

# EQUALITY IMPACT ASSESSMENT

Strategic Planning and Infrastructure



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

**What is being assessed - including a brief description of aims and objectives?**

This assessment is for the Plymouth City Council response to the Department for Transport's consultation on the Cross Country passenger franchise. The consultation seeks responses on the future structure, services and facilities that will form the specification for the next franchise which is due to commence in December 2019. The Department for Transport requires companies bidding to operate a franchise to meet equality obligations.

Our response seeks to influence the specification for the next Cross Country franchise to ensure that this delivers faster, more reliable and resilient trains with capacity able to meet increasing demand while also improving the on board passenger experience through increased levels of comfort and facilities.

The retention of train services linking the South West peninsula in the next franchise will enable residents from the city and the wider region to make both local and long distance journeys by a sustainable mode of transport. These journeys allow residents to make fast, reliable journeys to a wide range of destinations without the need to make additional changes on route. The retention of the network in its current form also has economic benefits by making the region a destination that can be reached directly from across the country, bringing regions closer together.

Any change to the Cross Country network which results in services being removed from stations between Plymouth and Penzance or to destinations currently available will result in a reduction in connectivity from the city and the region with passengers required to undertake longer journeys, with the potential need for multiple changes on route and for connections being missed.

Without the retention of through services passengers from the city and wider region would be denied the choice of who they travel with to reach their workplace, employment opportunities or the leisure destinations they wish to visit. This would lead to an increase in the number of vehicles on both the city's and the regions road network as people who would have travelled by train switch to the car. Such a move 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.

**Author**

Andrew Thomson

**Department and service**

Strategic Planning and Infrastructure, Public Transport

**Date of assessment**

31/07/2018

**STAGE 2: EVIDENCE AND IMPACT**

Protected characteristics (Equality Act)	Evidence and information (egg data and feedback)	Any adverse impact <small>See guidance on how to make judgement</small>	Actions	Timescale and who is responsible
<p><b>Age</b></p>	<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 is higher than the rest of the South West (62.8 per cent) and nationally (64.7 per cent).</li> <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>Railway data:</b></p> <ul style="list-style-type: none"> <li>In 2016-17 there were 25.9 million passenger journeys made by train from the South West, with 6.9 million of these made between the South West and regions served by Cross Country services.</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 rely more heavily on public transport for journeys and this includes making journeys by train rather than driving.</p>	<p>No potential impact has been identified</p>	<p>None</p>	<p>N/A</p>
<p><b>Disability</b></p>	<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</li> </ul>	<p>No potential impact has been identified</p>	<p>None</p>	<p>N/A</p>

	<p>disability.</p> <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 2016-17 there were 25.9 million passenger journeys made by train from the South West, with 6.9 million of these made between the South West and regions served by Cross Country services.</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 leisure activities or destinations with further impacts on health as they become isolated in their homes.</p> <p>The services covered by the Cross Country franchise are accessible to all regardless of their faith, religion or belief.</p>		
<b>Faith/religion or belief</b>		No potential impact has been identified	None N/A
<b>Gender - including marriage, pregnancy and maternity</b>	All of the services provided under the Cross Country franchise are equally accessible to men and women.	No potential impact has been identified	None N/A
<b>Gender reassignment</b>	All Cross Country 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 provided under the Cross Country franchise are accessible to everyone	No potential impact has been identified	None N/A

	regardless of race.		impact has been identified	
<b>Sexual orientation - including civil partnership</b>	The services provided under the Cross Country franchise are accessible to all regardless of their sexual orientation.	None	No potential impact has been identified	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 train services by the Cross Country franchise will promote good relations between residents, regardless of age, gender, ethnic background, sexual orientation, faith or disability, by ensuring that these groups are able to make journeys accessing employment opportunities and leisure activities on an equal basis.	N/A
<b>Human rights</b> <small>Please refer to guidance</small>	The decision is consistent with the Human Rights Act.	N/A

**STAGE 4: PUBLICATION**



Responsible Officer

Director, Assistant Director or Head of Service

Date

31/7/2018