

EQUALITY IMPACT ASSESSMENT

Strategic Planning and Infrastructure - Plymouth City Council 2020 Subsidised Bus Network Tender



STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

What is being assessed - including a brief description of aims and objectives?	<p>This assessment relates to the procurement of a number of subsidised bus services across the Plymouth City Council area.</p> <p>The Councils Subsidised Bus Services network provides bus services to areas of the city which are not served by bus operators as part of their commercial network.</p> <p>Without the subsidised services network residents who live in areas of the city which are not served by commercial bus services have reduced access to employment, education, healthcare, retail and leisure opportunities because of the lack of access to a bus; impacting on their wellbeing. A lack of access to public transport also leads to an increase in the number of vehicles on the city's road network adding to congestion in the city, and detrimentally impacting on air quality, as well as the city's efforts to become carbon neutral by 2030.</p>
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Department and service	Strategic Planning and Infrastructure, Sustainable Transport
Date of assessment	15 July 2020

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 about the same as the rest of England (39.3 years) but is less than the South West (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). 	No potential impact has been identified – Adverse impact if subsidised services were not provided which this procurement looks to ameliorate	Seek to provide subsidised bus services to meet demand	January 2021: SP&I Sustainable Transport Team

	<ul style="list-style-type: none"> 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. There are currently 49,655 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 44,478 active age related passes. <p>People are living longer and one in three people in Plymouth are 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) in Plymouth by 2034.</p> <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 which do not have a commercial bus service and who may not drive any longer would therefore be unable to access the services they need without the provision of a bus route serving their local area.</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 	<p>No potential impact has been identified – Adverse impact if subsidised services were not provided, due to people with disabilities being unable to access key services, which this procurement looks to ameliorate</p>	<p>Seek to provide subsidised bus services to meet demand</p>	<p>January 2021: SP&I Sustainable Transport Team</p>

	<p>higher than the national figure of 25.7% of households.</p> <ul style="list-style-type: none"> 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 49,655 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 5,177 active disabled bus passes. 			
Faith/religion or belief	Plymouth's subsidised bus services are accessible to all regardless of their faith, religion or belief.	No potential impact has been identified – potential adverse impact if subsidised services were not provided, due an inability for people to access places of worship, due to a lack of transport, which this procurement looks to ameliorate	Seek to provide subsidised bus services to meet demand	January 2021: SP&I Sustainable Transport Team
Gender - including marriage, pregnancy and maternity	Plymouth's subsidised bus services are equally accessible to men and women.	No potential impact has been identified - potential adverse impact on women, if subsidised services were not provided, due to fewer women holding driving licences, than men, and hence not being able to access key services without a bus service, which this procurement looks to ameliorate	Seek to provide subsidised bus services	January 2021: SP&I Sustainable Transport Team
Gender reassignment	Plymouth's subsidised bus services are available for men and women and therefore there should be no discrimination on the basis of gender reassignment.	No potential impact has been identified	None	N/A
Race	Plymouth's subsidised bus services are accessible to everyone regardless of race.	No potential impact has been identified	None	N/A

Sexual orientation - including civil partnership	Plymouth's subsidised bus services are accessible to all regardless of their sexual orientation.	No potential impact has been identified	None	N/A
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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 Subsidised Bus Services 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.	N/A
Human rights Please refer to guidance	The decision is consistent with the Human Rights Act.	N/A

STAGE 4: PUBLICATION

Date



24/07/20

Responsible Officer – Paul Barnard

Director, Assistant Director or Head of Service