

# EQUALITY IMPACT ASSESSMENT

Strategic Planning and Infrastructure – Concessionary Fares – 2021-22 Bus Operator Payments



## STAGE 1: WHAT IS BEING ASSESSED AND BY WHOM?

<b>What is being assessed - including a brief description of aims and objectives?</b>	<p>This assessment relates to the continuation of concessionary fares reimbursement payments to bus operators at pre-pandemic levels.</p> <p>The English National Concessionary Travel Scheme provides a vital lifeline for many of the City's residents who are older or have disabilities making them more reliant on public transport to access services.</p> <p>A good public transport network is key to ensuring access to healthcare, employment, education, leisure and retail facilities, and to support this it is essential that bus operators continue to be reimbursed at pre-pandemic levels to ensure the long-term viability of their networks.</p> <p>It is anticipated that failure to continue to make payments at pre-pandemic levels will lead to reductions in service frequencies, and potential service withdrawals. In turn this would result in many concessionary customers feeling isolated and unable to access the services they need, particularly where they are in receipt of low incomes.</p> <p>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>
<b>Author</b>	Debbie Newcombe, Sustainable Transport Programmes Co-ordinator
<b>Department and service</b>	Strategic Planning and Infrastructure, Sustainable Transport
<b>Date of assessment</b>	16 February 2021

## STAGE 2: EVIDENCE AND IMPACT

<b>Protected characteristics (Equality Act)</b>	<b>Evidence and information (eg data and feedback)</b>	<b>Any adverse impact</b> <small>See <a href="#">guidance</a> on how to make judgement</small>	<b>Actions</b>	<b>Timescale and who is responsible</b>
<b>Age</b>	<b>Background community data:</b>	Adverse impact if services are reduced in frequency or withdrawn as a result of	Seek to continue to	March 2021: SP&I

	<ul style="list-style-type: none"> <li>Plymouth has a population of 262,100</li> <li>The number of residents currently eligible for a concessionary bus pass on the grounds of age is 45,919 and this is expected to grow by 15,400 by 2034.</li> <li>Approximately 25,500 of residents in this age group have disabilities limited their ability to undertake day to day activities</li> </ul> <p><b>Public transport data:</b></p> <ul style="list-style-type: none"> <li>In 2019/2020 18,027,681 bus trips were made from the city, of which 5,098,348 (28%) were concessionary trips, made both by residents and visitors.</li> <li>There are currently 44,252 people living within Plymouth that hold a concessionary bus pass on the grounds of age.</li> </ul> <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 rendering them unfit to drive which could prevent them from accessing the services they need, if services were withdrawn as a result of reduced payments to operators.</p>	operator payments being reduced to reflect actual trips undertaken. This may mean that those entitled to a bus pass on the grounds of age may no longer be able to access the services they need.	provide concessionary reimbursement to bus operators at pre-pandemic levels	Sustainable Transport Team
<b>Disability</b>	<p><b>Background community data:</b></p> <ul style="list-style-type: none"> <li>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.</li> <li>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.</li> <li>In 2013/14 1,297 adults registered with a GP in the city have some form of learning disability</li> </ul>	Adverse impact if services are reduced in frequency or withdrawn as a result of operator payments being reduced to reflect actual trips undertaken. This may mean that those entitled to a bus pass on the grounds of disability may no longer be able to access the services they need.	Seek to continue to provide concessionary reimbursement to bus operators at pre-pandemic levels	March 2021: SP&I Sustainable Transport Team

	<ul style="list-style-type: none"> <li>There are 25,500 residents of state pension age and 3,142 children who have a disability of some form.</li> </ul> <p><b>Public transport data:</b></p> <ul style="list-style-type: none"> <li>In 2019/2020 18,027,681 bus trips were made from the city, of which 5,098,348 (28%) were concessionary trips, made both by residents and visitors.</li> <li>There are currently 4,905 people living within Plymouth that hold a concessionary bus pass on the grounds of disability.</li> </ul>			
<b>Faith/religion or belief</b>	Concessionary travel is available to all those eligible to participate in the scheme regardless of their faith, religion or belief.	No potential impact has been identified	None	N/A
<b>Gender - including marriage, pregnancy and maternity</b>	Concessionary travel is equally accessible to men and women meeting the eligibility criteria	No potential impact has been identified	None	N/A
<b>Gender reassignment</b>	Concessionary travel is equally accessible to all meeting the eligibility criteria irrespective of gender re-assignment	No potential impact has been identified	None	N/A
<b>Race</b>	Concessionary travel is equally accessible to all meeting the eligibility criteria regardless of race.	No potential impact has been identified	None	N/A
<b>Sexual orientation - including civil partnership</b>	Concessionary travel is equally accessible to all meeting the eligibility criteria regardless of their sexual orientation.	No potential impact has been identified	None	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
------------------	--------------	----------------------------------

<b>Reduce the gap in average hourly pay between men and women by 2020.</b>	None	N/A
<b>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.</b>	None	N/A
<b>Good relations between different communities (community cohesion)</b>	The provision of the English National Concessionary Travel Scheme will promote good relations between all eligible residents, regardless of gender, ethnic background, sexual orientation, faith or disability, by helping everyone access key services on an equal basis.	N/A
<b>Human rights</b> Please refer to <a href="#">guidance</a>	The decision is consistent with the Human Rights Act.	N/A

## STAGE 4: PUBLICATION

Responsible Officer



Date

19.02.21

---

Director, Assistant Director or Head of Service