

Equalities Comprehensive Impact Assessment v3 - optional ECIA review

Reference: ECIA567668464

Submitted: 12 December 2023 13:45 PM

Executive summary

Title of policy / decision: Executive Director Decision for Submission of a Zero Emission Bus Regional Area 2 (ZEBRA2) Bid to the Department for Transport to introduce Electric Buses in Basildon

Policy / decision type: Executive Director Decision (EDD)

Overview of policy / decision: The proposal is to ask the Executive Director, Climate, Environment and Customer Services to approve the submission of a bid for new zero emission Buses and associated charging infrastructure in Basildon through the Department for Transport (DfT) Zero Emission Bus Regional Area 2 (ZEBRA2) grant fund. This is in line with our stated aim of electrifying buses in Basildon, as included in the Bus Service Improvement Plan and Enhanced Partnership. Funding will be provided by the commercial sector and by the DfT with ECC managing the grant payment process. ECC will not have any financial liability from a successful bid. The bid will be assessed by DfT against the criteria set out in its Green Bus Calculator and application form. These will cover most aspects of the environmental benefits and impacts deriving from the scheme.

What outcome(s) are you hoping to achieve?: To authorise the submission of a bid to the DfT before the 15th December 2023 to fund the introduction of zero emission (at tailpipe) buses in Basildon and the accompanying infrastructure in First's Basildon garage. This will reduce carbon and pollutant (i.e. NOx, SOx and particulate) emissions across the town with the concomitant air quality and health benefits for residents and make bus use more attractive for residents as a modal choice. It will also allow for the introduction of new skills and jobs (to do with the installation and maintenance of electric drive train and charging infrastructure for buses). The bus routes included as part of the bid also serve the Essex districts of Chelmsford, Rochford and Brentwood.

Executive Director responsible for policy / decision: Mark Ash (Climate, Environment and Customer Services)

Cabinet Member responsible for policy / decision: Cllr Tom Cunningham (Highways, Infrastructure and Sustainable Transport)

Is this a new policy / decision or a change to an existing one?: Change to an existing policy / decision

How will the impact of the policy / decision be monitored and evaluated?: Success of the bid will be seen through:

- a) the introduction of a significant number zero emission (at tail pipe) buses in Baidon.
- b) reduced carbon and pollutant outputs. These will be set out though the DfT Green Bus Calculator (GBC) and measured once the fleet is in operation.
- c) reports to DfT.

Will this policy / decision impact on:

Service users: No

Employees: No

Wider community or groups of people: Yes

What strategic priorities will this policy / decision support?: Strong, Inclusive and Sustainable Economy, High Quality Environment, Health, Independence and Wellbeing for All Ages

Which strategic priorities does this support? - Economy?: Green growth

Which strategic priorities does this support? - Environment: Transport and built environment

Which strategic priorities does this support? - Health: Healthy lifestyles

What geographical areas of Essex will the policy / decision affect?: Basildon, Brentwood, Chelmsford, Rochford

Digital accessibility

Is the new or revised policy linked to a digital service (website, system or application)?: No

Equalities - Groups with protected characteristics

Age

Nature of impact: Positive

Extent of impact: Low

Disability - learning disability

Nature of impact: None

Disability - mental health issues

Nature of impact: None

Disability - physical impairment

Nature of impact: Positive

Extent of impact: Low

Disability - sensory impairment

Nature of impact: Positive

Extent of impact: Low

Sex

Nature of impact: Positive

Extent of impact: Low

Gender reassignment

Nature of impact: None

Marriage / civil partnership

Nature of impact: None

Pregnancy / maternity

Nature of impact: None

Race

Nature of impact: None

Religion / belief

Nature of impact: None

Sexual orientation

Nature of impact: None

Rationale for assessment, including data used to assess the impact: For older people: Older people are disproportionately heavy users of bus services, so will benefit from the cleaner engines, fewer emissions and quieter, smoother drive.

For disabled people: Disabled people are disproportionately heavy users of bus services, so will benefit from the cleaner engines, fewer emissions and quieter drive as above, plus the buses will 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. The buses must also be compliant with the Public Service Vehicles Accessibility Regulations 2000 (PSVAR) and be compliant with the Accessible Information Regulations, with an induction loop to aid direct communication between drivers and passengers who use a hearing aid. This will therefore be beneficial to users with a disability, and older users who may require improved accessibility.

For Women: Women are disproportionately heavy users of bus services, so will benefit from the cleaner engines, fewer emissions and quieter, smoother drive. Women statistically live longer than men so will also benefit disproportionately from the positive impacts for older people and disabled people set out above including additional space available for pushchairs etc when not in use by wheelchairs.

What actions have already been taken to mitigate any negative impacts?: n/a

How could you strengthen any positive impact(s)?: We will work with our private sector partner to maximise the number of zero emission vehicles in their Basildon Fleet, maximising the benefits from the transition and take use the opportunity to advertise and market the improved services, attracting more bus users and promoting modal shift.

Levelling up - Priority areas & cohorts

Children and adults with SEND, learning disabilities or mental health conditions (taking an all-age approach)

Nature of impact: Positive

Extent of impact: Low

Children on Free School Meals

Nature of impact: None

Working families

Nature of impact: None

Young adults (16-25 who have not been in education, training or employment for around 6-12 months)

Nature of impact: None

Residents of Harlow

Nature of impact: None

Residents of Jaywick and Clacton

Nature of impact: None

Residents of Harwich

Nature of impact: None

Residents of Basildon (Town) housing estates

Nature of impact: Positive

Extent of impact: Low

Residents of Canvey Island

Nature of impact: None

Residents of Colchester (Town) - Housing Estates

Nature of impact: None

Residents of Rural North of the Braintree District

Nature of impact: None

Rationale for assessment, including data used to assess the impact: For Children and adults with SEND, learning disabilities or mental health conditions: Children and adults with SEND are disproportionately heavy users of bus services, so will benefit from the cleaner engines, fewer emissions and quieter drive as above, plus the buses will 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. The buses must also be compliant with the Public Service Vehicles Accessibility Regulations 2000 (PSVAR) and be compliant with the Accessible Information Regulations, with an induction loop to aid direct communication between drivers and passengers who use a hearing aid. This will therefore be beneficial to users with a disability, and older users who may require improved accessibility

For Residents Of Basildon: The introduction of zero emission buses will reduce carbon and pollutant (i.e. NOx, SOx and particulate) emissions across the town with the concomitant air quality and health benefits for residents and make bus use more attractive for residents as a modal choice. It will also allow for the introduction of new skills and jobs (to do with the installation and maintenance of electric drive train and charging infrastructure for buses).

What actions have already been taken to mitigate any negative impacts?: n/a

How could you strengthen any positive impact(s)?: We will work with our private sector partner to maximise the number of zero emission vehicles in their Basildon Fleet, maximising the benefits from the transition and take use the opportunity to advertise and market the improved services, attracting more bus users and promoting modal shift.

Equalities - Inclusion health groups and other priority groups

Refugees / asylum seekers

Nature of impact: None

Homeless / rough sleepers

Nature of impact: None

People who experience drug and alcohol dependence

Nature of impact: None

Offenders / ex-offenders

Nature of impact: None

Victims of modern slavery

Nature of impact: None

Carers

Nature of impact: None

Looked after children / care leavers

Nature of impact: None

The armed forces community (serving personnel and their families, veterans, reservists and cadets)

Nature of impact: None

People who are unemployed / economically inactive

Nature of impact: None

People on low income

Nature of impact: None

Sex workers

Nature of impact: None

Ethnic minorities

Nature of impact: None

Gypsy, Roma, and Traveller communities

Nature of impact: None

People with multiple complex needs or multi-morbidities

Nature of impact: None

Rationale for assessment, including data used to assess the impact: Introducing electric buses in Basildon will have no exceptional impact on any of the specific groups set out above, beyond the general benefit for all residents from reduced carbon and pollutant (i.e. NOx, SOx and particulate) emissions across the town with the

concomitant air quality and health benefits and improved attractiveness of bus services to residents as a modal choice, the introduction of new skills and jobs (to do with the installation and maintenance of electric drive train and charging infrastructure for buses).

What actions have already been taken to mitigate any negative impacts?: n/a

Equalities - Geographical Groups

People living in areas of high deprivation

Nature of impact: Positive

Extent of impact: Medium

People living in rural or isolated areas

Nature of impact: Positive

Extent of impact: Low

People living in coastal areas

Nature of impact: None

People living in urban areas

Nature of impact: Positive

Extent of impact: Medium

Rationale for assessment, including data used to assess the impact: Basildon is ranked 136th nationally and 5th within Essex for overall deprivation. Less well-off people are disproportionately reliant of bus services to access employment, the wider transport network, health, education and shopping services. Bus networks to be focused around areas of greater deprivation for this reason (greatest passenger potential) and this is the case in Basildon users of bus services, with the bus network focused around Pitsea North West (1st highest deprivation level out of 16 wards), Vange (2/16), Pitsea South West (3/16), Lee Chapel North (4/16), St Martins (5/16), Fryerns (6/16). Source: <https://www.basildon.gov.uk/BasildonBoroughProfilePeople> Areas of higher levels of deprivation tend to have higher levels of road based pollution and suffer from higher incidences of health issues related to pollution Some routes travel to Southend, and consequently travel through rural areas, and providing these with zero emission buses should the bid be successful.

What actions have already been taken to mitigate any negative impacts?: n/a

How could you strengthen any positive impact(s)?: Ensure that all buses in the Basildon depot are replaced with electric buses.

Families

Family formation (e.g. to become or live as a couple, the ability to live with or apart from children)

Nature of impact: None

Families going through key transitions e.g. becoming parents, getting married, fostering or adopting, bereavement, redundancy, new caring responsibilities, onset of a long-term health condition

Nature of impact: None

Family members' ability to play a full role in family life, including with respect to parenting and other caring responsibilities

Nature of impact: None

Families before, during and after couple separation

Nature of impact: None

Families most at risk of deterioration of relationship quality and breakdown

Nature of impact: None

Rationale for assessment, including data used to assess the impact: Introducing electric buses in Basildon will have no impact on any family group in particular – it will provide health benefits to all groups through improved air quality due to the vehicles having zero emissions.

What actions have already been taken to mitigate any negative impacts?: n/a

Crime & Disorder

Crime and disorder

Nature of impact: None

The misuse of drugs, alcohol and other substances

Nature of impact: None

Re-offending

Nature of impact: None

Serious violence

Nature of impact: None

Rationale for assessment, including data used to assess the impact:
Introducing electric buses in Basildon will have no impact on crime and disorder.

(If negative impact assessed) What actions will be undertaken to mitigate negative impacts, including timescales:

What actions have already been taken to mitigate any negative impacts?:
n/a

How could you strengthen any positive impact(s)?:

Climate

Does your decision / policy involve development or re-development of buildings or infrastructure?: No

Does your decision / policy take place in, or make use of, existing buildings or infrastructure?: No

Does your decision / policy involve elements connected to transport, travel or vehicles? This includes travel needs / requirements of both service users and staff (including staff you're planning to recruit): Yes

Where are staff or service users coming from and how are they travelling?: The buses which would be bought through this bid would be in service for the general population, and improved bus quality may lead to an increase in patronage, reducing the usage of private vehicles.

If car travel is unavoidable, are you specifying electric cars and vehicles?: No

What is your transition plan to introduce electric vehicles?: Car travel is not needed as part of the decision to submit a bid for zero emission buses for Basildon Depot. Staff at the depot will continue to travel to work as they do presently.

Are you undertaking a procurement exercise?: No

Does your decision / policy involve the purchase of goods or materials?: No

Will any waste be generated by this decision? This includes waste from construction, waste generated by service users / staff, and waste generated by replacing existing products / materials with new: No

Nature of impact

Built Environment / Energy: Positive

Sustainable Transport / Travel: Positive

Waste: None

Extent of impact

Built Environment / Energy: Medium

Sustainable Transport / Travel: High

Rationale for assessment, including data used to assess the impact: Adding new zero emission electric buses to Basildon will ensure a higher quality of vehicle, improving journeys for Basildon's residents, encouraging the usage of public transport.

As part of the bid, infrastructure will be installed in the Basildon depot to allow recharging. This will require the installation of 18 charging heads. While there is a relatively small emission cost to this work, the overall CO2 and pollutant emission benefits from the scheme are considered to significantly outweigh the costs

What actions have already been taken to mitigate any negative impacts?: n/a

Action plan to address and monitor adverse impacts

Does your ECIA indicate that the policy or decision would have a medium or high adverse impact on one or more of the groups / areas identified?: No

Details of person completing the form

I confirm that this has been completed based on the best information available and in following ECC guidance: I confirm that this has been completed based on the best information available and in following ECC guidance

Date ECIA completed: 07/12/2023

Name of person completing the ECIA: Jemma Goldwater

Email address of person completing the ECIA: jemma.goldwater@essex.gov.uk

Your function: Climate, Environment and Customer Services

Your service area: IPTU

Your team: IPTU

Are you submitting this ECIA on behalf of another function, service area or team?: No

Email address of Head of Service: helen.morris@essex.gov.uk