


## EQUALITY IMPACT ASSESSMENT – DEPARTMENT FOR TRANSPORT ZERO EMISSION BUS REGIONAL AREAS SCHEME (ZEBRA 2)

### SECTION ONE: INFORMATION ABOUT THE PROPOSAL

<b>Author(s):</b> This is the person completing the EIA template.	Rosemary Starr, Sustainable Transport Manager	<b>Department and service:</b>	Strategic Planning and Infrastructure, Sustainable Transport Team	<b>Date of assessment:</b>	24 <sup>th</sup> November 2023
<b>Lead Officer:</b> Please note that a Head of Service, Service Director, or Strategic Director must approve the EIA.	Paul Barnard, Service Director, Strategic Planning and Infrastructure	<b>Signature:</b>		<b>Approval date:</b>	29 <sup>th</sup> November 2023
<b>Overview:</b>	<p>Plymouth City Council are leading a bid to the Department for Transport's Zero Emission Bus Regional Areas Scheme, in partnership with Plymouth Citybus/ The Go-Ahead Group and Cornwall Council.</p> <p>If successful the bid will see the introduction of up to 50 zero emission, electric, double decker buses on routes operating in Plymouth and the Rame Peninsula as well as the necessary associated electric charging infrastructure at the Plymouth Citybus depot, Milehouse.</p> <p>Buses funded by ZEBRA 2 must meet enhanced accessibility standards. Specifically the DfT require vehicles with a capacity exceeding 22 passengers to:</p> <ul style="list-style-type: none"> <li>• be compliant with the <a href="#">Public Service Vehicles Accessibility Regulations 2000 (PSVAR)</a></li> <li>• be compliant with the <a href="#">Accessible Information Regulations</a></li> <li>• provide an induction loop to aid direct communication between drivers and passengers who use a hearing aid</li> <li>• provide an additional flexible space in addition to the mandatory wheelchair space – this space can either be suitable for a second wheelchair user or at least 2 unfolded pushchairs or prams</li> </ul>				

This compliance will ensure that all buses that are delivered as part of this project will have:-

- a space for a wheelchair with suitable safety provisions
- a boarding device to enable wheelchair users to get on and off vehicles
- a minimum number of priority seats on buses for disabled passengers
- colour contrasting of features such as handrails and steps to help partially sighted people
- easy to use bell pushes throughout
- a bus audible and visual signals to stop a bus or to request a boarding device
- equipment to display the route and destination

Furthermore, the acquisition of the electric buses will not only enhance the routes which they will operate on but will also allow the cascade of existing Euro 6 diesel buses displaced from the electrified routes onto other services in Plymouth and South-East Cornwall, thereby modernising the entire Plymouth Citybus fleet operating in the Plymouth Travel to Work Area.

This equality impact assessment assesses the impact of the introduction of electric buses in Plymouth, on the assumption that the bid is successful. It has been informed by discussions with the Plymouth Bus Service Enhanced Partnership Forum ([Plymouth bus service improvements | PLYMOUTH.GOV.UK](https://plymouth.gov.uk/transport/buses/plymouth-bus-service-improvements)), a group of local and national stakeholders whose function is to 'provide external insight and constructive challenge ... and [discuss] issues of all kind affecting Plymouth's bus network.'

Improvements to the quality of public transport in Plymouth will support the delivery of equality outcomes. These will be delivered through increased accessibility of the buses funded by the bid (the Department for Transport requires all buses funded through this bid to meet enhanced accessibility standards<sup>1</sup>), improvements in the quality of transport to places of work, education and healthcare and improvements in air quality of the citizens of Plymouth and the Rame Peninsula. The operation of zero emission buses will also strongly support Plymouth City Council's Climate Change ambitions as

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<sup>1</sup> The Department for Transport requires the vehicles funded through the ZEBRA fund to: (1) be compliant with the Public Service Vehicles Accessibility Regulations 2000 (PSVAR), (2) be compliant with the Accessible Information Regulations (3) provide an induction loop to aid direct communication between drivers and passengers who use a hearing aid and (4) provide an additional space in addition to the mandatory wheelchair space – this space can either be suitable for a second wheelchair user or at least 2 unfolded pushchairs or prams. In addition operators must ensure that the buses can be safely and comfortably used by passengers using wheelchairs. They must also ensure that a wheelchair user can easily move between the boarding ramp or lift and the wheelchair space, and position themselves appropriately according to the restraint system in use.

	<p>articulated in the Net Zero Action Plan (<a href="#">NZAP Transport   PLYMOUTH.GOV.UK</a>) and on the Climate Connections website (<a href="#">Travel - Climate Connections Plymouth</a>).</p>
<p><b>Decision required:</b></p>	<p>This Equality Impact Assessment (EIA) assesses the impact of the recommendation for the Leader of Plymouth City Council to:-</p> <ol style="list-style-type: none"> <li>1. Approves the submission of a Plymouth bid to the Department for Transport’s Zero Emission Bus Regional Areas scheme (ZEBRA 2)</li> <li>2. Approves the business case supporting the bid.</li> <li>3. Grant authority to the Service Director for Strategic Planning and Infrastructure to approve the application to be submitted to the Department for Transport’s Zero Emission Bus Regional Areas scheme (ZEBRA 2), where they do not already have authority to do so.</li> <li>4. Grant authority to the Service Director for Strategic Planning and Infrastructure, in consultation with the Cabinet Member for Strategic Planning and Transport, to accept all ZEBRA 2 funding (from both the Department for Transport, (the grant funder) and Cornwall Council (a funding bid partner)), should the application (in part or full) be successful, where they do not already have authority to do so.</li> <li>5. Grant authority to the Service Director for Strategic Planning and Infrastructure, to take all such action as necessary to implement the project (including funding decisions) following grant award by the Department for Transport, should the application be successful (in part or full), where they do not already have authority to do so.</li> </ol>

**SECTION TWO: EQUALITY IMPACT ASSESSMENT SCREENING TOOL**

<p><b>Potential external impacts:</b> Does the proposal have the potential to negatively impact service users, communities or residents with protected characteristics?</p>	<p><b>Yes</b></p>	<p>X</p>	<p><b>No</b></p>	
<p><b>Potential internal impacts:</b> Does the proposal have the potential to negatively impact Plymouth City Council employees?</p>	<p><b>Yes</b></p>		<p><b>No</b></p>	<p>X</p>

Is a full Equality Impact Assessment required? (if you have answered yes to either of the questions above then a full impact assessment is required and you must complete section three)	<b>Yes</b>	X	<b>No</b>	
If you do not agree that a full equality impact assessment is required, please set out your justification for why not.				

### SECTION THREE: FULL EQUALITY IMPACT ASSESSMENT

Protected characteristics (Equality Act, 2010)	Evidence and information (e.g. data and consultation feedback)	Adverse impact	Mitigation activities	Timescale and responsible department
<b>Age</b>	<p><b>Background Community Data</b></p> <p>Plymouth</p> <ul style="list-style-type: none"> <li>• 16.4 per cent of people in Plymouth are children aged under 15.</li> <li>• 65.1 per cent are adults aged 15 to 64.</li> <li>• 18.5 percent are adults aged 65 and over.</li> <li>• 2.4 percent of the resident population are 85 and over.</li> </ul> <p>South West</p> <ul style="list-style-type: none"> <li>• 15.9 per cent of people are aged 0 to 14,</li> <li>• 61.8 per cent are aged 15 to 64.</li> <li>• 22.3 per cent are aged 65 and over.</li> </ul> <p>England</p>	<p>No adverse impacts on the grounds of age are expected on the introduction of electric buses in Plymouth; the routes to benefit from the electric buses are amongst the busiest bus routes in Plymouth which are used by all residents in Plymouth, young and old.</p> <p><b>Positive impact</b></p> <p>The introduction of electric buses is expected to have a positive impact for young children and older people.</p>	Not applicable.	Not applicable.

	<ul style="list-style-type: none"> <li>• 17.4 per cent of people are aged 0 to 14.</li> <li>• 64.2 per cent of people are aged 15 to 64.</li> <li>• 18.4 per cent of people are aged 65 and over.</li> </ul> <p>(2021 Census)</p> <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>• In 2021/2022 12,481,802 bus trips were made, of which 2,870,138 (23%) were concessionary trips.</li> <li>• In 2022/2023 14,430,064 bus trips were made, of which 3,232,668 (22%) were concessionary trips.</li> </ul> <p>In December 2022 there were 54,985 people living within Plymouth who held 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. In December 2022 there were 50,657 active age related passes.</p> <p>Older people by the nature of the scheme are overrepresented as beneficiaries of concessionary fares. National data shows that young people are overrepresented amongst public transport users (<a href="http://Gov.uk">Gov.uk</a>).</p>	<p>The air quality gains realised by the introduction of electric buses will be particularly beneficial to younger and older people. Poor air quality is known to impact on lung development of younger people and marginally improved air quality as a result of the electric buses will help improve the lung function of older people, particularly those with respiratory illness or asthma. Poor air quality has also been directly linked to Alzheimer's.</p> <p>Young children could also benefit from the requirement for the buses to have an additional space in addition to the mandatory wheelchair space – which is suitable for a second wheelchair user or at least 2 unfolded pushchairs or prams.</p> <p>Older people, such as residents holding a concessionary bus pass on the grounds of age, will benefit from the smoother journey provided by an electric bus, compared with a diesel bus, which is a particular benefit to passengers moving around the bus to find a seat, or standing, where any turbulence negatively affects the user experience, an</p>		
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		<p>issue which was reported in the 2021 focus group meetings held with current, lapsed and non-bus users to support the development of the Plymouth Bus Service Improvement Plan (<a href="https://www.plymouth.gov.uk/plymouth-bus-service-improvements">Plymouth bus service improvements   PLYMOUTH.GOV.UK</a>).</p> <p>Plymouth bus users of all ages will also benefit because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Care experienced individuals</b> (Note that as per the Independent Review of Children’s Social Care recommendations, Plymouth City Council is treating</p>	<p><b>Background Community Data</b></p> <p>It is estimated that 26 per cent of the homeless population in the UK have care experience. In Plymouth there are currently 7 per cent of care leavers open to the service (6 per cent aged 18-20 and 12 per cent of those aged 21+) who are in unsuitable accommodation.</p> <p>The Care Review reported that 41 per cent of 19-21 year old care leavers are not in education, employment or training (NEET) compared to 12</p>	<p>No adverse impact on care experienced individuals is expected as a result of the introduction of electric buses in Plymouth.</p> <p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

<p>care experience as though it is a protected characteristic).</p>	<p>per cent of all other young people in the same age group.</p> <p>In Plymouth there are currently 50 per cent of care leavers aged 18-21 Not in Education Training or Employment (54 per cent of all those care leavers aged 18-24 who are open to the service).</p> <p>There are currently 195 care leavers aged 18 to 20 (statutory service) and 58 aged 21 to 24 (extended offer). There are more care leavers aged 21 to 24 who could return for support from services if they wished to.</p>	<p>engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Disability</b></p>	<p><b>Background Community Data</b></p> <p>9.4 per cent of residents in Plymouth have their activities limited 'a lot' because of a physical or mental health problem.</p> <p>12.2 per cent of residents in Plymouth have their activities limited 'a little' because of a physical or mental health problem (2021 Census)</p> <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>• In 2021/2022 12,481,802 bus trips were made, of which 2,870,138 (23%) were concessionary trips.</li> <li>• In 2022/2023 14,430,064 bus trips were made, of which 3,232,668 (22%) were concessionary trips.</li> </ul>	<p><b>Adverse impact</b></p> <p>There is a potential adverse impact for people who are blind, partially sighted or experience a hearing impairment due to the introduction of electric buses. This is because electric buses are quieter than diesel buses which may make it more likely for people with these disabilities to either miss their bus, because they're not aware it is approaching the bus stop they're waiting at, or being involved in accidents with the new buses.</p> <p><b>Positive impact</b></p> <p>The Department for Transport requires the vehicles funded through the ZEBRA fund to: (1) be compliant with the Public Service Vehicles Accessibility Regulations 2000 (PSVAR), (2) be compliant with the Accessible</p>	<p>Plymouth Citybus already provides 'help me' aides (<a href="#">Help-Me Cards - Plymouth Bus</a>) designed to support passengers who have a hearing impairment, have difficulty communicating or are visually impaired.</p> <p>The 'help me signs' have been specifically designed to help those passengers that have difficulty seeing the destination displays on buses and bus stops and shelters. All the passenger has to do is stand at the bus stop and hold out the sign. Citybus drivers will look out for these signs and if their bus matches the sign, they will stop.</p> <p>In addition the Plymouth Enhanced Partnership will</p>	<p>The mitigation for the potential adverse introduction of electric buses will be in place before the buses start operating in Plymouth; the Department for Transport expect all buses to come into service within 2 years of the initial funding being awarded.</p> <p>Responsible parties: Plymouth Citybus, Plymouth City Council and Cornwall Council.</p>

	<p>In December 2022 there were 54,985 people living within Plymouth who held 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. In December 2022 there were 4,328 active disabled bus passes.</p> <p>In 2019, disabled adults (aged 16 years and over) in England made 757 trips on average per person per year, as compared to 1,016 for adults without a disability. The difference was smaller for those aged under 65, 17 per cent less (854 trips compared to 1,026) than for those aged over 65, 34 per cent less (642 trips compared to 970) (<a href="#">DFT Accessibility Statistics: 2020</a>)</p> <p>National evidence suggests that a higher proportion of individuals who live in families with disabled members live in poverty, compared to individuals who live in families where no one is disabled (<a href="#">EHRC 2017</a>).</p>	<p>Information Regulations (3) provide an induction loop to aid direct communication between drivers and passengers who use a hearing aid and (4) provide an additional space in addition to the mandatory wheelchair space – this space can either be suitable for a second wheelchair user or at least 2 unfolded pushchairs or prams. In addition operators must ensure that the buses can be safely and comfortably used by passengers using wheelchairs. They must also ensure that a wheelchair user can easily move between the boarding ramp or lift and the wheelchair space, and position themselves appropriately according to the restraint system in use. These measures provide benefits to bus passengers with disabilities.</p> <p>Disabled people will also benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to</p>	<p>explore other means by which passengers with disabilities can identify themselves to drivers (supported by appropriate driver training), such as the previous ‘orange wallet’ scheme in Plymouth, which some passengers still use.</p> <p>Plymouth City Council (in partnership with Plymouth Citybus) will engage with our partners who work with people with disabilities to raise awareness of the introduction of the new electric buses, the Help-Me Cards scheme and any additional schemes introduced to support people with disabilities using public transport.</p> <p>The new buses will have daytime running lights to increase their visibility to passengers/</p> <p>The electric buses will also have audio-visual next stop announcements benefitting passengers once on the vehicle.</p>	
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		<p>education, jobs, leisure and healthcare facilities.</p>	<p>Plymouth City Council, Cornwall Council and Plymouth Citybus will engage with stakeholders, through the Plymouth Enhanced Partnership Forum, about the potential use of acoustic alert systems, activated at particular speeds and / or in particular locations to mitigate for the quieter running of electric vehicles and the associated risks.</p> <p>Plymouth Citybus will also explore and where possible, mitigate for, passengers not being able to use the induction loop intended to aid direct communication between drivers and passengers who use a hearing aid, should Bluetooth be enabled on the buses.</p>	
<p><b>Gender reassignment</b></p>	<p>0.5 per cent of residents in Plymouth have a gender identity that is different from their sex registered at birth. 0.1 per cent of residents identify as a trans man, 0.1 per cent identify as non-binary and, 0.1 per cent identify as a trans women (2021 Census).</p>	<p>No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p>	<p>Not applicable.</p>	<p>Not applicable.</p>

		<p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Marriage and civil partnership</b></p>	<p>40.1 per cent of residents have never married and never registered a civil partnership. 10 per cent are divorced, 6 percent are widowed, with 2.5 per cent are separated but still married.</p> <p>0.49 per cent of residents are, or were, married or in a civil partnerships of the same sex. 0.06 per cent of residents are in a civil partnerships with the opposite sex (2021 Census).</p>	<p>No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

		<p>sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Pregnancy and maternity</b></p>	<p>The total fertility rate (TFR) for England was 1.62 children per woman in 2021. The total fertility rate (TFR) for Plymouth in 2021 was 1.5.</p>	<p><b>Adverse impact</b></p> <p>No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p> <p>People within this group may experience benefits from the pushchair spaces on the buses, as well as priority seats at the front of the vehicle that are prioritised for those with limited mobility, which extends to those who are pregnant. For people without access to a car (15 per cent of men and 31 per cent of women do not have a driving licence and 24.9 per cent of Plymouth households do not have access to a car or a van (2021 census), higher than the national figure of 23.3 per cent.), the bus could provide vital links to medical appointments and healthcare facilities.</p> <p>Plymouth bus users will also benefit from the introduction of</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

		<p>electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Race</b></p>	<p>In 2021, 94.9 per cent of Plymouth’s population identified their ethnicity as White, 2.3 per cent as Asian and 1.1 per cent as Black (2021 Census)                  People with a mixed ethnic background comprised 1.8 per cent of the population. 1 per cent of the population use a different term to describe their ethnicity (2021 Census)                  92.7 per cent of residents speak English as their main language. 2021 Census data shows that after English, Polish, Romanian, Chinese, Portuguese, and Arabic are the most spoken languages in Plymouth (2021 Census).</p>	<p>No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

		education, jobs, leisure and healthcare facilities.		
<b>Religion or belief</b>	48.9 per cent of the Plymouth population stated they had no religion. 42.5 per cent of the population identified as Christian (2021 Census). Those who identified as Muslim account for 1.3 per cent of Plymouth's population while Hindu, Buddhist, Jewish or Sikh combined totalled less than 1 per cent (2021 Census).	<p>No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>	Not applicable.	Not applicable.
<b>Sex</b>	51 per cent of our population are women and 49 per cent are men (2021 Census).	No adverse impacts are anticipated from the introduction electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.	Not applicable.	Not applicable.

		<p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.</p>		
<p><b>Sexual orientation</b></p>	<p>88.95 per cent of residents aged 16 years and over in Plymouth describe their sexual orientation as straight or heterosexual. 2.06 per cent describe their sexuality as bisexual, 1.97 per cent of people describe their sexual orientation as gay or lesbian. 0.42 per cent of residents describe their sexual orientation using a different term (2021 Census).</p>	<p>No adverse impacts are anticipated from the introduction of electric buses; the buses are expected to improve the bus service provision, on the routes the buses operate on, for all.</p> <p><b>Positive impact</b></p> <p>All Plymouth bus users will benefit from the introduction of electric buses because the savings realised as a result of engineering savings associated with the operation of electric vehicles, when compared to current diesel buses, will strengthen the viability of existing commercial services in a post-Covid climate and will help</p>	<p>Not applicable.</p>	<p>Not applicable.</p>

		to enable Plymouth Citybus to sustain bus connections to education, jobs, leisure and healthcare facilities.		
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#### SECTION FOUR: HUMAN RIGHTS IMPLICATIONS

Human Rights	Implications	Mitigation Actions	Timescale and responsible department
	No adverse impacts on Human Rights are anticipated from this decision.	Not applicable.	Not applicable.

#### SECTION FIVE: OUR EQUALITY OBJECTIVES

Equality objectives	Implications	Mitigation Actions	Timescale and responsible department
<b>Celebrate diversity and ensure that Plymouth is a welcoming city.</b>	No adverse impacts are anticipated. The introduction of electric buses will help improve Plymouth's buses, helping make them modern and attractive to both residents and visitors to the city.	Not applicable.	Not applicable.
<b>Pay equality for women, and staff with disabilities in our workforce.</b>	No adverse impacts are anticipated.	Not applicable.	Not applicable.
<b>Supporting our workforce through the implementation of Our People Strategy 2020 – 2024</b>	No adverse impacts are anticipated.	Not applicable.	Not applicable.
<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>	No adverse impacts are anticipated.	Not applicable.	Not applicable.

<b>Plymouth is a city where people from different backgrounds get along well.</b>	No adverse impacts are anticipated.	Not applicable.	Not applicable.
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