

Fairness and Equalities Impact Assessments F&EIAs (2016)

This form presents evidence that equalities, Welsh language and fairness have been considered when taking policy and service delivery decisions in Newport City Council.

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.

Under the General Equality Duty we have a duty to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations across the nine protected characteristics.

Under the Welsh Language Measure 2011 the Welsh language cannot be treated any less favourably than the English language

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

Service Area	Head of Service	Person responsible for the Assessment:	Date of Assessment Version (if applicable)
Streetscene	Paul Symonds	Richard Cope	15 th November 2016

1. What is the policy/ service being assessed?

Removal of X16 Bus service

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

To remove the X16 bus service which has some alternative public transport services that can be accessed from most of the areas affected. This is to achieve MTFP Savings

3. Protected Characteristics

Protected Characteristic	Who are the customers/service users/ potential service users?	If we take this decision what is the potential impact? The impact may be either positive or negative Explain how people may be affected and give the evidence for 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 is responsible?	Timeframe to review
Age	Elderly residents Adults Children and young people	The removal of the X16 bus service may have a negative impact on some service users who use this mode for work purposes or for leisure activities There are some alternative services that operate within the boundary of this service that can be accessed by users it may restrict access to service users	The alternative services will be advertised as part of the consultation with users. Operators of alternative services will be consulted to see if there is any potential to divert any existing services to cover any parts of the route that do not have direct access to an alternative service especially at peak times. Consult with local community councils to alleviate any concerns.	Passenger Transport Unit	3 months

		accessing work, training, leisure , shopping and health services Elderly residents may find it more difficult to access alternative services Concessionary bus pass holders undertake on average 45% of all journeys			
Gender reassignment	Potential service users	The impact would in general be the same as the age related group.	Same as age related	Passenger Transport Unit	As above
Disability	Potential service users Disabled bus pass holders	Disabled users may have greater difficulty in accessing alternative services if connecting services are not available and no accessible vehicle is available Concessionary pass holders undertake on average 45% of all journeys	Work with Bus Operators and community transport operators to mitigate the impact this may have on service users	Passenger Transport Unit	As above
Marriage/Civil Partnership	Potential service users	The impact would in general be the same as the age related group	Same as age related users	Passenger Transport Unit	As above
Pregnancy and Maternity	Potential service users	Same as Disability users if an accessible	Work with bus operators and Community transport	Passenger Transport Unit	As above

		vehicle is required for a pram/buggy	operators to mitigate the impact this may have on users		
Race	Potential service users	The impact would be in general the same as the age related group	Same as age related users	Passenger Transport Unit	As above
Religion/belief (or the absence of)	Potential service users	The impact would be in general the same as the age related group.	Same as age related users	Passenger Transport Unit	As above
Sex	Potential service users	The impact would in general be the same as the age related group	Same as age related users	Passenger Transport Unit	As above
Sexual Orientation	Potential service users	The impact would in general be the same as the age related group	Same as age related users	Passenger Transport Unit	As above
Welsh language	Potential service users	The impact in general would be the same as the age related group	Publish any alternative services in Welsh and consult with any service users through the medium of Welsh if requested	Passenger Transport Unit	As above

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 at an initial stage should be along broad themes. It is appropriate to ask what services are valued, how services could be changed and or what could be done differently. This feedback should then inform your business case proposals and the F&EIA. When specific proposals have been drawn up, they too will need to be consulted upon. All stakeholders and their views need to be represented.

Initial on bus surveys have been carried out and information on patronage has been obtained from the operator. Comparisons have been made with similar cost services that the authority subsidises. The operator has been made aware that the service may be withdrawn before the tender period is completed.

Local Community councils will need to be consulted as soon as the proposal has been put forward and accepted for the MTRP. Disabled user groups, children and young people groups and Bus users UK.

Caerphilly CC Integrated Transport Unit have been consulted as cross border contributors to this service and are supportive of the proposal.

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

Quantitative Data has been used to complete this F & EIA from actual data provided by the operator

Surveys have been carried out on bus of all timetable services throughout the day to compare.

Comparisons have been carried out with other services that require a subsidy and number of users of these compared to usage on this service. National statistics on concessionary bus travel, passenger numbers and cost per passenger journey.

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

The relevant groups will be consulted prior to the changes being made and a public consultation will take place, copies of the F&EIA will be made available on request. Publications and news letters will be utilised.

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 the supported bus service may have an impact for those who are working in the City Centre of Cardiff or in Business Parks on the route reducing access to employment opportunities. . 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)Neutral impact on other groups.

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 and Marshfield wards predominately which are 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.

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: Richard Cope 15th November 2016

Signed off by/ Date: