

# EQUALITY IMPACT ASSESSMENT

Strategic Planning and Infrastructure



## 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 is for the contract to provide Subsidised Services Network across the Plymouth City Council area.</p> <p>The provision of the Subsidised Services Network under this contract will enable all residents to travel within the city by a sustainable mode of transport for the journeys they wish to make. The Subsidised Services Network will provide bus services to areas of the city which are not served by bus operators on 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 could be denied access to either their place of work, employment opportunities or to services that they wish to access. This would lead to an increase in the number of vehicles on the city's road network which in turn would see levels of carbon emissions rise along the main traffic corridors and to increased levels of congestion impacting on journey times for all road users.</p>
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<b>Date of assessment</b>	25 May 2018

## 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>	<p><b>Background community data:</b></p> <ul style="list-style-type: none"><li>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).</li><li>The proportion of the working age population (16-64) of 66.1 per cent</li></ul>	No potential impact has been identified	None	N/A

	<p>is higher than the rest of the South West (62.8 per cent) and nationally (64.7 per cent).</p> <ul style="list-style-type: none"> <li>Children and Young People under 18 years of age account for 19.8 per cent of the population of the city, with 88.8 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 Plymouth in 2017/18 16,854,764 bus trips were made, of which 5,552,000 (33%) were concessionary trips.</li> <li>52,048 concessionary bus passes are currently live in Plymouth. The passes are issued either to residents who are over state pension age or have a disability that entitles them to a pass. These groups are more likely to make use of the bus services that are being supported by this contract to access health or related services across the city.</li> </ul> <p>People are living longer and it is predicted that the number of people living in our community who are aged 65 years and over will be in excess of 59,000 by 2031, an increase of 28%. Currently one in three people in the city are aged 50 and over.</p> <p>In 2015, 4,029 people aged 65 and over were predicted to have a moderate or severe visual impairment. It is anticipated that the number of people with either moderate or severe visual impairment will increase to in excess of 5,400 over the next 15 years.</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>			
<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> </ul>	No potential impact has been identified	None	N/A

	<ul style="list-style-type: none"> <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> <li>• There are 17,397 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 Plymouth in 2017/18 16,854,764 bus trips were made, of which 5,552,000 (33%) were concessionary trips.</li> <li>• 52,048 concessionary bus passes are currently live in Plymouth. The passes are issued either to residents who are over state pension age or have a disability that entitles them to a pass. These groups are more likely to make use of the bus services that are being supported by this contract to access health or related services across the city.</li> </ul> <p>There are more people living with a disability now as a result of the fact that we are living longer and medical advances enable people to manage long-term health problems.</p> <p>The Equality and Human Rights Commission predicts that the majority of people over 50 will be living with a long term health condition by 2020.</p> <p>This will include mobility related conditions which can result in people being unable to access their place of work, employment opportunities, health and related services or go shopping with further impacts on health as they become isolated in their homes.</p>			
<b>Faith/religion or belief</b>	The services covered by the contract are accessible to all regardless of their faith, religion or belief.	No potential impact has been identified	None	N/A
<b>Gender - including marriage, pregnancy and maternity</b>	All of the services provided are equally accessible to men and women.	No potential impact has been identified	None	N/A

<b>Gender reassignment</b>	All the 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>	The services being provided are accessible to everyone regardless of race.	No potential impact has been identified	None	N/A
<b>Sexual orientation - including civil partnership</b>	The services covered by the contract 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

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 Subsidised Bus Services will promote good relations between all residents, regardless of gender, ethnic background, sexual orientation, faith or disability, by ensuring that these groups are able to access services and employment opportunities 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

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Director, Assistant Director or Head of Service