



Oversight and Governance

Chief Executive's Department

Plymouth City Council

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Delegated Decisions

Delegated Executive/Officer Decisions

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- on the Council's Intranet Site at <https://modgov/mgDelegatedDecisions.aspx>
- on the Council's website at <https://tinyurl.com/jhnax4e>

The urgent decision detailed below may be implemented immediately.

Delegated Decisions

I. Councillor Jonathan Drear, Cabinet Member for Transport:

- I.a Urgent Decision - Formation of an Enhanced Partnership under Section 9 of the Bus Services Act 2017 **(Pages 1 - 18)**

EXECUTIVE DECISION

made by a Cabinet Member



REPORT OF ACTION TAKEN UNDER DELEGATED AUTHORITY BY AN INDIVIDUAL CABINET MEMBER

Executive Decision Reference Number – T3 21/22

Decision	
1	<p>Title of decision: Formation of an Enhanced Partnership under Section 9 of the Bus Services Act 2017</p>
2	<p>Decision maker (Cabinet member name and portfolio title): Councillor Jonathan Drean (Cabinet Member for Transport)</p>
3	<p>Report author and contact details: Rosemary Starr – Sustainable Transport Manager Email: rosemary.starr@plymouth.gov.uk Tel: 01752 305514</p>
4	<p>Purpose of the decision</p> <p>This decision seeks approval for the Council to form a statutory Enhanced Partnership, as set out in the Bus Services Act 2017, accompanied by a Bus Service Improvement Plan, with Plymouth's bus operators.</p> <p>On the 15th March 2021 the Government published the National Bus Strategy for England 'Bus Back Better'. The strategy is intended to deliver cheaper, more frequent and more reliable bus services for passengers.</p> <p>The strategy requires the establishment of a formal partnership arrangement for buses across all local authority areas outside London. This must be led by the Council, as the Local Transport Authority (LTA), with the commitment to develop an Enhanced Partnership needing to be made by the end of June 2021. The formation of a statutory Enhanced Partnership is necessary in order to be eligible for future Government funding.</p> <p>The Council, as LTA, are also required to lead the preparation of a Bus Service Improvement Plan for submission to the Department for Transport by the end of October 2021 setting out what the Partnership will deliver in order to make buses easier, cheaper and more convenient to use.</p> <p>Therefore, in response to the National Bus Strategy, approval is sought to form an Enhanced Partnership with Plymouth's Bus Operators. This will require the preparation of both a Bus Service Improvement Plan and Enhanced Partnership Plan and Scheme which will be subject to future decisions.</p>


	<p>The purpose of this decision is that the Cabinet Member for Transport, as an executive decision</p> <ul style="list-style-type: none"> • Approves the formation of a statutory Enhanced Partnership under Section 9 of the Bus Services Act 2017
5	<p>Reasons for decision:</p> <p>To enable the delivery of the objectives of the National Bus Strategy; cheaper, more frequent and more reliable bus services for passengers.</p> <p>To allow the formation of a statutory Enhanced Partnership, as required by the National Bus Strategy, and thereby ensure that both the Council, and Plymouth’s bus operators, remain eligible to receive Government funding for public transport services and projects.</p>
6	<p>Alternative options considered and rejected:</p> <p>Options Considered:</p> <p>(1) Maintain the Council’s existing informal partnership arrangements with Plymouth’s bus operators without formalising this into an Enhanced Partnership</p> <p>(2) Entering into a franchising arrangement</p> <p>The alternative options have been considered and rejected because:-</p> <p>(1) Maintaining existing arrangements - Failure to form an Enhanced Partnership with Plymouth’s bus operators will mean that neither the Council nor the bus operators would be eligible for Government funding for public transport, such as the Covid-19 Bus Services Support Grant (CBSSG), from the summer of 2021. Given the impact of Covid-19 on the public transport industry this would have catastrophic consequences for the city’s bus network, which in turn would significantly impact on our ability to deliver modal shift, sustainable development and the objectives of the Climate Emergency Action Plan.</p> <p>(2) Entering into a franchising arrangement – Due to the successful working relationship the Council already has with all Plymouth bus operators, both the Council and the operators are satisfied that the outcomes set out in the National Bus Strategy can be achieved through an Enhanced Partnership and hence a franchise arrangement, which has significant budget and resource implications, is not required.</p> <p>Furthermore, due to the lengthy process required to enter into a franchise arrangement, the Council would first have to form an Enhanced Partnership in order to continue to receive Government funding beyond this Summer.</p>
7	<p>Financial implications:</p> <p>The Government has currently made £100,000 available to the Council, through the Bus</p>

	<p>Capacity Fund, to support the development of the Enhanced Partnership and associated Bus Service Improvement Plan. The Department for Transport (DfT) has advised that further funding should be available following confirmation of the Council's intention to form an Enhanced Partnership although the amount of funding, and any terms and conditions, has not yet been confirmed.</p> <p>Delivery of an Enhanced Partnership will require funding. The Enhanced Partnership must start by the 1st April 2022 and Government funding will be available. The DfT have advised that funding is likely to be available in two tranches; with one tranche being allocated on a formulae basis to Local Transport Authorities and the second tranche, for larger schemes, being competitively awarded. It is therefore expected that the Government funding will be available to support the delivery of the Enhanced Partnership. Both its development and delivery. The financial implications on existing Council budgets is therefore expected to be low. However, failure to deliver an Enhanced Partnership has the potential for significant, adverse implications, on existing Council budgets if Government funding is withdrawn and the Council is required to provide further, local, financial support to maintain the existing level of network coverage.</p>									
8	<p>Is the decision a Key Decision? (please contact Democratic Support for further advice)</p>	<p>Yes</p>	<p>No</p>	<p>Per the Constitution, a key decision is one which:</p> <table border="1"> <tr> <td data-bbox="860 931 963 1093">x</td> <td data-bbox="971 931 1485 1093">in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total</td> </tr> <tr> <td data-bbox="860 1093 963 1245">x</td> <td data-bbox="971 1093 1485 1245">in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million</td> </tr> <tr> <td data-bbox="860 1245 963 1384">x</td> <td data-bbox="971 1245 1485 1384">is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.</td> </tr> </table>	x	in the case of capital projects and contract awards, results in a new commitment to spend and/or save in excess of £3million in total	x	in the case of revenue projects when the decision involves entering into new commitments and/or making new savings in excess of £1 million	x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.
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x	is significant in terms of its effect on communities living or working in an area comprising two or more wards in the area of the local authority.									
	<p>If yes, date of publication of the notice in the Forward Plan of Key Decisions</p>	<p>May 2021</p>								
9	<p>Please specify how this decision is linked to the Council's corporate plan/Plymouth Plan and/or the policy framework and/or the revenue/capital budget:</p>	<p>The provision of a comprehensive public transport network supports both Plymouth's recovery from the Covid-19 pandemic, and its sustainable growth, by providing residents with sustainable transport options to access employment, education, healthcare, leisure and retail opportunities.</p> <p>Links to the Corporate Plan:-</p> <p>Our Values</p> <p>Co-operative – To ensure we meet the aims and objectives of the National Bus Strategy we will work with our bus operators to ensure we deliver the best</p>								

		<p>possible bus services for the city’s residents, making them cheaper, more frequent, more reliable, and more convenient.</p> <p>Our Priorities</p> <p>Growing Plymouth – Plymouth already has a comprehensive bus network. However, delivery of the objectives of the National Bus Strategy, through an Enhanced Partnership, provides an opportunity, in partnership with our operators, to make buses more affordable and more convenient for customers whilst still ensuring they can access the employment, education, medical and leisure facilities they need. This will support the recovery of both the city and public transport and allow both to build back better.</p> <p>Caring Plymouth - Buses provide valuable links to shops, healthcare, employment, education and leisure for those citizens who do not have access to the private car or other modes of transport. Improving the current bus network across the city, in accordance with the National Bus Strategy, will ensure that residents have affordable transport options, reducing the risk of isolation, resulting in improved independence and wellbeing.</p> <p>Links to the Plymouth Plan:-</p> <p>Provision of a comprehensive bus network supports the use of sustainable transport modes as set out in the Plymouth Plan specifically policies SPT9 (5)5, where it states that the local Planning and Highway Authorities with key stakeholders will deliver: “realistic sustainable transport choices and increasing the integration of transport modes so that people have genuine alternative ways to travel.,” SPT9 (6), which seeks to get the most out of our existing network and encourage behavioural change, SPT9(9) (delivering transport projects which provide a safe and effective transport system) and SPT (10) of the Plymouth and South West Devon Joint Local Plan and policies HEA6 (Delivering a safe, accessible, sustainable and health enabling transport system), GRO4 (Using transport investment to drive growth) and GRO7(Reducing carbon emissions and adapting to climate change) of the Plymouth Plan.</p>
<p>10</p>	<p>Please specify any direct environmental implications of the</p>	<p>The aims and objectives of the National Bus Strategy have clear synergies with the Council’s declaration of a</p>

	decision (carbon impact)	Climate Emergency and approved 2 nd Climate Emergency Action Plan. Through delivery of an enhanced bus network offering cheaper fares, enhanced frequencies, improved reliability and greater convenience this will encourage modal shift away from the private car, thereby reducing carbon emissions. The Strategy also has a focus on ensuring that walking and cycling needs are considered in the development of plans for bus services to ensure that we can continue to encourage sustainable travel.		
Urgent decisions				
11	Is the decision urgent and to be implemented immediately in the interests of the Council or the public?	Yes	X	(If yes, please contact Democratic Support (democraticsupport@plymouth.gov.uk) for advice)
		No		(If no, go to section 13a)
12a	Reason for urgency:	To ensure the statutory deadline for publishing the Notice of Intent to Form an Enhanced Partnership Plan can be achieved following a change in Council administration		
12b	Scrutiny Chair Signature:	Councillor Richard Bingley approved by email	Date	23 June 2021
	Scrutiny Committee name:	Brexit, Infrastructure and Legislative Change Overview and Scrutiny Committee		
	Print Name:	Councillor Richard Bingley		
Consultation				
13a	Are any other Cabinet members' portfolios affected by the decision?	Yes		
		No	X	(If no go to section 14)
13b	Which other Cabinet member's portfolio is affected by the decision?	Councillor Jonathan Drean, Cabinet Member for Transport		
13c	Date Cabinet member consulted	27 th May 2021		
14	Has any Cabinet member declared a conflict of interest in relation to the decision?	Yes		If yes, please discuss with the Monitoring Officer
		No	X	
15	Which Corporate Management Team member has been consulted?	Name	Anthony Payne	
		Job title	Strategic Director for Place	
		Date consulted	26 May 2021	

Sign-off									
16	Sign off codes from the relevant departments consulted:		Democratic Support (mandatory)			DS09 21/22			
			Finance (mandatory)			pl.21.22.21			
			Legal (mandatory)			lt/3783/070621			
			Human Resources (if applicable)			N/A			
			Corporate property (if applicable)			N/A			
			Procurement (if applicable)			N/A			
Appendices									
17	Ref.	Title of appendix							
	A	Briefing report for publication - Formation of an Enhanced Partnership under Section 9 of the Bus Services Act 2017							
	B	Equalities Impact Assessment - Formation of an Enhanced Partnership under Section 9 of the Bus Services Act 2017							
Confidential/exempt information									
18a	Do you need to include any confidential/exempt information?		Yes		If yes, prepare a second, confidential ('Part II') briefing report and indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box in 18b below. (Keep as much information as possible in the briefing report that will be in the public domain)				
			No	X					
			Exemption Paragraph Number						
			1	2	3	4	5	6	7
18b	Confidential/exempt briefing report title:								
Background Papers									
19	Please list all unpublished, background papers relevant to the decision in the table below. Background papers are <u>unpublished</u> works, relied on to a material extent in preparing the report, which disclose facts or matters on which the report or an important part of the work is based. If some/all of the information is confidential, you must indicate why it is not for publication by virtue of Part I of Schedule 12A of the Local Government Act 1972 by ticking the relevant box.								

Title of background paper(s)	Exemption Paragraph Number						
	1	2	3	4	5	6	7
Bus Back Better – National Bus Strategy							
Bus Services Act 2017							
Cabinet Member Signature							
20	I agree the decision and confirm that it is not contrary to the Council's policy and budget framework, Corporate Plan or Budget. In taking this decision I have given due regard to the Council's duty to promote equality of opportunity, eliminate unlawful discrimination and promote good relations between people who share protected characteristics under the Equalities Act and those who do not. For further details please see the EIA attached.						
Signature			Date of decision	25 June 2021			
Print Name	Councillor Jonathan Drear						

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EXECUTIVE DECISION MADE BY A CABINET MEMBER
FORMATION OF AN ENHANCED PARTNERSHIP UNDER
SECTION 9 OF THE BUS SERVICES ACT 2017

Briefing Note



1.0 Executive summary

On 15 March 2021 the Government published the National Bus Strategy for England 'Bus Back Better'. The Strategy sets out an ambitious vision to dramatically improve bus services across England (outside London) to reverse the recent shift in journeys away from public transport and encourage passengers back to the bus, post the Covid-19 pandemic.

The Strategy requires the establishment of a formal partnership arrangement for buses, which the Council, as the Local Transport Authority (LTA), must lead. This is necessary in order to be eligible for future Government funding.

The formal partnership arrangement can either be a franchise or an Enhanced Partnership¹. Under a franchise the Local Transport Authority determines the network of services which are provided, under contracts for specific routes, by private sector operators. In contrast an Enhanced Partnership enables Local Transport Authorities and bus operators to set shared aims with regard to improving bus services.

Franchising powers are currently only available automatically to Mayoral Combined Authorities. They can be provided to other Local Transport Authorities (LTAs) through secondary legislation. However, due to the length of time the franchising process can take, the Department for Transport (DfT) expect all Local Transport Authorities, except those which have started the statutory process of franchising bus services, to commit to establishing Enhanced Partnerships in the first instance and this commitment needs to be made by the end of June.

As part of the development of an Enhanced Partnership, the Council, as LTA, are also required to lead the preparation of a Bus Service Improvement Plan (BSIP), working closely with our local bus operators and local communities to set out the vision, and action plan, for delivering the step change in bus services that is required by the Strategy.

This report therefore seeks approval to develop both the Enhanced Partnership and associated Bus Service Improvement Plan.

2.0 Background

For many years, Plymouth has enjoyed a comprehensive citywide bus network, provided by operators predominantly on a commercial basis. Where there have been gaps in service provision, the Council has a duty under the 1985 Transport Act to consider whether a service is deemed socially necessary in these locations, whereupon it can provide a subsidy for their operation. The Council currently subsidises 13 routes either fully or in part.

¹ The main difference versus franchising is that operators in an Enhanced Partnership have a much greater role, working with Local Transport Authorities to both develop and deliver improvements for passengers. Enhanced Partnerships also offer significantly more flexibility than franchising.

Bus patronage has seen decades of decline nationally, with Plymouth in recent years bucking that trend. However, the pandemic has had a catastrophic impact on bus patronage in the last 14 months. The Strategy now seeks to promote a reformed network, improve public confidence and address misconceptions, to encourage passengers back.

The 2017 Bus Services Act provided Local Authorities with the opportunity to develop Enhanced Partnerships or franchising arrangements with their bus operators. However, Plymouth chose not to adopt either arrangement at that time due to the excellent working relationships already in place with our operators.

However, the new Strategy now places an obligation on both the Local Transport Authority and operators to adopt one of these arrangements to deliver a fully integrated service with simple, multi-operator ticketing structures, more bus priority, high quality consistent passenger information and improved service frequencies. There have been many examples of great partnership working between multiple operators and the Council including the development of the Bus Punctuality Improvement Partnership (BPIP) and the delivery of the workplace Green Travel Pass scheme and latterly the multi-operator Skipper ticket. We therefore have a good base from which to start in developing our Enhanced Partnership and Bus Service Improvement Plan and need to do so in order to continue to receive funding for public transport, through the Covid-19 Bus Service Support Grant (CBSSG) – an essential payment which has been crucial in supporting buses during the pandemic from July 2021, and in order to be eligible to receive new Government funding which has been committed to supporting public transport.

3.0 Timescales

The Strategy has set a fast-paced agenda to transform bus services and encourage the return of passengers. As part of the Strategy Local Transport Authorities must take each of three steps, as set out below:

Step 1 – by 30 June 2021

Decide which statutory path to follow (Enhanced Partnership or franchising) and publish a statutory notice to that effect.

Step 2 – by 31 October 2021

Publish a Bus Service Improvement Plan

Step 3 – by 31 March 2022

Have their Enhanced Partnership in place

4.0 Development of the Bus Service Improvement Plan

As stated in section two, Plymouth already has a comprehensive bus network, which we can build upon in the development of our Bus Service Improvement Plan. The granularity of our chosen interventions will be developed as part of our Enhanced Partnership but by the end of October we will need to set out general proposals on how we will seek to achieve the following requirements:

- Intensive services and investment on key corridors with routes that are easier to understand
- Significant increases in bus priority
- Lower and simpler fares
- Seamless, integrated local ticketing between operators and across all modes of transport
- Service patterns integrating with other modes
- The local bus network presented as a single system that works together, with clear passenger information
- Modern buses and decarbonisation
- Giving bus passengers more of a voice and a say
- More demand responsive and socially necessary transport
- Longer term transformation of networks
- Regular updates

It is this document that will be translated into the statutory Enhanced Partnership.

5.0 Financial Implications

Failure to develop an Enhanced Partnership will mean that the Council and local bus operators will not be eligible to access a share of the Government's new £3 billion of funding for buses. It would also mean that the funding operators and the Council have received to date to support both through the pandemic in terms of public transport would also cease.

In principle the city's bus operators are keen to pursue an Enhanced Partnership, and as such we have been eligible to request a £100,000 Local Transport Authority Bus Capacity revenue grant. This funding has been made available to support Local Transport Authorities in developing their Enhanced Partnerships and Bus Service Improvement Plans within the short timeframes set out in section three.

In view of the Bus Capacity grant being made available, it is not envisaged that there will be any pressure on existing Council budgets associated with developing an Enhanced Partnership.

The financial implications for the Council, for delivering an Enhanced Partnership are unknown, because it is not yet clear what match funding of the programme the Government will expect. However, Government funding will be available to deliver the Enhanced Partnership, at least in part, and failure to do so, will have significant, adverse impacts on the Councils budgets both in the short and longer term. This is because Covid-19 Bus Service Support Grant will cease to be paid, affecting the viability of services in the short term and hence placing pressure on the Council's non-commercial routes budget, and in the longer term the Council's ability to secure new funding will be reduced as it is conditioned on forming a formal partnership arrangement with the city's operators.

6.0 Recommendations

In response to the National Bus Strategy it is recommended that the Cabinet Member for Transport approves the formation of a statutory Enhanced Partnership under Section 9 of the Bus Act. This will require the preparation of both a Bus Service Improvement Plan and Enhanced Partnership Plan and Scheme. These will be subject to future decisions.

EQUALITY IMPACT ASSESSMENT

Strategic Planning and Infrastructure - Formation of an Enhanced Partnership under Section 9 of the Bus Services Act 2017



STAGE I: WHAT IS BEING ASSESSED AND BY WHOM?

<p>What is being assessed - including a brief description of aims and objectives?</p>	<p>This assessment relates to the formation of a statutory Enhanced Partnership with the city's bus operators across the Plymouth City Council area.</p> <p>The city already has a comprehensive bus network, but the recent publication of the Government's 'Bus Back Better' National Bus Strategy places a requirement on local authorities to formalise arrangements for the provision of bus services through a formal partnership with its bus operators, in order to deliver cheaper, more frequent and more reliable bus services for passengers.</p> <p>Bus services play a vital role in ensuring the city's residents have access to employment, education, healthcare, retail and leisure opportunities. However, public transport has suffered during the pandemic and patronage has declined. The Strategy, together with the formation of the Enhanced Partnership, the Council and Operators preferred formal partnership, will ensure that bus services become the people's choice for the journeys they wish to make and support Plymouth's sustainable recovery from the Covid-19 pandemic.</p> <p>In partnership with Plymouth's bus operators we will work together to deliver cheaper fares, enhanced frequencies, improved reliability and greater convenience, improving the quality of life for all of the city's residents, through enhanced bus service and better access to key services and environmental benefits associated with modal shift away from the private car.</p>
<p>Author</p>	<p>Debbie Newcombe</p>
<p>Department and service</p>	<p>Sustainable Transport, Strategic Planning and Infrastructure</p>
<p>Date of assessment</p>	<p>21 May 2021</p>

STAGE 2: EVIDENCE AND IMPACT

Protected characteristics (Equality Act)	Evidence and information (eg data and feedback)	Any adverse impact See guidance on how to make judgement	Actions	Timescale and who is responsible
Age	<p>Background community data:</p> <ul style="list-style-type: none"> The average age in Plymouth is 39.0 years which is similar to the rest of England (39.3 years) but less than the South West average (41.6 years). The proportion of the working age population (15-64) of 65.1 per cent is higher than the rest of the South West (62 per cent) and nationally (64 per cent). Children and Young People under 18 years of age account for 19.9 per cent of the population of the city, with 90 per cent of this group being under 16. <p>Public transport data:</p> <ul style="list-style-type: none"> In 2019/2020 18,027,681 bus trips were made, of which 5,098,348 (28%) were concessionary trips. We are using the 2019/20 figures due to the impact Covid-19 has had on bus use. There are currently 49,023 people living within Plymouth that hold a concessionary bus pass. The passes are issued either to residents who are over state pension age or have a disability that entitles them to a pass. There are currently 44,266 active age related passes. <p>People are living longer and one in three people in Plymouth is aged over 50. There will be a shift in the population structure of Plymouth over the next fifteen years as the proportion of the population aged 65 and over increases. There is a projected 32.7 per cent increase in the number of people aged 65 or over between 2016 and 2034 (an additional 15,400 individuals).</p>	No potential adverse impact has been identified – formation of an Enhanced Partnership between the Council and the city’s bus operators seeks to improve bus service provision for all.	To form an Enhanced Partnership and associated Bus Service Improvement Plan to deliver enhanced bus services for all residents and visitors	Plan to be developed by March 2022 with delivery from April 2022: SP&I Sustainable Transport Team

	<p>The result of the increasing longevity of people’s lives is that there will be more people who are likely to be affected by mobility and other age related issues, which could prevent them from accessing the services they need to use. These residents may live in parts of the city not currently well served by bus, and they may no longer drive, so the National Bus Strategy aims to address such anomalies through the provision of conventional or demand responsive bus services.</p>			
<p>Disability</p>	<p>Background community data:</p> <ul style="list-style-type: none"> • Ten per cent of Plymouth’s population declared that they have their day to day activities limited to a greater degree by a long-term health problem or disability. • A total of 31,164 people declared themselves as having a long-term health problem or disability. This was from 28.5% of households which is slightly higher than the national figure of 25.7% of households. • In 2013/14 1,297 adults registered with a GP in the city have some form of learning disability • There are 17,937 residents of state pension age and 3,142 children who have a disability of some form. <p>Public transport data:</p> <ul style="list-style-type: none"> • In 2019/2020 18,027,681 bus trips were made, of which 5,098,348 (28%) were concessionary trips. • There are currently 49,023 people living within Plymouth that hold a concessionary bus pass. The passes are issued either to residents who are over state pension age or have a disability that entitles them to a pass. There are currently 4,757 active disabled bus passes. 	<p>No potential adverse impact has been identified – formation of an Enhanced Partnership between the Council and the city’s bus operators seeks to improve bus service provision for all.</p>	<p>To form an Enhanced Partnership and associated Bus Service Improvement Plan to deliver enhanced bus services for all residents and visitors</p>	<p>Plan to be developed by March 2022 with delivery from April 2022: SP&I Sustainable Transport Team</p>

Faith/religion or belief	Plymouth's bus network is accessible to all regardless of their faith, religion or belief.	No potential adverse impact has been identified – formation of an Enhanced Partnership between the Council and the city's bus operators seeks to improve bus service provision for all.	To form an Enhanced Partnership and associated Bus Service Improvement Plan to deliver enhanced bus services for all residents	Plan to be developed by March 2022 with delivery from April 2022: SP&I Sustainable Transport Team
Gender - including marriage, pregnancy and maternity	Plymouth's bus network is equally accessible to men and women.	No potential adverse impact has been identified - formation of an Enhanced Partnership between the Council and the city's bus operators seeks to improve bus service provision for all.	To form an Enhanced Partnership and associated Bus Service Improvement Plan to deliver enhanced bus services for all residents	Plan to be developed by March 2022 with delivery from April 2022: SP&I Sustainable Transport Team
Gender reassignment	Plymouth's bus network is available for men and women and therefore there should be no discrimination on the basis of gender reassignment.	No potential adverse impact has been identified - formation of an Enhanced Partnership between the Council and the city's bus operators seeks to improve bus service provision for all.	To form an Enhanced Partnership and associated Bus Service Improvement Plan to deliver enhanced bus services	Plan to be developed by March 2022 with delivery from April 2022: SP&I Sustainable Transport Team

			for all residents	
Race	Plymouth’s bus network is accessible to everyone regardless of race.	No potential adverse impact has been identified - formation of an Enhanced Partnership between the Council and the city’s bus operators seeks to improve bus service provision for all.	To form an Enhanced Partnership and associated Bus Service Improvement Plan to deliver enhanced bus services for all residents	Plan to be developed by March 2022 with delivery from April 2022: SP&I Sustainable Transport Team
Sexual orientation - including civil partnership	Plymouth’s bus network is accessible to all regardless of their sexual orientation.	No potential adverse impact has been identified - formation of an Enhanced Partnership between the Council and the city’s bus operators seeks to improve bus service provision for all.	To form an Enhanced Partnership and associated Bus Service Improvement Plan to deliver enhanced bus services for all residents	Plan to be developed by March 2022 with delivery from April 2022: SP&I Sustainable Transport Team

STAGE 3: ARE THERE ANY IMPLICATIONS FOR THE FOLLOWING? IF SO, PLEASE RECORD ACTIONS TO BE TAKEN

Local priorities	Implications	Timescale and who is responsible
Reduce the gap in average hourly pay between men and women by 2020.	None	N/A
Increase the number of hate crime incidents reported and maintain good satisfaction rates in dealing with racist, disablist, homophobic, transphobic and faith, religion and belief incidents by 2020.	None	N/A
Good relations between different communities (community cohesion)	The provision of a comprehensive, easy to use bus network will promote good relations between all residents, regardless of gender, ethnic background, sexual orientation, faith or disability, by helping everyone access key services on an equal basis.	Plan to be developed by March 2022 with delivery from April 2022: SP&I Sustainable Transport Team
Human rights Please refer to guidance	The decision is consistent with the Human Rights Act.	N/A

STAGE 4: PUBLICATION

Responsible Officer Paul Barnard

Date 26.05.21

Service Director, Strategic Planning and Infrastructure