

# EQUALITY IMPACT ASSESSMENT

Strategic Planning and Infrastructure – Plymouth City Council 2022 Subsidised Bus Network Tender



## 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 Plymouth City Council Tendered Bus Service Network.</p> <p>The Councils tendered bus services network (also known as subsidised bus services) 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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<b>Department and service</b>	Strategic Planning and Infrastructure, Sustainable Transport
<b>Date of assessment</b>	18th February 2022

## STAGE 2: EVIDENCE AND IMPACT

<b>Protected characteristics (Equality Act)</b>	<b>Evidence and information (e.g. data and feedback)</b>	<b>Any adverse impact</b> See <a href="#">guidance</a> on how to make judgement	<b>Actions</b>	<b>Timescale and who is responsible</b>
<b>Age</b>	<p><b>Background community data:</b></p> <ul style="list-style-type: none"> <li>The average age in Plymouth is 38.6 years which is similar to the rest of England (40 years) but is less than the South West (44.1 years).</li> </ul>	No potential impact has been identified – Adverse impact if subsidised services were not provided.	Seek to provide subsidised bus services to meet demand	Ongoing SP&I Sustainable Transport Team

	<ul style="list-style-type: none"> <li>• The proportion of the working age population (15-64) of 64.3 per cent is higher than the rest of the South West (61.1 per cent) and nationally (64.5 per cent).</li> <li>• Children and Young People under 18 years of age account for 20 per cent of the population of the city, with 18 per cent of this group being under 16.</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, of which 5,098,348 (28%) were concessionary trips.</li> <li>• In 2020/2021 6,881,673 bus trips were made, of which 1,722,313 (25%) were concessionary trips.</li> <li>• There are currently 48,414 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 44,276 active age related passes.</li> </ul> <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 and who therefore would be unable to access the services they need without the provision of a bus route serving their local area.</p>		<p>Seek to provide community transport services for those residents unable to use conventional buses</p>	
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<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 (2011 Census)</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. (2011 Census)</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, of which 5,098,348 (28%) were concessionary trips.</li> <li>• In 2020/2021 6,881,673 bus trips were made, of which 1,722,313 (25%) were concessionary trips.</li> <li>• There are currently 48,414 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 4,138 active disabled bus passes.</li> </ul>	No potential impact has been identified – Adverse impact if subsidised services were not provided.	<p>Seek to provide subsidised bus services to meet demand</p> <p>Seek to provide community transport services for those residents unable to use conventional buses</p>	Ongoing SP&I Sustainable Transport Team
<b>Religion or belief</b>	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	Seek to provide subsidised bus services to meet demand	Ongoing SP&I Sustainable Transport Team
<b>Sex - including marriage, pregnancy and maternity</b>	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.	Seek to provide subsidised bus services	Ongoing SP&I Sustainable Transport Team

<b>Gender reassignment</b>	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
<b>Race</b>	Plymouth's subsidised bus services are accessible to everyone regardless of race.	No potential impact has been identified	None	N/A
<b>Sexual orientation - including civil partnership</b>	Plymouth's subsidised bus services are accessible to all 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**

<b>Local priorities</b>	<b>Implications</b>	<b>Timescale and who is responsible</b>
<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	The provision of a subsidised bus service fills the gaps where commercial services are not viable, this ensures that all visitors are able to access the vast majority of our city by bus.	N/A
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	None	N/A
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	The provision of subsidised bus services will support our workforce to be able to get around our city in a sustainable manner where a commercial viable service is not possible.	N/A
<b>Supporting victims of hate crime so they feel confident to report incidents, and working with, and through our partner organisations to achieve positive outcomes.</b>	None	N/A
<b>Plymouth is a city where people from different backgrounds get along well.</b>	None	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**

Date 18<sup>th</sup> February 2022



Responsible Officer

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Service Director