associated with contract termination and retendering; timetable set out in proposal attached to 18.01 Cabinet report

Council-Wide Impact Supported Buses

PESTLE	Considerations	Weight	Proposal	Score	Notes
Economic	Will jobs be lost by the change?	1	More than 5 jobs lost by change		Potential impact on employment in transport operations.
Socio-Cultural	Will the change detrimentally affect vulnerable groups or Equality Act 2010: Protected Characteristics such as below:				
	Older People	1	Medium negative impact		More likely to affect vulnerable groups, with impacts amplified for those who live in more isolated rural areas remote from shops, schools and facilities. Impact on older people could be magnified by combined effect of this and Ring a Ride in-year budget saving. 24/01/11 Update - data from Arriva Customer Satisfaction Survey 2009 and Council Supported Bus Users Survey 2008 show 60% of all passengers are over 60, and 27% are retired, compared to 20% retired in the population as a whole. Any loss of service is likely therefore to have a disproportionate impact on older people. Further work in developing detailed proposals will need to drill down from this overall view to identify potential impacts on individual service users.
	Children	1	Medium negative impact		Impact on children may be magnified by proposal relating to free school transport, removing public transport option for some and longer walk/cycle ride to school. Loss of evening services could affect people across the whole population, but likely to have a disproportionate impact on children and older people. 24/01/11 Update - Arriva data shows that 12% of bus users are aged 16-18, a much higher proportion than in the whole population. Loss of service could be disproportionate in its impact on this group, which is likely to be affected in terms of travel to college and employment, as well as evening use. As above, further investigation will need to drill down from this overview to the impact on individual users of any detailed options if the overall proposal is approved.

				Disabled people and People with LTLI may be affected by the Ring a Ride in-year saving and are less likely to have access to alternative transport modes than the population as a whole. 22/11/10 Update - points raised at Disabled Talking Together event include difficulties for disabled people with concessionary passes using them to get to work because of changes to concessionary scheme; difficulties accessing Gateway Club in evenings; and impact on visitors travel to West park Hospital. 24/01/11 Update - Disabled people account for around 15% of the bus patronage surveyed in the Arriva Customer Satisfaction Survey 2009, and only 7% in the Supported Bus Users Survey 2008, compared to the 20-25% of disabled people and people with a long term limiting illness in the population as a whole. This suggests that the impact of loss of service would be disproportionately low at the whole population level, but this overlooks the barriers disabled people experience in accessing and using buses, the current restrictions on travel and quality of life experienced by disabled people and the disproportionate effects of lack of viab
	Disabled People	1	Medium negative impact	
	People with a long term limiting illness	1	Medium negative impact	
	BME Communities	1	No impact	
	Faith Communities	1	No impact	
	Unemployed or Low Income	1	Small negative impact	Public transport is likely to be of disproportionate importance to those on low incomes who do not have access to private transport
	Carers	1	No impact	These other groups will be affected by the loss of transport services but no more disproportionately than the population as a whole.
	LGBT People	1	No impact	
	People with criminal convictions	1	No impact	
	Refugees and Asylum Seekers	1	No impact	
	Gypsies and Travellers	1	No impact	
	Young People Leaving Care	1	No impact	
	People with Mental Ill Health	1	No impact	
	Men	1	No impact	
	Women	1	No impact	
	Pregnant women or those accessing Maternity Services	1	No impact	
Disadvantaged Areas	Those from Disadvantaged areas, please list			
	Urban areas	1	Medium negative impact	to be the recognised disadvantaged areas, although this is subject to development of detailed proposals. The urban areas most likely to be affected are the more prosperous areas where bus patronage levels do not support commercial services to the extent of those areas where more people are dependent on public transport. Rural settlements are likely to be most affected by the loss of services. Whilst car ownership levels are higher in prosperous urban and rural areas, people without private transport, and especially disabled, older and younger people will be affected, and in rural areas the impact will be amplified by relative geographical isolation. 22/11/10 Update - feedback from parish council representatives (meeting 18/11/10) emphasised importance of bus services to rural communities and to outlying urban areas. 24/01/11 Update - Sadberge bus user survey reinforced comments from parishes and underlined combined concerns of older people with limited access to alternative transport living in villages and rural areas. if the proposal progresses further survey of detailed options on individual service users.
	Rural areas	1	High negative impact	
Other Considerations	Impact on Partners Service Delivery	1	Small negative impact	Reduced accessibility and transport options could affect delivery of partners services and programmes - e.g. adult learning, skills training
	Public Perception/Reputation	1	Medium negative impact	Proposals to reduce bus services have in the past generated strong opposition and negative publicity
	Other Unintended Consequence Please list:			
	a	1	No impact	
	b	1	No impact	
	c	1	No impact	
Technological	Will the change be technologically difficult to implement?	1	No technological difficulties	
Legal	Does the change have a legal impact?	1	No legal impact	
Health & Safety	Will the change have a negative impact on health and safety considerations?	1	Some impact on Health and Safety	Loss of services could increase walking and cycling which, particularly at night, could worsen road safety and personal safety