



15 JUNE 2023

UPDATE ON WELSH GOVERNMENT BUS FUNDING AND NETWORK IMPLICATIONS FOR CARDIFF CAPITAL REGION REGIONAL TRANSPORT AUTHORITY (CCRTA) AND REGIONAL BUS ADMINISTRATION, MANAGEMENT & OPTIMISATION

REPORT OF CARDIFF CAPITAL REGION TRANSPORT & ENERGY MANAGER

AGENDA ITEM: 7

Reason for this Report

1. To update Members on current funding proposals by Welsh Government for Bus Service networks 25th March 2023 to 31st March 2024.
2. To present the initial outputs from the *regional scrum* teams, including an overview of proposed changes to the commercial network and implications for constituent authorities, including regional services.
3. To advise Members on the development of a regional bus service assessment matrix for use in considering which formerly commercial bus services should be prioritised within the funding available.

Background

4. All bus services in Wales are currently being operated under a Public Service Obligation (PSO), which recognises increased operating costs and changing travel habits that prevent the provision of socially necessary bus services on a commercial basis.
5. The Bus Emergency Scheme (BES) has been funded by Welsh Government since inception on 1st July 2020; however, the Deputy Minister for Climate Change (DMCC) has announced the scheme is not financially sustainable within current WG budgets and will cease during 2023/24 financial year.
6. Following a series of meetings between WG, Regional Transport Officer leads, Association of Transport Co-ordinating Officers (ATCO), bus trade organisations and Community Transport Association (CTA), the DMCC announced the formation of regional scrum teams. These teams are local authority leads with

support from TfW and are tasked with identifying potential bus service changes to establish a new reduced cost affordable network that can be sustained once BES funding ends, and to identify the network gaps that would require consideration for funding support by local authorities.

7. Funding for BES was initially due to cease on 30th June 2023; however, this was extended to the 24th July 2023 to ensure services were not disrupted by operator cancellations before the end of the academic year.
8. Given the dependence on BES to maintain the current network capacity, cessation of funding will undoubtedly result in some loss of services. Local Authorities and operators have been working closely to identify which services are at risk and what, if any mitigations are in place. It was evident that timescales and resources were not sufficient to enable Local Authorities to procure any supported bus services that would be required post BES without a break in service provision for passengers.

Current Position

9. The DMCC provided an Update on Bus Services to Plenary on 23rd May 2023, which included an update on the progress of the regional scrums, which have provided initial cost estimates to maintain current capacity, noting travel habits have changed considerably which requires some changes to existing services to best utilise resources and reflect demand.
10. The statement also confirmed an extension of the BES scheme to the end of the financial year with the intention to maintain as much of the network for as long as possible. There was confirmation of the re-purposing of forecast underspend in Concessionary Fares budgets, and an increase to the Concessionary Fares reimbursement rate to operators by 10.1%. These elements combined with the remaining BES and Traws Cymru budgets will release £46m (of which £4m is ring-fenced to Traws Cymru). However, it was noted there remains a potential funding shortfall of circa £9m which places some services at risk. Regional Officers continue to support Local Authority Officers to review networks in partnership with operators. It is noted that the total number of km operated in the region has reduced from 49,674,869kms to 39,789,424kms (20% reduction), reflecting the withdrawal of services where they cannot be justified within the resources available. There is a balance to be struck between the stability required to give confidence to users and grow patronage, whilst meeting access to socially necessary facilities.
11. The statement noted the interaction of school and public bus services. We are working with Local Authorities to identify opportunities to maximise the use of the public services to provide statutory Home-to-school transport; however, there is a need to recognise that local authorities may see a rise in season ticket costs that reflect changing market conditions.
12. Officers in South East Wales have fully reconciled BES2, with BES 3 22/23 financial year substantially complete, with a delay in 23/24 financial year due to prioritisation of post July 2023 forecasting and network review. Other regions have reported they have not yet completed BES 2 reconciliation, which results in

national uncertainty regarding budget availability for the remainder of this financial year.

Issues and Risks

13. Whilst the extension of the scheme is welcomed, the funding gap remains a concern. Without further funding and / or increased passengers' revenue, there will be a number of trade-offs that will require consideration. These include:
 - geographical coverage to serve key destinations including, schools, healthcare, employment and retail facilities;
 - hours of operation – bus service hours may be reduced;
 - frequency – service frequency will be reduced, undermining modal shift and net zero aspirations.
14. Operating costs continue to rise, with a risk that some companies may withdraw from the market, reducing capacity and competition. These factors are increasing tender costs. This places pressure on existing local authority budgets where there is a desire to replace withdrawn services and / or maintain hours of operation.
15. Service reductions may result in a loss of passengers where the changes no longer meet their needs, undermining the commerciality. This could lead to increased requests for LA support within existing budgets that are likely to be fully committed.
16. Cross-boundary Services that are supported by 2 or more LAs will be under particular pressure, necessitating a regional approach to provide a coordinated approach and continuity of service.
17. There is likely to be increased workload for LA officers in the assessment and where appropriate, procurement of replacement for previously commercial bus services following the end of BES. There will also be additional requirements for contract management and monitoring. There is a need to coordinate this process regionally to maximise efficiencies and avoid duplication with the funding available.
18. Bus services that are currently tendered by Local Authorities may no longer be affordable once BES funding support is withdrawn.
19. Services that are forecast to return to commercial operation may not achieve that threshold after a period of operation, with belated requests for funding support. The extensions to the funding to the end of the financial year enables comprehensive reviews of the network to be undertaken and agreement and procurement of a new network of services across the region.
20. Timescales for service design and procurement will not facilitate the commencement of replacement services by 25th July 2023, with a risk of a break in service for users.
21. The current powers only enable LAs to procure socially necessary bus services once they have been deregistered – this provides a maximum 56-day window to consider, procure and award replacements.

22. Advice has been sought from the Competition and Markets Authority regarding liaison with operators in the regional scrums.
23. The rationale for any changes to services will need to be communicated to the public.

Implications

24. There is a need to maximise the use of the funding available and minimise duplication. It is also necessary to ensure that regionally significant facilities are accessible by bus. This will require close coordination between all constituent authorities.
25. In the event funding is not sufficient to maintain the desired regional bus network for the remainder of the financial year, difficult decisions will be required where services are no longer justifiable. The development of an assessment framework is being considered to prioritise key destinations and affordability. This will provide a common approach to decision making in the event of challenge.
26. The increased workload is in excess of the current capacity of Officers who are already undertaking this work in addition to their day-to-day roles for their home authority. The planning and procurement of regionally significant bus services will require additional resources, with a consistent approach throughout the region and provide resilience for the region, assisting a future transition to franchising and act as a conduit between the region and WG / TfW.
27. This will also result in efficiencies for bidders and our assessment process, assisting benchmarking, eliminating potential duplication of services.
28. The bus network is an integral element of the Regional Transport Plan (RTP). The work undertaken on developing the regional bus network will provide a foundation to develop the RTP.

Reason for Recommendations

29. For Members to be aware of the ongoing work being carried out to progress a way forward for regional bus provision.

Financial Implications

30. This report seeks to update members on the WG funding proposals for Bus Service networks through to 31st March 2024. It details the proposals for the development of a regional bus service assessment matrix to identify priority services within any reduced available funding.
31. The Bus Emergency Scheme (BES) funding has been extended to the end of the financial year. Local authorities and operators are working together to identify those services at risk and the report sets out detail around related issues and potential mitigations.
32. At this stage, funding shortfalls are not estimated but it is acknowledged that as the BES agreement requires local authorities to maintain historic levels of bus

funding, decision making processes must ensure maximisation of available funding and avoid any duplication of provision.

Legal Implications

33. There are no legal implications in this report.

Well-Being of Future Generations (Wales) Act 2015

34. A Well-being of future generations assessment can be seen in appendix 1 of this report.

35. In developing the Plan and in considering its endorsement regard should be had, amongst other matters, to:

- a) the Welsh Language (Wales) Measure 2011 and the Welsh Language Standards;
- b) public sector duties under the Equalities Act 2010 (including specific Welsh public sector duties). Pursuant to these legal duties Councils must in making decisions have due regard to the need to (1) eliminate unlawful discrimination, (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are: a. age; b. gender reassignment; c. sex; d. race – including ethnic or national origin, colour or nationality; e. disability; f. pregnancy and maternity; g. marriage and civil partnership; h. sexual orientation; i. religion or belief – including lack of belief, and;
- c) the Well-being of Future Generations (Wales) Act 2015. The Well-being of Future Generations (Wales) Act 2015 ('the Act') is about improving the social, economic, environmental and cultural well-being of Wales. The Act places a 'well-being duty' on public bodies aimed at achieving 7 national well-being goals for Wales - a Wales that is prosperous, resilient, healthier, more equal, has cohesive communities, a vibrant culture and thriving Welsh language and is globally responsible. In discharging their respective duties under the Act, each public body listed in the Act (which includes the Councils comprising the CCRCD) must set and published wellbeing objectives. These objectives will show how each public body will work to achieve the vision for Wales set out in the national wellbeing goals. When exercising its functions, the RTA should consider how the proposed decision will contribute towards meeting the wellbeing objectives set by each Council and in so doing achieve the national wellbeing goals. The wellbeing duty also requires the Councils to act in accordance with a 'sustainable development principle'. This principle requires the Councils to act in a way which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.

Put simply, this means that RTA must take account of the impact of their decisions on people living their lives in Wales in the future. In doing so, RTA must:

- look to the long term;

- focus on prevention by understanding the root causes of problems;
- deliver an integrated approach to achieving the 7 national well-being goals;
- work in collaboration with others to find shared sustainable solutions;
- involve people from all sections of the community in the decisions which affect them.

36. RTA must be satisfied that the proposed decision accords with the principles above. To assist RTA to consider the duties under the Act in respect of the decision sought, an assessment has been undertaken, which is attached at Appendix 1.

Equality Act 2010

37. In considering this matter regard should be had, amongst other matters, to the Councils' duties under the Equality Act 2010. Pursuant to these legal duties the RTA must in making decisions have due regard to the need to (1) eliminate unlawful discrimination (2) advance equality of opportunity and (3) foster good relations on the basis of protected characteristics. Protected characteristics are:

- age;
- gender reassignment;
- sex;
- race – including ethnic or national origin, colour or nationality;
- disability;
- pregnancy and maternity;
- marriage and civil partnership;
- sexual orientation;
- religion or belief – including lack of belief.

RECOMMENDATIONS

38. It is recommended that the Cardiff Capital Region Transport Authority:

- (1) notes the content of the report and the ongoing issues in respect of the provision of a future regional bus network and the resources required to sustain it.

Richard Cope
Regional Bus Manager
Monmouthshire CC
15 June 2023

Appendices

Appendix 1 Well-being of Future Generations Assessment

Future Generations Assessment Evaluation

(includes Equalities and Sustainability Impact Assessments)

<p>Name of the Officer completing the evaluation:</p> <p>Clare Cameron</p> <p>Phone no: 07976 708539</p> <p>E-mail: clare.cameron@cardiff.gov.uk</p>	<p>Please give a brief description of the aims of the proposal</p> <p>To update Members on current funding proposals by Welsh Government for Bus Service networks 25th March 2023 to 31st March 2024. To present the initial outputs from the <i>regional scrum</i> teams, including an overview of proposed changes to the commercial network and implications for constituent authorities, including regional services. To advise Members on the development of a regional bus service assessment matrix for use in considering which formerly commercial bus services should be prioritised within the funding available.</p>
<p>Proposal: Regional Bus Update</p>	<p>Date Future Generations Evaluation form completed: 15 June 2023</p>

1. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal.

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>Any bus reform proposals will be considered as to what impact on the strategic objectives contained within the Prosperity and Opportunity theme. In particular, the programme will greatly assist in providing the right provision to improve connectivity by means of good transport links. Bus reform will assist in creating a seamless network allowing ease of transfer between modes. The programme will facilitate ease of access for communities across South East Wales, for those with and without access to a private car thereby improving connectivity to a range of services. Bus reform will improve connectivity to the South Wales Metro, permitting regional connectivity throughout South East Wales and beyond. Bus reform will allow for individuals, households, public sector and business to grasp new</p>	<p>Proposals to improve progress against each of the projects currently in progress – are set out in the report. This report does not seek to simply report progress – but to address the actions needed to drive it.</p>

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>opportunities, from the improved bus services provided.</p> <p>By improving buses throughout the South East Wales region, bus reform will help increase the skills base of the labour market, by providing means of access to new educational, employment, healthcare and training opportunities.</p> <p>As bus reform includes investment across the whole of South East Wales it will improve the quality of the region as a whole and is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region to access new job and training opportunities.</p> <p>The programmes clearly demonstrate a commitment to a sustainable future, as bus reform promoting sustainable transport.</p> <p>The Statistical Bulletin on the regional economic and labour market profile issued by the Welsh Government in January 2018 shows the employment rate, economic inactivity rate and benefit claims and ILO unemployment rates for 16+ across Wales. It can be seen that the International Labour Organisation (ILO) unemployment rate for South East Wales is higher than for Wales as a whole (5.6 compared to 4.7 for Wales as a whole).</p> <p>A breakdown of the data shows that the highest rate of ILP unemployment for 16+ is within Merthyr Tydfil (7.6) and second is Rhondda Cynon Taf (6.3). Both these local authority areas are within South East Wales and will directly benefit (as will all communities across South East Wales) from the improved transport provision that bus reform would deliver.</p> <p>Bus reform will deliver direct transport improvements into those areas where evidence shows high rates of</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>claiming job seekers allowance, allowing access to sustainable public transport for those seeking employment, increasing their chance of gaining employment through access to wider employment markets.</p> <p>Bus reform will deliver a transport network penetrating the most deprived areas, providing a means of travel to major cities such as Cardiff and Newport, permitting access to a wide range and higher number of employment opportunities for all community members located within the most deprived areas of South East Wales. This will increase their personal prosperity and the economic prosperity of the area within which they live as they spend their income on local goods and services. Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to-work trips diminishes with the distance of commuting.</p> <p>Buses provide an alternative for access into areas such as Cardiff from all areas of South East Wales, helping to facilitate modal shift. This could lead to journey time savings on the road network across South East Wales helping businesses and promoting economic development.</p>	
<p>A resilient Wales Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>Enhancement of bus provision will open up journey alternatives for commuters, business users and leisure users. Instead of automatically undertaking a journey by car, the provision of bus will encourage modal shift to public transport for a range of journey types.</p> <p>This could help to reduce the number of car journeys undertaken, helping to reduce congestion and improve other environmental factors such as an improvement in air quality and noise reduction from vehicles.</p>	<p>This activity will be driven up in future. In addition as physical infrastructure schemes enter delivery – more comprehensive assessments will need to be carried out in full.</p>


Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	<p>The development of new bus services which can utilise new technologies such as electric charging points and electric vehicles within its operation and design will also allow formation of new industries to supply these services. A report prepared by Cenex demonstrates the need for a Programme of Electric Vehicle Infrastructure within the Programme and has proposed the level of infrastructure likely to be required up to 2030.</p>	
<p>A healthier Wales People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>A potential reduction in car trips may make the roads safer, thus opening them up for more Active Travel journey opportunities. There is also likely to be growth in active travel journeys undertaken to bus stops.</p> <p>The potential to increase active travel journeys will have associated health benefits leading to cost savings across a range of health service provisions. There can also be economic benefits for the region from increasing active travel. It has been quoted in the 'Transport Fit for Future Generations' Report that 'expanding the investment programme in Active Travel out to the whole of the Cardiff Capital Region would cost approximately £290 million but would result in economic benefits of £2.5bn over 20 years, delivering a 19% and 82% increase in walking and cycling trips respectively'.</p> <p>CCR is working with bus operators to provide better infrastructure that improves reliability and working in partnership to encourage operators to invest in newer buses, electric vehicles and providing better access to information, thus aiding positive improvements in air quality through ULEV vehicles and more reliable provision.</p>	



Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A Wales of cohesive communities Communities are attractive, viable, safe and well connected</p>	<p>Bus reform will greatly assist in providing infrastructure to improve connectivity by means of good transport links.</p> <p>All of the combined improvements in interchanges, Park and Ride and bus priority will assist in creating a seamless network allowing ease of transfer between modes. This will facilitate ease of access for communities across South East Wales, for those with and without access to a private car thereby improving connectivity to a range of services.</p> <p>The Metro Plus Programmes will also improve connectivity to the South Wales Metro, permitting regional connectivity throughout South East Wales and beyond.</p> <p>Currently most travel-to-work trips into Cardiff are made by car (58%), while the proportion of sustainable travel-to work trips diminishes with the distance of commuting. The Metro Plus Programmes provide an alternative for access into Cardiff from all areas of South East Wales helping to facilitate modal shift. This will lead to journey time savings on the road network across South East Wales helping businesses and promoting economic development.</p> <p>Journey time savings will also be achieved for users of the public transport network, as the Metro Plus Programmes promote the co-locating of modes via seamless interchanges. A greater contribution will be made to this by the data capability, sectoral analysis and place assessments.</p>	<p>A greater contribution will be made to this by the aforementioned data capability, sectoral analysis and place assessments.</p>
<p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>Bus reform across the whole of South East Wales will improve the quality of the region as a whole. Therefore, it is likely to encourage new inward investment as businesses have access to a wide pool of potential resources that can easily travel around the region and wider, to access new job and training opportunities.</p>	<p>Develop the legacy impact of the event, sustaining new connections, sharing great practice and potentially securing propositions and deals that support economic growth.</p>



Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	Buses will sustain new connections, share good practice and secure propositions and deals that support economic growth.	
<p>A Wales of vibrant culture and thriving Welsh language Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Providing new and improved sustainable transport and infrastructure across the Region will help increase the means of access to sport and recreation. All signage will be bilingual, and buses are already equipped with Audio Visual (AV) for those vehicles younger than 2012 to enable them to deliver bilingual messaging.</p>	
<p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>City Deal is about delivering across 10 LAs and a population of 1.5m people. It is about economic gains – but importantly how this will convert as tools for improving people’s lives. Bus reform will support a more productive economy through an increase in access to the South Wales transport network. This will allow for individuals, households, the public sector and businesses to grasp new opportunities, from better access provided by new and improved transport options. Transport improvements throughout the South East Wales region will help increase the skills base of the labour market, through providing means of access to new educational, employment, healthcare and training opportunities. Bus reform will deliver direct transport improvements into those areas where evidence shows high rates of claiming job seekers allowance, allowing access to sustainable public transport for those seeking employment in wider employment markets. This will increase their personal prosperity and the economic</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
	prosperity of the area within which they live as they spend their income on local goods and services.	

2. How has your proposal embedded and prioritized the sustainable governance principles in its development?

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Balancing short term need with long term and planning for the future</p>	<p>Bus reform assists Government with delivering on the four Grand Challenges within the UK Industrial Strategy - Future of Mobility; Artificial Intelligence and Big Data; Clean Growth and Meeting the Needs of an Ageing Society. Being a solution that is focused on the provision and improvement of sustainable transport, it helps in particular to achieve the goals of a 'globally responsible Wales', 'A Wales of cohesive communities', 'a healthier Wales' and 'a prosperous Wales'.</p> <p>Bus reform will provide increase network capacity, providing new and improved transport facilities and services, increasing capacity at interchanges across the rail network along with providing new capacity along transport corridors such as between Newport and Cardiff and the Abertillery to Ebbw Valley Railway line.</p> <p>In developing a future for bus, long terms trends have been analysed. For example, the need to provide for electric powered vehicles needs to be investigated. A separate report produced by Cenex has considered how electric vehicle charging can be provided, what type of provision is required and the operating model for implementation. Bus reform also looks to address future trends such as population increases and decreases, providing increased public transport capacity and helping to prevent out-migration from some communities through improved access.</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Working together with other partners to deliver objectives</p> <p>Collaboration</p>	<p>Bus reform will be formed through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, Blaenau Gwent CBC). The Well-being objectives of each of the local authorities will be considered when developing the programme.</p> <p>The inclusion of EV Charging is also supported by WG and work has been undertaken by Cenex to assess the demand up to 2030 at the locations identified.</p>	<p>Public consultation will take place through the WeITAG process as each scheme develops through the WeITAG stages, and, as the proposal includes all schemes identified within individual LA LDPs, the public will have already had an opportunity through the LDP consultation process to consider the principle of individual schemes.</p>
 <p>Involving those with an interest and seeking their views</p> <p>Involvement</p>	<p>Bus reform will be considered through collaborative working by ten local authorities (Caerphilly CBC, Cardiff CC, Bridgend CBC, Newport CC, Vale of Glamorgan Council, Rhondda Cynon Taf CBC, Merthyr Tydfil CBC, Monmouthshire CC, Torfaen CBC, Blaenau Gwent CBC). The Well-being objectives of each of the local authorities will be considered when developing the programme.</p> <p>Cenex were commissioned to consider EV Charging to be included within the Programme and to assess likely demand up to 2030.</p>	<p>More needs to be done to develop engagement platforms – beyond formal partnerships – to reach communities, hard to reach groups and those who currently have a limited understanding of City Deal. Improving social media, web presence and marketing materials will increasingly make a contribution to this.</p> <p>The RTA will ensure that all partners are included whilst delivering the Programme.</p>

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Putting resources into preventing problems occurring or getting worse</p> <p>Prevention</p>	<p>The provision of bus services is designed to prevent further environmental damage from transport through the promotion and development of a sustainable transport network.</p> <p>Population in some communities is projected to decline (such as some valleys communities, where younger members of the community leave to seek job opportunities in larger towns and cities). The provision of more bus services linking into the wider Metro network will provide an effective transport system, connecting major towns and cities across Wales for those communities where population is declining. This may permit people to stay within the community within which they have grown up, commuting to and from employment as an efficient transport network is available, rather than needing to relocate to seek employment.</p>	<p>This will be an increasing focus of scheme and programme delivery.</p>
 <p>Considering impact on all wellbeing goals together and on other bodies</p> <p>Integration</p>	<p>Bus reform will be developed with consideration to a wide range of contextual factors. Strategic fit of the programme will be considered along with a number of other wider issues such as carbon reduction.</p> <p>In terms of the bus impact on local authority wellbeing goals, a positive impact is likely be seen. In particular the provision of bus will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities.</p>	

3. Are your proposals going to affect any people or groups of people with protected characteristics? Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The provision of bus services will help to achieve goals that aim to tackle poverty and deprivation, improve access to skills, improve employment opportunities and provide improved infrastructure and healthier communities for all characteristics as all infrastructure included within the projects will be designed in accordance with current inclusive design.	None arising at this time.	
Disability	As above	As above	
Gender reassignment	As above	As above	
Marriage or civil partnership	As above	As above	
Pregnancy or maternity	As above		
Race	As above		
Religion or Belief	As above		
Sex	As above		
Sexual Orientation	As above		
Welsh Language	As above	Not at this time but the situation will be kept under review.	

4. Safeguarding & Corporate Parenting. Are your proposals going to affect either of these responsibilities?

	Describe any positive impacts your proposal has on safeguarding and corporate parenting	Describe any negative impacts your proposal has on safeguarding and corporate parenting	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?

Safeguarding	Not directly relevant –however, building the future economy should have a profoundly positive impact on ability to safeguard the future of our residents		
Corporate Parenting	Not directly relevant – however building strength in the economy should create opportunities for all of the young people entrusted in our care		

5. What evidence and data has informed the development of your proposal?

- Evidence and input contributed by theme leads
- Outcomes of assessments such as audit reports
- Delivery against targets set out in individual business cases/ approved project documentation

6. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

The areas requiring attention and focus are set out and follow-up actions will be assessed and monitored ongoing through the quarterly reporting mechanism. .

7. MONITORING: The impacts of this proposal will need to be monitored and reviewed. Please specify the date at which you will evaluate the impact, and where you will report the results of the review.

The impacts of this project will be evaluated on:	Delivery of schemes
---	---------------------