

# Equality Impact Assessment Form

## 1. Document Control

### Control Details:

Title: <b>If this is a budget EIA please ensure the title is the same as the title used within the budget booklet</b>	Nottingham City Council Discretionary Concessionary Travel Scheme
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Strategic Budget EIA: Y/N (Does this EIA have an impact on the budget)  <b>If yes, please include the reference number</b>	Y
Exempt from publication: Y/N (All EIA's are published on Nottingham Insight for public viewing unless specified. Exemption criteria is available on the EIA section on the Intranet)	N

## 2. Document Amendment Record:

Version	Author	Date	Approved
1	James Howe	13.12.22	
2	James Howe	07.02.23	

## 3. Contributors/Reviewers (Anyone who has contributed to this document will need to be named):

Name	Position	Date
Steve Tough	Head of Transport Operations	13.12.22
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## 4. Glossary of Terms

Term	Description
English National Concessionary Travel Scheme (ENCTS)	A statutory scheme that provides free bus travel at restricted times to holders of a concessionary pass that is issued by any English Travel Concession Authority.
Travel Concession Authority (TCA)	Nottingham City Council in this case as the authority responsible for setting a Concessionary Travel Scheme for Nottingham.
Nottingham City Council Discretionary Concessionary Travel Scheme	A non-statutory scheme that provides additional travel benefits to city resident concessionary pass holders above and beyond the statutory duty as outlined in the English National Concessionary Travel Scheme. It is wholly funded by the Council, not central government.

Local Government Finance Settlement (LGFS)	A revenue grant payment paid from central government to English Councils to help fund a variety of local services, which includes the costs of running the English National Concessionary Travel Scheme at a local level.
Local Transport Plan (LTP)	Sets out the transport strategy for Nottingham and outlines a programme of measures to be delivered over the short, medium and long term. The strategy covers all types of transport including public transport, walking, cycling, cars and freight.
Bus Services Improvement Plan (BSIP)	Sets a vision for delivering a step-change in bus services that is required under the National Bus Strategy and is delivered through an Enhanced Partnership or franchising model.
BAME	Black, Asian and Minority Ethnic groups
LGBTQ+	Lesbian, Gay, Bisexual, Transgender, Queer plus other sexual orientation of gender identities
LGB+	Lesbian, Gay, Bisexual or Other sexual orientation
DIG	Disability Inclusion Group

## 5. Summary and Aims

The Council is a Travel Concession Authority (TCA) and has a duty to provide free travel on local bus services for holders of a valid English National Concessionary Travel Scheme (ENCTS) pass for journeys that commence within the council's administrative boundary. The free travel window is between 09:30 and 23:00 on weekdays and at all times on weekends and on bank holidays anywhere in England. Concessionary travel passes are available to those who qualify on the grounds of age or disability.

ENCTS free travel is funded by central government via the Local Government Finance Settlement (LGFS) grant provided annually to each English Council. The Council is responsible for reimbursing transport operators for all statutory free concessionary travel commencing within Nottingham, irrespective of which TCA issued the pass.

TCAs can also offer, and locally fund, additional travel entitlements using discretionary powers from Section 93 of the Transport Act 1985. The Council currently offers three additional travel entitlements for our Nottingham residents, namely;

- free travel on the entire Nottingham tram network at the same times as per the national scheme for free bus travel, which is between 09:30 and 23:00 hours on weekdays and at all times on weekends and bank holidays;
- a companion travel facility attached to passes issued for certain severe disabilities;
- free travel on weekdays for boardings made before 09:30 on buses for travel made wholly within the Nottingham City Council administrative boundary and on the tram across its entire network.

Unlike the reimbursement duty for the statutory bus concession, the Council is responsible under the current non-statutory arrangement for reimbursing the tram operator for all travel by Nottingham pass holders only.

Nottingham issues a disabled persons concessionary travel pass with an additional companion entitlement to residents who are either;

- registered as blind with the Council's Sensory Team;
- have a severe walking disability (need to use a wheelchair at all times indoors and outdoors) or;
- have a severe learning disability, are registered under the care of the Adult learning Team and would have difficulty travelling alone.

This type of pass allows one additional person to travel with the pass holder at the same discounted rate for all journeys made in Nottingham and the Council uses its own budget to fund the companion trips.

The Council currently receives external grant funding in the form of the Bus Services Improvement Plan (BSIP) to fund free travel made by city residents possessing a disabled persons travel pass on bus and tram before 09:30 on weekdays. The period funded ends on 31 March 2025.

Officers are due to issue a report to Executive Board for the meeting dated 21 February 2023 to seek approval to continue providing the following additional travel benefits as outlined above to eligible city residents;

- free travel on the entire Nottingham tram network at the same times as per the national scheme for free bus travel, which is between 09:30 and 23:00 hours on weekdays and at all times on weekends and bank holidays;
- a companion travel facility attached to passes issued for certain severe disabilities.

The offering of the above benefits aligns with the strategic ambition of the Council, as outlined in the Local Transport Plan (LTP), aimed at delivering a world-class, low carbon, sustainable transport system for Nottingham, to support a thriving economy and enable growth. To help realise this vision; the Council provides enhanced concessionary travel benefits for Nottingham's elderly and disabled residents, enabling those residents to more easily access work, training, health, shopping and leisure facilities.

The additional benefits provided can also support the strengthening of communities, sustainable town and district centres within the Greater Nottingham area, and connect disabled and isolated people, thus improving helping mental health well-being and quality of life.

## 6. Information used to analyse the effects on equality

Nottingham has around 55,000 residents that possess a Concessionary Travel pass.

Prior to the pandemic there were around 8.9 million concessionary pass journeys undertaken in 2019/20 that the Council were responsible for reimbursing local bus and tram operators for.

Around 1.1m of these trips were undertaken by city residents on the tram network and broken down further into the following pass types;

Of the bus 7.8m journeys made by concessionary pass holders, 5.3m were made by city residents possessing a senior or disabled persons pass, including the following;

A number of transport surveys carried out by the local authority have highlighted areas in which Nottingham's bus network meets the needs of its users, as well as identified areas where services could be improved. Of those surveyed, 56% were women, 10% considered themselves disabled, 6% BAME and 6% LGBTQ+.

In the Bus and Tram User Survey, carried out in 2018, 55.7% of respondents who were bus users cited 'easy access' as the reason why they choose to travel by bus. When asked what would encourage users to travel by bus more often, 'cheaper fares' was suggested by 49.8% of respondents. A more regular service was the second most popular response. The survey also highlighted the reasons why people use the bus, which found that the top three reasons were for leisure and social, shopping and work. When asked what would make respondents travel by bus more often, bus users made cited services being expensive, wanting improved evening and Sunday services, and an overall sense of improved reliability.

The most recent survey carried out in relation to Nottingham's Bus Service Improvement Plan indicated that 61% of those surveyed supported the adoption of this electric buses a "great deal" or "to some extent." Of those surveyed, 19% considered themselves disabled, 8% BAME, 58% were women and 1% gender neutral with support for the technology from these respondents slightly higher than overall average at 63%.

## 6.1 Relevant Research/Data

### Age –

Nottingham City age group demographics:

- Under 15 – 17.2%
- 16-24 – 23.3%
- 25-44 – 27.2%
- 45-59 – 16.2%
- 60+ - 16.0%

Older people are at a higher risk of poverty, which increases the likelihood of this age group travelling by bus. For example, [in 2019](#), people in the lowest real income quintile made more local bus trips on average than any other income quintile. Those in the highest income quintile made the least number of local bus trips.

[Car ownership](#) in Nottingham is also significantly lower than the average in England, with the 2011 Census suggesting that only 43.7% of households in the city have access to a car, compared to 25.8% in England. Car ownership is also particularly low amongst pensioners living alone as well as lone parents. With car ownership or access to car low in the city, importance is placed upon buses to provide access to work and education, and to [limit levels of social isolation](#).

### Disability –

In Nottingham City, 18.1% of people have long-term health problems that limit day-to-day activities. Data collected by [Transport Statistics \(2019\)](#) found that people with a disability make fewer trips by car. Simultaneously, disabled people are also less likely to be a car driver, placing further importance on accessible public transport to instil independence. [Better employment outcomes](#) for disabled people can also be achieved by the provision of accessible buses.

### Sex –

The population of Nottingham City is comprised of 51% females and 49% males. Lone parents are predominantly female, which affects socioeconomic status and access to their own cars. As previously mentioned, car ownership amongst lone parents tends to be

low. There are also a higher proportion of female carers when compared to male carers. This makes both pushchair and wheelchair spaces particularly relevant on-board buses.

### **Race –**

27.2% of the total resident population of Nottingham belong to BAME communities. BAME groups more frequently face socioeconomic disadvantages, which can correlate with living in more densely populated areas where air quality is poor. Densely populated areas could include St Ann's, The Meadows, Forest Fields and Hyson Green, where BAME communities represent 50.4%, 48.2%, 52.3% and 49.6% respectively. Socioeconomic disadvantages can directly correlate to the proportion of individuals who have access to a privately owned vehicle.

### **Gender Reassignment –**

0.3% of the total resident population are transgender.

### **Religion or Belief –**

In Nottingham City, the percentage of the population belonging to religious or spiritual belief groups are as follows:-

- Christian – 34.7%
- Buddhist – 0.5%
- Hindu – 1.7%
- Jewish – 0.3%
- Muslim – 12.2%
- Sikh – 1.3%
- Other religion – 0.7%
- No religion – 41%

### **Sexual Orientation –**

85.3% of the total population identified as heterosexual or straight and 4.9% identified as LGB+

### **Other evidence which might be relevant –**



There is emerging [evidence](#) that suggests air pollution can be associated with poorer mental health conditions. This includes potential links between air pollution exposure and increased rates of both depression and anxiety disorders.

## 7. Impacts and Actions

	Could particularly benefit <b>X</b>	May adversely impact <b>X</b>	No significant impact <b>X</b>
People from different ethnic groups (race).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Men	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Women	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Trans people (gender reassigned)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<u>Disabled people or carers.</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pregnancy/ Maternity	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
People of different faiths/ beliefs and those with none.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Lesbian, gay or bisexual people (sexual orientation).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<u>Older</u>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>Younger</u>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other (e.g. marriage/ civil partnership, looked after children, cohesion/ good relations, <u>vulnerable children/ adults</u> ).  <b><i>Please underline the group(s) /issue more adversely affected or which benefits.</i></b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## 7.1 Potential Positive Equality Impacts

### **Older people –**

People within this group have more travel choice with the addition of free tram travel and the tram is a highly accessible, high frequency, mode of public transport with ease of access boarding and priority seating available. The tram can also provide important links to medical appointments, leisure and shopping facilities, employment and education and it also further facilitates socialisation.

### **Disabled people or carers –**

Disabled city residents are statistically less likely to have access to their own car and so it is particularly important that this group has extensive public transport options with the addition of free tram travel. The tram is a highly accessible, high frequency, mode of public transport with ease of access boarding and it has a good level of priority seating and wheelchair space available. The tram can also provide important links to medical appointments, leisure and shopping facilities, employment and education and it also further facilitates socialisation.

Carers are permitted to travel for free on bus and tram with a city resident disabled person that possess a valid concessionary travel pass to support the disabled person, who may or may not be able to travel alone, with their journey.

## **7.2 Potential Negative Equality Impacts**

## **7.3 Mitigations to Negative Impacts**

## **8. How the impact on equality will be monitored throughout the lifetime of the proposal**

Bus and trams operators are obliged to provide the Council with regular records of concessionary pass travel for trips that the Council is responsible for paying for and the information is broken down to show the split of pass type and on a route level for buses basis too. Regular passenger surveys are undertaken and there is regular dialogue with key protected characteristic groups represented by groups such as Disability Inclusion Group (DIG) and on-going dialogue will remain with the Council's Equalities Team. Continuous evaluation and engagement with other stakeholders will be maintained to ensure that any queries or concerns about the additional travel benefits are addressed quickly. Current information systems such as complaints and feedback received through the Council's Travel Information Centre as well as through operator customer service teams will provide crucial insight into the public's opinion of the scheme.

## 9. Engagement with Stakeholders

At this stage, Nottingham City Council will contact key stakeholders, to explain that Exec Board approval needs to be sought as per the constitutional process and that we will seek involvement from these groups to better understand the impact on stakeholders. Nottingham City Council already work closely with the Disability Involvement Group (DIG) to identify any areas of concern with regards to any potential policy changes.

Other stakeholders that Nottingham City Council will engage with and seek feedback from will include, but is not limited to:

- [Disability Nottinghamshire](#)
- [My Sight Nottinghamshire](#)
- [Reach Learning Disability](#)
- [Nottingham Community and Voluntary Service](#)
- [Turning Point Nottingham](#)
- [Age UK Nottingham](#)

## 10. Outcome(s) of equality impact assessment:

<input checked="" type="checkbox"/>	No major change needed	<input type="checkbox"/>	Adjust the policy/proposal
<input type="checkbox"/>	Adverse impact but continue	<input type="checkbox"/>	Stop and remove the policy/proposal

## 11. Approved by (manager signature) and Date sent to equality team for publishing:

<b>Approving Manager:</b> The assessment must be approved by the manager responsible for the service/proposal. Include a contact tel & email to allow citizen/stakeholder feedback on proposals.	<b>Date sent for advice:</b> Send document or Link to: <a href="mailto:equalities@nottinghamcity.gov.uk">equalities@nottinghamcity.gov.uk</a>
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**Approving Manager Signature:**

A handwritten signature in black ink, appearing to be 'Steve G.', written in a cursive style.

**Date of final approval: 07.02.23**