

Equality Impact Assessment / Equality Analysis Budget Proposals

This template has been developed for the specific purpose of analysing the equality impact of proposals that have been put forward as part of budget setting. Use this template to identify what impact or likely impact the proposal will have on people with protected characteristics.

Title of savings proposal	Park and Ride Fees increase			
Growth or Savings/Income?	Income	FTE Reduction/Increase	Nil	
Brief Description and Aim <i>(no more than 100 words)</i>	<p>Proposal is to increase the standard Park & Ride fare from £3.70 for a return journey to £4.00 or approximately 7.5%.</p> <p>The 10 single journeys carnet would increase from £14.80 to £16.00 and a group ticket from £5.50 (for 2 adults) to £6.00. Up to 5 children under 16 would continue to travel free with a fare paying adult.</p> <p>Proposal could also include option to increase fares by contractual inflation, CPI (or other measure) annually, rounded up to the nearest 10p in future years as standard. However, this has not been modelled at this time.</p>			
Budget Reduction / Growth Value <i>(note year 2 value is the increase/decrease on year 1)</i>	Year	2026/27	2027/28	2028/29
	Value (£000)	100		

Directorate/Service area and Cabinet Portfolio	Sustainable Communities/Communications and Community
Impacts to Service Delivery <i>(no more than 100 words)</i>	None
Delivery Risk Rating (High/Medium/Low) <i>(Please detail reasons and actions to reduce risk)</i>	Low 1) Increases in fares for bus services are business as usual 2) Increase is modest when compared to parking charges in city centre
Do the aims of this proposal link to any other budget proposals? <i>(no more than 100 words)</i>	No
Consider whether this proposal has any knock-on impacts to other services. If so, please provide service and detail <i>(no more than 100 words)</i>	Potential for reduced passenger usage which may have a wider impact on the economy. This could be reflected in heritage or within commercial estate income. However, this is considered low risk.

Assessment of impact: 'Equality analysis'

Use the spaces below to demonstrate you have analysed how this proposal:

- Meets any needs of equality groups or helps promote equality in some way.
- Could have a negative or adverse impact for any of the equality groups - and if so, mitigating actions.
- Could have potential knock-on effects for other service areas or create problems because of cumulative impacts.

	All equality areas/characteristics	How this proposal might advance equality	Potential negative or adverse impacts - and what steps can be taken to mitigate this	Potential knock-on impacts for other service areas/other proposals
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1	Sex	Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre.	<ul style="list-style-type: none"> • Women make over a third more bus journeys than men across England. [wbq.org.uk] • This suggests that female users are more likely to feel the impact of the increased fare than males as a demographic <p>This may be due to broader social factors such as:</p> <ul style="list-style-type: none"> • Higher likelihood of women working part-time • Greater reliance on public transport for caregiving and community roles <p>However, P&R services still provide significant value when compared to parking charges in the city centre. If the service is not viable then all car drivers would be required to either use scheduled bus services or pay to park.</p> <p>There is national awareness of and a statutory duty to report on the pay gap between women and men. Women will be more impacted by higher fares.</p>	The higher level of bus use by females is particularly important to note if the associated proposal to remove the concessionary fare discount is also progressed. As females as a demographic use buses more frequently than males they may feel the impact of any fare increase more acutely than other demographics as they travel more regularly and may currently travel for free if they have a concessionary travel pass.
2	Pregnancy & maternity	Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre.	<ul style="list-style-type: none"> • Women make over a third more bus journeys than men across England. [wbq.org.uk] 	N/A

			<ul style="list-style-type: none"> This suggests that female users are more likely to feel the impact of the increased fare than males as a demographic <p>This may be due to broader social factors such as:</p> <ul style="list-style-type: none"> Higher likelihood of women working part-time Greater reliance on public transport for caregiving and community roles <p>However, P&R services still provide significant value when compared to parking charges in the city centre. If the service is not viable then all car drivers would be required to either use scheduled bus services or pay to park.</p>	
3	Gender reassignment	Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre.	No significant impact identified	N/A
4	Disability	<p>Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre.</p> <p>All vehicles on the P&R service are fully accessible with dedicated spaces for those with additional needs.</p> <p>Community transport schemes operate across Bath and North East Somerset to provide safe, accessible transport for people who cannot use public transport due to disability, age or lack of access to</p>	<p>27% of working-age disabled people live in poverty after housing costs, compared to 19% of non-disabled people. [scope.org.uk]</p> <p>In 2017/18, 31% of disabled people lived in poverty, versus 20% of non-disabled people and within working-age adults around 20–21% are in poverty.</p> <p>However, P&R services still provide significant value when</p>	Disabled people may, as a demographic feel the impact of any fare increase more acutely than other demographics. This is particularly important to note if the associated proposal to remove the concessionary fare discount is also progressed as 11% of all concessionary travel

		services. More information on these can be found online at https://livewell.bathnes.gov.uk/community-transport	compared to parking charges in the city centre. If the service is not viable then all car drivers would be required to either use scheduled bus services or pay to park.	passes are issued to disabled people. However, all concessionary travel pass holders could still qualify for (free) concessionary travel on scheduled bus services or discounted rail travel
5	Race	Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre.	Ethnic minorities in the UK face significantly higher poverty rates—for example over 30% for Black and Asian pensioners versus 16% for White pensioners. Therefore any fare increase may be felt more acutely by ethnic minorities.	N/A
6	Sexual orientation	Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre.	No significant impact identified	N/A
7	Marriage and civil partnership	Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre.	No significant impact identified	N/A
8	Religion/belief	Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre.	No significant impact identified	N/A
9	Age	Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre. Up to 5 children will still travel free of charge with each fare paying passenger.	17% of pensioners are in relative poverty (income below 60% of the median after housing costs). [ageing-better.org.uk] . This rate has risen from 13% in 2011–12, meaning an increase of around 300,000 pensioners living in	89% of concessionary pass holders qualify under the age criteria. This is particularly important to note if the associated proposal to remove the concessionary fare discount

		Community transport schemes operate across Bath and North East Somerset to provide safe, accessible transport for people who cannot use public transport due to disability, age or lack of access to services. More information on these can be found online at https://livewell.bathnes.gov.uk/community-transport	poverty. [ifs.org.uk] Among those aged 85 and over, the poverty rate is even higher at 21%. However, all users over could still quality for (free) concessionary travel based on age criteria on scheduled bus services or discounted rail travel. Both options further reduce car usage and improves the environment. For comparison, within working-age adults around 20–21% are in poverty.	is also progressed. Therefore older people as a demographic feel the impact of any fare increase more acutely than other demographics as they currently travel for free.
B&NES Local Priority				
10	Socio-economically disadvantaged	Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre.	<p>As of 2022/23, 21% of the UK population—about 14.3 million people—were living in poverty. [jrf.org.uk]</p> <ul style="list-style-type: none"> • This includes: <ul style="list-style-type: none"> ○ 8.1 million working-age adults ○ 4.3 million children ○ 1.9 million pensioners <p>However, B&NES ranks 269th out of 317 local authorities for overall deprivation (2019), making it one of the least deprived areas nationally. While B&NES has relatively low unemployment and higher employment rates, the prevalence of part-time work and sectoral composition suggest a higher proportion of low-paid workers than the national</p>	It is important to note if the associated proposal to remove the concessionary fare discount. Older people or disable people who currently travel for free may feel the impact of any fare increase more acutely than other demographics.

			average, despite slightly better average earnings. However, P&R services still provide significant value when compared to parking charges in the city centre. If the service is not viable then all car drivers would be required to either use scheduled bus services or pay to park.	
11	Rural communities	Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre.	While Bath has visible concentrations of poverty, rural areas around Bath face more dispersed and hidden deprivation, often linked to transport, housing quality, and service access. However, P&R services still provide significant value when compared to parking charges in the city centre. If the service is not viable then all car drivers would be required to either use scheduled bus services or pay to park.	It is important to note if the associated proposal to remove the concessionary fare discount. Older people or disable people who currently travel for free may feel the impact of any fare increase more acutely than other demographics.
12	Armed Forces Community	No significant impact identified	No significant impact identified	N/A
13	Care Experienced	Care leavers aged 18 to 25 living in the West of England Mayoral Combined Authority are eligible for free bus travel until 31 March 2026. If concession does not apply, the Park and Ride services remain a cost effective route to travel into Bath compared to paying parking charges in the centre.	Nationally, around 50% of care leavers are estimated to live in poverty. Therefore any increase in fares will impact this group more acutely than other demographics. However, P&R services still provide significant value when compared to parking charges in the city centre. If the service is not viable then all car	N/A

			drivers would be required to either use scheduled bus services or pay to park. Care leavers may also qualify for free bus travel through a local concession.	
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Name of officer(s) conducting equality analysis: Paul Garrod, Head of Highways Delivery

Signed off by: Chris Major, Director of Place Management

Date: 24/10/25