

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