

TRANSFORMING CITIES FUND – TRANCHE 2

Creating a world class sustainable transport system.



STAGE I: What is being assessed and by whom?

What is being assessed - including a brief description of aims and objectives?

Transforming Cities Fund – Tranche 2

Aim:

The Fund is part of the National Productivity Investment Fund, providing additional capital for productivity enhancing programmes, through a place-centric approach.

It aims to drive up productivity and distribute prosperity through investment in public and sustainable transport in some of the largest English city regions. The Fund is focussed on intra-city connectivity, making it quicker and easier for people to get around – and access jobs in – some of England’s biggest cities.

Increasing the proportion of journeys made by low carbon, sustainable modes is a further key objective of the Fund alongside aiming to support wider cross-cutting priorities such as:

- Improving access to work and delivering growth
- Encouraging the use of new mobility systems and technology as part of the Grand Challenge on the Future of Mobility
- Tackling air pollution and reducing carbon emissions
- Delivering more homes
- Delivering apprenticeships and improving skills.

The *Productive Plymouth* programme achieves the programme aim and cross-cutting priorities. By transforming the city’s sustainable transport network, a step change in the use of

STAGE 1: What is being assessed and by whom?	
	<p>sustainable travel modes will be achieved, access to work will be improved, housing delivery sites will be unlocked, air pollution and carbon emissions will be tackled (through a reduction in single occupancy car trips and more efficient public transport) and the city will be well placed to adopt the use of new mobility systems and technology as part of the Grand Challenge on the Future of Mobility, as they come forwards.</p> <p><u>Objectives:</u></p> <ul style="list-style-type: none"> • Support the local economy and facilitate economic development, for example by improving access to centres of employment, Enterprise Zones, and development sites that have the potential to create additional jobs, reducing congestion, or improving the reliability and predictability of journey times. • Reduce carbon emissions. • Support housing delivery. • Bring about improvements to air quality, particularly to support compliance with legal limits in those areas where NO2 exceedances have been identified and are in the process of developing plans.
Responsible Officer	Richard Banner
Department and Service	Strategic Planning and Infrastructure
Date of Assessment	03/02/2020

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Age	50+ Plymouth -	The scheme is not	N/A	N/A

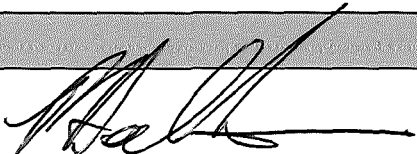
STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>34.1% (nationally - 33.3%)</p> <ul style="list-style-type: none"> • 75+ Plymouth - 7.6% (nationally - 7.5%) • 0-15 Plymouth - 17.5% (nationally - 20.2%) • Over 75's predicted to rise faster than any other group (19k in 2011 to 24k k in 2021). 	anticipated to have any adverse impact on specific age groups.		
Disability	31,164 people declared themselves having long term health problem or	The scheme is not anticipated to have any adverse impact on	Crossings and other facilities will be provided to support the visually	

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	disability.	specific disability groups.	and mobility impaired.	
Faith, Religion or Belief	<p>Christian 148,917 people (58.1%).</p> <p>Islam 2,078 people (0.8%).</p> <p>Buddhism 881 people (0.3%).</p> <p>Hinduism 567 people (0.2%) described their religion as Hindu.</p> <p>Judaism 168 people (0.1%)</p> <p>Sikhism 89 people (<0.1%)</p>	The scheme is not anticipated to have any adverse impact on specific faiths, religions or beliefs.	N/A	
Gender - including marriage, pregnancy and maternity	<p>50.6% of population are women.</p> <p>Of those aged 16 and over 90,765 (42.9%) people are married. 5,190 (2.5%) are separated and still legally married or legally in a</p>	The scheme is not anticipated to have any adverse impact on specific faiths, religions or beliefs.	N/A	

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
	<p>same-sex civil partnership.⁷</p> <p>34 Civil Partnership Formations in Plymouth in 2013</p> <p>0 Teenage conceptions in Derriford West & Crownhill in 2012.</p>			
Gender Reassignment	26 referrals from Plymouth were made to the Newton Abbot clinic, in 2013/14 to February 6.	The scheme is not anticipated to have any adverse impact on specific gender reassignment.	N/A	
Race	<p>92.9% of Plymouth's population identify themselves as White British.</p> <p>7.1% identify themselves as Black and Minority Ethnic (BME) with White Other (2.7%), Chinese (0.5%) and Other Asian (0.5%) the most common ethnic groups.</p>	The scheme is not anticipated to have any adverse impact on specific race.	N/A	

STAGE 2: Evidence and Impact				
Protected Characteristics (Equality Act)	Evidence and information (e.g. data and feedback)	Any adverse impact?	Actions	Timescale and who is responsible?
Sexual Orientation -including Civil Partnership	It estimated that there are 12,500 – 17,500 Lesbian, gay or bi-sexual people aged over 16.	The scheme is not anticipated to have any adverse impact on specific sexual orientation group.	N/A	

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 inequality gap, particularly in health between communities.	It is not anticipated to have an impact on the inequality gap, particularly in health between communities.	2019/2020 Head of Transport, Infrastructure & Investment.
Good relations between different communities (community cohesion).	It is not anticipated to have an impact on good relations between communities.	2019/2020 Head of Transport, Infrastructure & Investment.
Human Rights	It is not anticipated that people's human rights will be impacted upon by the scheme.	2019/2020 Head of Transport, Infrastructure & Investment.

STAGE 4: Publication			
Director, Assistant Director/Head of Service approving EIA.		Date	3 rd February 2020