

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

Author Name	John Forsey
Head of Service	John Forsey (Acting Head of Transport)
Portfolio Holder	Clr Jackie Charlton
Proposal title	Increased Bus Fares
Description of proposal	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

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

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

1e. A resilient Wales

Impact	No impact
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Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

1f. A healthier Wales

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

1g. A Wales of cohesive communities

Impact	Public transport links communities
Impact Rating	Good
Mitigation	No mitigation
Mitigated Rating	Good

1h. A globally responsible Wales

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

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

Using Welsh

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

Promoting Welsh

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

Sports, Art & Recreation

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

1j. A more equal Wales

Age

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

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

Disability

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

Gender Reassignment

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

Marriage or Civil Partnership

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

Race

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation

Mitigated Rating	Neutral
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Religion or belief

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

Sex

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

Sexual Orientation

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

Pregnancy and Maternity

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

Socio-economic Duty

Impact	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
Impact Rating	Good
Mitigation	No mitigation
Mitigated Rating	Good

1k. Evidence

N/A

5. Impact on key guiding principles & workforce

1l. Sustainable development principles

Long-term

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

Collaboration

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

Involvement (including Communication & Engagement)

Impact	Public transport connects communities
Impact Rating	Good
Mitigation	No mitigation
Mitigated Rating	Good

Prevention

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

Integration

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

1m. Impact on the workforce

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

1n. Impact on payroll

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

1o. Welsh language impact on Staff

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

1p. Impact on apprenticeships

Impact	No impact
Impact Rating	Neutral
Mitigation	No mitigation
Mitigated Rating	Neutral

1q. Evidence

Click or tap here to enter text.

6. Likelihood and risks

Risk 1

Less passenger travel on buses due to affordability

Likelihood score	1	Impact score	2	Risk rating	2
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Mitigation

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

Residual likelihood score	1	Residual impact score	2	Residual risk rating	2
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Risk 2

Click or tap here to enter text.

Likelihood score	Choose an item.	Impact score	Choose an item.	Risk rating	Choose an item.
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Mitigation

Click or tap here to enter text.

Residual likelihood score	Choose an item.	Residual impact score	Choose an item.	Residual risk rating	Choose an item.
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Risk 3

Click or tap here to enter text.

Likelihood score	Choose an item.	Impact score	Choose an item.	Risk rating	Choose an item.
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Mitigation

Click or tap here to enter text.

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

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

Cabinet reference	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