

## Fairness and Equalities Impact Assessments F&EIA (2014)

This form provides an assessment of a policy or proposed change to see whether it promotes fairness and equality, eliminates any unintended discrimination and has positive outcomes for the population of Newport. This Impact Assessment should be used to affect policy and service planning decisions.

In Newport we focus on Fairness through the following themes: Health, Poverty, Skills and Work, Domestic Abuse and Tackling Area Based Deprivation.

Our Equalities focus is taken from the Equalities Act 2010: we consider the nine protected equalities characteristics- age, gender reassignment, disability, marriage and civil partnership, pregnancy and maternity, race, religion and belief, sex, sexual orientation. We also consider promoting the Welsh language.

This assessment provides evidence that we have considered the General Equality Duty (below) in our decisions, to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations

<b>Service Area</b>	<b>Head of Service:</b>	<b>Person responsible for the assessment:</b>	<b>Date of Assessment</b>
Integrated Transport Unit	John Lamb	Tracey McAdam	Version (1) 25/6/2015

1. What is the service/ policy being assessed?

### **Financially support for bus service provision on evenings and Sundays**

To review the financial support given to evening and Sunday bus services operating within Newport. Local authority can procure bus services where there is no commercial bus service available. This provides residents with necessary transport links to access employment opportunities, healthcare and other services. Council currently support over 18 local bus services operating within the Newport boundary some of which are cross boundary regional services.

2. What is the purpose of the policy/ service change?

To consider withdrawal of funding for evening and Sunday bus services, services affected are service 50, 56, 151 R1, X15 and service 74

- 50 - Bargoed - Caerphilly - Newport
- 56,- Tredegar -Blackwood – Newport
- 151 - Blackwood –Newport
- R1 - Risca – Newport
- X15 - Brynmawr – Newport
- 74 - Chepstow - Newport

3. Protected Characteristics

Protected Characteristic	Who are the customers/service users?	If we take this decision what is the potential impact?  The impact may be either positive or negative. Explain in what way they may be affected and the evidence of this	Action Plan to address issues raised  What changes or practical measures would reduce adverse impact on particular groups.  What changes would increase positive impacts e.g. improve access or opportunity  May be revisited post consultation	Who will be responsible?	Timeframe to review

Age	Elderly bus pass holders.  Children and young people	Concessionary bus pass holders undertake on average 45% of all bus journeys. Withdrawal of Sunday and evening bus services may have an impact on social activities of elderly bus users. This decision would also impact on children and younger people as they do not drive and may need to access service via public transport.	Alternative commercial services may be available to limit the impact. This is a commercial operator's decision based on passenger usage.	TM	
Gender reassignment	Not applicable				
Disability	Disabled bus pass holders	Concessionary bus pass holders undertake on average 45% of all bus journeys. Withdrawal of Sunday and evening bus services may have	Alternative commercial services may be available to limit the impact. This is a commercial operator's decision based on passenger usage.	TM	?

		an impact on social activities of disabled bus users.			
Marriage/Civil Partnership	Not applicable				
Pregnancy and Maternity	Not applicable				
Race	Not applicable				
Religion/belief (or the absence of)	Not applicable				
Sex	Not applicable				
Sexual Orientation	Not applicable				
Welsh language	Not applicable				

4. Who has the service consulted regarding the proposed change? When should new consultation take place?

NB: It is essential that service users and other interested parties are involved in the planning process at the earliest opportunity. Consultation and at this stage should be along broad themes, rather than specific proposals. It is appropriate to ask what services are valued, how services could be changed and / or what could be done differently within a specific range of services. This feedback should then inform your business case proposals and the F&EIA. However, you will also have to note here the specific groups you will need to consult with once proposals are formulated and the timescales for doing so.

Plan to undertake consultation with disabled access group, older peoples group and children and younger people, as well as Bus users UK and neighbouring authorities. On bus surveys to be undertaken to engage with users and review alternative services available within the commercial network within Newport. Passenger usage and cost per passenger in subsidy has been considered within the business case.

5. What evidence/ data has been used to complete this F&EIA (This will include local and national guidance)

National statistics on concessionary bus travel, passenger numbers and cost per passenger journey

The proposal will impact on the Rogerstone, Graig, Allt-yr-yn , Langstone, Llanwern and Stow Hill. A number of these wards are higher than the Newport average for over 65 resident within the ward, however percentage of properties without access to a car is significantly lower than the Newport average and the Wales average.

Allt-yr-yn ward has 23.7% of its households without a car lower than Newport at 27.9%. It has 20.7 % of its population over the age of 65 compared to 16.81% for Newport as a whole

Graig ward has 9.2% of households without car which is significantly lower than Newport at 27.9% and Wales overall at 22.9%. Graig has 16.74% of its population aged 65 and over compared to 16.81 % for Newport as a whole.

Llanwern ward has 18.4% of households without car which is significantly lower than Newport at 27.9% and Wales overall at 22.9%. Llanwern has 17.5% of its population aged 65 and over compared to 16.81 % for Newport as a whole.

Langstone ward has 5% of households without car which is significantly lower than Newport at 27.9% and Wales overall at 22.9%. Langstone has 17.5% of its population aged 65 and over compared to 16.81 % for Newport as a whole.

Rogerstone ward has 15.2 % of households without car which is significantly lower than Newport at 27.9% and Wales overall at 22.9%. Rogerstone has 21.85% of its population aged 65 and over compared to 16.81 % for Newport as a whole.

Stow Hill ward has 39.9% of households without car which is significantly higher than Newport at 27.9% and Wales overall at 22.9%. Stow Hill has 12.67% of its population aged 65 and over compared to 16.81 % for Newport as a whole.

6. How will the relevant groups be advised of the changes and the F&EIA?

Public consultation, publications and news letters to be used to communicate the final decision of this proposal

7 How will the policy/ practice make Newport more or less fair in relation to:

- Health Inequalities
- Child Poverty
- Skills and Work
- Tackling Domestic Violence
- Alcohol and Substance misuse
- Homelessness
- Armed Forces Veterans

The withdrawal of Sunday and evening supported bus services may have an impact for those who are working in the City Centre, reducing access to employment opportunities. The impact will be less when compared to withdrawal of daytime Monday to Saturday services. The proposal could also have an impact as far as health is concerned, potentially isolating older people and impacting on their wellbeing. It could also have an impact on children living in workless households – they may not be able to participate in cultural, social and/or sporting opportunities due to the removal of bus services (Welsh Government Child Poverty Strategy highlights the importance of access to these opportunities to reduce inequities).

8. How will the service / policy affect local areas of the city?

Will it have a positive or negative impact in terms of fairness and addressing local area deprivation (you will need to use spatial data available through the Newport Profile and specific Ward Profiles to address this question)?

The proposal will impact on the Rogerstone, Graig, Allt-yr-yn , Langstone, Llanwern and Stow Hill wards, not all are directly linked with deprived areas, however the proposal will impact on low income households without access to a car as it will reduce their ability to access services and social activities in an evening and on Sundays.

**Allt-yr-yn**

The Welsh Index of Multiple Deprivation identifies areas of deprivation across the ward but in particular the Lower Super Output Area of Allt-Yr-Yn 2. The overall index ranking for Allt-Yr-Yn 2 confirms that this area is in the top 17% of most deprived Lower Super Output Areas in Wales. In comparison to Allt-yr-yn 1, Allt-yr-yn 3 and Allt-yr-yn 5 which are ranked in the top 10% least deprived Lower Super Output Areas in Wales. The bus services being considered operate through the areas Allt-yr –yn 1,3 and 5. In regard to access to services all areas of Allt-yr yn have good access to services.

**Graig**

The Welsh Index of Multiple Deprivation identifies some areas of deprivation across the ward particularly in relation to environment. However, the overall WIMD rank for each Lower Super Output Area in Graig confirms that they are in the top quartile of least deprived areas in Wales. The number of households with no adults in employment with dependent children in all of the Lower Super Output Areas of Graig is below the Newport (6%) and Wales (5%) averages. In regard to access to services, the Welsh Index of Multiple Deprivation identifies a varied level of deprivation for Graig in terms of access to services with the lower super output area of Graig 2 being within the top 16% of most deprived areas in Wales

**Llanwern**

The Welsh Index of Multiple Deprivation does not identify either of the two Lower Super Output Areas of the ward as being particularly deprived. The number of households with no adults in employment with dependent children in both Lower Super Output Areas of Llanwern 1 (3.9%) and Llanwern 2 (5.2%) are lower than the Newport (6%) average. In relation to access to services The Welsh Index of Multiple Deprivation domain rank for access to services identifies the Lower Super Output Area of Llanwern 1 ranking in the top 11% of most deprived areas of Wales

**Langstone**

The Welsh Index of Multiple Deprivation identifies that all three Lower Super Output Areas are all significantly the least deprived across the ward. The overall index ranking for Langstone 1, Langstone 2 and Langstone 3 confirms that these three areas are in the top 10% of least deprived in Wales. The number of households with no adults in employment with dependent children in all of the Lower Super Output Areas of Langstone, Langstone 1, Langstone 2 and Langstone 3 are all lower than the Newport and Wales averages. In relation to access to services, the Welsh Index of Multiple Deprivation domain rank for access to services identifies issues for Langstone and overall access to services is poor. Langstone 2 is ranked in the top 10% most deprived in Wales for Access to Services (Langstone 3 and Langstone 1 are within the top 14% most deprived

**Rogerstone**

The Welsh Index of Multiple Deprivation identifies some areas of deprivation across the ward, in particular the Lower Super Output Area of Rogerstone 3. The overall index ranking for Rogerstone 3 confirms that it is in the top 29% of most deprived in Wales. In comparison Rogerstone 1 is in the top 6% least deprived in Wales. The number of households with no adults in employment with dependent children in all of the Lower Super Output Areas of Rogerstone are lower than the Newport (6%) and Wales (5%) averages, in particular Rogerstone 1 (0.8%) and Rogerstone 2 (1.2%). In relation to access to services, the Welsh Index of Multiple Deprivation domain rank for access to services identifies some issues for Rogerstone. In particular Rogerstone 1 and Rogerstone 2 are within the top 26% most deprived areas in Wales in terms of access to services

**Stow Hill**

Stow Hill 3 is the 224 most deprived Lower Support Output Area in Wales – in the top 15% most deprived in Wales. However, all of Stow Hill ranks well for access to services. Therefore, whilst the removal of bus services may have an impact due to the levels of deprivation, these are reduced due to the proximity to services

9. In summary, how does the changed service /policy promote good community relations (cohesion)?

Not applicable

10. In summary, how does the changed service /policy promote equality?

It neither promotes nor impacts on equality issues, other than those suggested above

11. In summary, how does the changed service /policy eliminate discrimination?

It neither promotes nor impacts on discrimination

Completed by/ Date:

**Signed off by/ Date:**