

# Impact Assessment

Increase Transport fares by 10%



Impact Assessments (IA) are a process of assessing how our proposals and decisions might impact upon different types of people and communities and developing proposals in line with relevant legislation.

This is a legal requirement, and ensures the Council considers key legislation, including Equalities, Welsh language, Future Generations, Socio-economic Duty and Risk when developing proposals.

It will also help the Council make the best possible decisions for the people of Powys.

## 1. Proposal Information

<b>Author Name</b>	John Forsey
<b>Head of Service</b>	John Forsey (Acting Head of Transport)
<b>Portfolio Holder</b>	Clr Jackie Charlton
<b>Proposal title</b>	Increased Bus Fares
<b>Description of proposal</b>	To increase bus fares on PCC contracted local bus services by 10%

## 2. Savings and Consultation

### Profile of savings delivery

2023-24	2024-25	2025-26	2026-27	2027-28	2028+	Total Savings
Click or tap here to enter text.	85,000	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.	Click or tap here to enter text.

### Further information

The 2023-24 is the indicative income from bus fares. The 2024-25 figure assumes 10% increase but does not assume any drop in fare paying passengers.

### Consultation requirements

<b>Consultation required?</b>	No
<b>Union consultation date</b>	16/02/2023
<b>Staff consultation date</b>	09/02/2023
<b>Public consultation date</b>	09/02/2023

#### Consultation plan (or justification where no consultation is required)

This is an operational decision to help fund increases in transport costs in 2022 - 24

### 3. Impact on other service areas, geographical areas, and data protection

#### 1a. Impact on other service areas

May limit some passengers accessing services if fares become too expensive

#### 1b. Impact on geographical locations

None – fares will rise across the county

#### 1c. Data protection impact assessment

Will the proposal involve processing the personal details of individuals?	No
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Is Powys County Council the data controller?	No
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#### Further information

Click or tap here to enter text.

### 4. Impact on well-being goals including Welsh language and equalities

#### 1d. A prosperous Wales

<b>Impact</b>	May impact more on low income families if public transport is their only means of travel
<b>Impact Rating</b>	Poor
<b>Mitigation</b>	Bus fares have not risen across Powys for a number of years and are still below that of the commercial sector
<b>Mitigated Rating</b>	Poor

#### 1e. A resilient Wales

<b>Impact</b>	No impact
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<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

### 1f. A healthier Wales

<b>Impact</b>	Public Transport is a more sustainable way to travel
<b>Impact Rating</b>	Good
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Good

### 1g. A Wales of cohesive communities

<b>Impact</b>	Public transport links communities
<b>Impact Rating</b>	Good
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Good

### 1h. A globally responsible Wales

<b>Impact</b>	Travelling by bus is a sustainable way to travel
<b>Impact Rating</b>	Good
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Good

## 1i. A Wales of vibrant culture and thriving Welsh language

### Using Welsh

<b>Impact</b>	Travelling by bus can enable people to access Welsh speaking communities
<b>Impact Rating</b>	Good
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Good

### Promoting Welsh

<b>Impact</b>	As above
<b>Impact Rating</b>	Choose an item.
<b>Mitigation</b>	Click or tap here to enter text.
<b>Mitigated Rating</b>	Choose an item.

### Sports, Art & Recreation

<b>Impact</b>	Public transport are an important mode of transport for people accessing local sports, arts and recreation facilities in the council
<b>Impact Rating</b>	Good
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Good

## 1j. A more equal Wales

### Age

<b>Impact</b>	Bus services connect villages, towns and cities and enables communities to interact with each other
<b>Impact Rating</b>	Neutral

<b>Mitigation</b>	More funding required on a national basis to provide more consistent services across Wales
<b>Mitigated Rating</b>	Good

### Disability

<b>Impact</b>	All bus services provided now meet PSVAR accessibility regulations
<b>Impact Rating</b>	Very good
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Very good

### Gender Reassignment

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

### Marriage or Civil Partnership

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

### Race

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation

<b>Mitigated Rating</b>	Neutral
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### Religion or belief

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

### Sex

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

### Sexual Orientation

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

### Pregnancy and Maternity

<b>Impact</b>	There are priority seats for pregnant / nursing parents
<b>Impact Rating</b>	Good
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Good

## Socio-economic Duty

<b>Impact</b>	Council is required to assess the need for socially necessary public transport and provide what it can to meet the need with the available funding
<b>Impact Rating</b>	Good
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Good

### 1k. Evidence

N/A
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## 5. Impact on key guiding principles & workforce

### 1l. Sustainable development principles

#### Long-term

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

#### Collaboration

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral



## Involvement (including Communication & Engagement)

<b>Impact</b>	Public transport connects communities
<b>Impact Rating</b>	Good
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Good

## Prevention

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

## Integration

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

## 1m. Impact on the workforce

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

## 1n. Impact on payroll

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

## 1o. Welsh language impact on Staff

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

## 1p. Impact on apprenticeships

<b>Impact</b>	No impact
<b>Impact Rating</b>	Neutral
<b>Mitigation</b>	No mitigation
<b>Mitigated Rating</b>	Neutral

## 1q. Evidence

Click or tap here to enter text.

## 6. Likelihood and risks

### Risk 1

Less passenger travel on buses due to affordability

<b>Likelihood score</b>	1	<b>Impact score</b>	2	<b>Risk rating</b>	2
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**Mitigation**

Younger people and older people have access to concessionary discounts on bus travel

<b>Residual likelihood score</b>	1	<b>Residual impact score</b>	2	<b>Residual risk rating</b>	2
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**Risk 2**

Click or tap here to enter text.

<b>Likelihood score</b>	Choose an item.	<b>Impact score</b>	Choose an item.	<b>Risk rating</b>	Choose an item.
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**Mitigation**

Click or tap here to enter text.

<b>Residual likelihood score</b>	Choose an item.	<b>Residual impact score</b>	Choose an item.	<b>Residual risk rating</b>	Choose an item.
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**Risk 3**

Click or tap here to enter text.

<b>Likelihood score</b>	Choose an item.	<b>Impact score</b>	Choose an item.	<b>Risk rating</b>	Choose an item.
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**Mitigation**

Click or tap here to enter text.

<b>Residual likelihood score</b>	Choose an item.	<b>Residual impact score</b>	Choose an item.	<b>Residual risk rating</b>	Choose an item.
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<b>Risk 4</b>					
Click or tap here to enter text.					
<b>Likelihood score</b>	Choose an item.	<b>Impact score</b>	Choose an item.	<b>Risk rating</b>	Choose an item.
<b>Mitigation</b>					
Click or tap here to enter text.					
<b>Residual likelihood score</b>	Choose an item.	<b>Residual impact score</b>	Choose an item.	<b>Residual risk rating</b>	Choose an item.

<b>Risk 5</b>					
Click or tap here to enter text.					
<b>Likelihood score</b>	Choose an item.	<b>Impact score</b>	Choose an item.	<b>Risk rating</b>	Choose an item.
<b>Mitigation</b>					
Click or tap here to enter text.					
<b>Residual likelihood score</b>	Choose an item.	<b>Residual impact score</b>	Choose an item.	<b>Residual risk rating</b>	Choose an item.

## 7. Overall summary and judgement

### Outline assessment

A 10% increase on fares may impact those who usually rely more on public transport (job seekers, college leavers, single parent families) but is a necessary requirement to try and close the gap between increased costs and income

<b>Cabinet reference</b>	Click or tap here to enter text.
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## 8. Additional evidence

Click or tap here to enter text.

## 9. Monitoring arrangements

Our bus revenue is monitored every month as supplier invoices are paid

**Review date**

28/06/2024