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Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
Bridgend County Borough Council



Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB

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Rhowch wybod i ni os mai Cymraeg yw eich
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Annwyl Cyngorydd,

ARBENNIG PWYLLGOR CRAFFU TESTUN 1

Cynhelir Cyfarfod Arbennig Pwyllgor Craffu Testun 1 yn Siambr y Cyngor, Swyddfeydd Dinesig, Stryd Yr Angel, Penybont Ar Ogwr CF31 4WB ar **Dydd Mawrth, 4 Mehefin 2019 am 14:30.**

AGENDA

1. Ymddiheuriadau am absenoldeb
Derbyn ymddiheuriadau am absenoldeb gan Aelodau.
2. Datganiadau o fuddiant
Derbyn datganiadau o ddiddordeb personol a rhagfarnol (os o gwbl) gan Aelodau / Swyddogion yn unol â darpariaethau'r Cod Ymddygiad Aelodau a fabwysiadwyd gan y Cyngor o 1 Medi 2008.
3. Galw i Mewn Penderfyniad y Cabinet: Rhesymoli Gwasanaethau Bws â Chymorth 2019/2020 3 - 70

Gwahoddedigion:

Mark Shephard – Prif Weithredwr
Zak Shell – Pennaeth Gwasanaethau Cymdogaeth
Gill Lewis – Pennaeth Cyllid a Swyddog 151 Dros Dro
Cyngorydd Richard Young – Aelod Cabinet - Cymunedau

Yn ddiffuant

K Watson

Pennaeth Gwasanaethau Cyfreithiol a Rheoleiddiol

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Cyfnwyd testun: Rhowch 18001 o flaen unrhyw un o'n rhifau ffon ar gyfer y gwasanaeth trosglwyddo testun

Text relay: Put 18001 before any of our phone numbers for the text relay service

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TH Beedle
JPD Blundell
NA Burnett
RJ Collins
PA Davies
SK Dendy

J Gebbie
M Jones
B Sedgebeer
RME Stirman
JH Tildesley MBE
LM Walters

KJ Watts
CA Webster
A Williams
AJ Williams

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO THE SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 1

4 JUNE 2019

REPORT OF THE HEAD OF LEGAL AND REGULATORY SERVICES AND MONITORING OFFICER

CALL-IN OF CABINET DECISION: RATIONALISATION OF SUPPORTED BUS SERVICES 2019/2020

1. Purpose of report

- 1.1 The purpose of this report is to enable the Committee to consider the decision of Cabinet of 21 May 2019 in relation to the rationalisation of supported bus services 2019/2020.

2. Connection to corporate improvement objectives/other corporate priorities

- 2.1 This report assists in the achievement of the following corporate priority/priorities:

- Supporting a successful economy – taking steps to make the county a good place to do business, for people to live, work, study and visit, and to ensure that our schools are focused on raising the skills, qualifications and ambitions of all people in the county.
- Helping people to be more self-reliant – taking early steps to reduce or prevent people from becoming vulnerable or dependent on the Council and its services.
- Smarter use of resources – ensuring that all its resources (financial, physical, human and technological) are used as effectively and efficiently as possible and support the development of resources throughout the community that can help deliver the Council's priorities.

3. Background

- 3.1 In accordance with the Overview and Scrutiny Procedure Rules 18 of the Council's Constitution, three members of the Overview and Scrutiny Committees and the Chair, have requested that the Executive decision made by Cabinet on the 21 May 2019 be Called-In.

- 3.2 For the purposes of informing the Committee more fully regarding the reasons for Call-In, the following appendices have been attached:

- **Appendix A** – Cabinet Decision Record of 21 May 2019;
- **Appendix B** – Notice of Call-In Form;
- **Appendix C** – Report of the Corporate Director – Communities: Rationalisation of Supported Bus Services 2019/2020

4. Current situation/proposal

4.1 The role of Councillors exercising Overview and Scrutiny is, amongst other things, to ensure that the development of the Council's policies and the way they are being implemented reflect the needs and priorities of local Communities in the County Borough. As such, in holding to account the Cabinet for the efficient exercise of the executive function, the Overview & Scrutiny process aims to strengthen accountability for the decisions and performance of Bridgend County Borough Council.

4.2 Three Members and the Chair of Overview and Scrutiny Committee 1 have requested to Call-In the Cabinet decision of 21 May 2019.

4.3 The role of the Committee within the Call-In process is to consider the proposed decision taken by Cabinet including the reasons for the decision, factors taken into account by Cabinet when making the decision and whether the decision is in line with corporate priorities and policies. Further details as to the reasons for Call-In are provided at Appendix B and can be summarised as follows:

- The decision to remove the subsidy was not recommended by the Council officers, yet decision passed by Cabinet.
- Effect on Community Transport has not been properly scrutinised, and the report states concerns over capacity.
- Due to public impact, visible public scrutiny should be undertaken.

4.4 Following its examination of the decision, the Committee has the power to recommend that the decision be reconsidered by the Cabinet. If referred to the Cabinet, it must be reconsidered by Cabinet within 7 clear working days, amending the decision or not, before adopting a final decision. If the Committee does not refer the matter back to the Cabinet, the decision may be determined on the date of the Overview and Scrutiny Committee meeting.

5. Effect upon policy framework and procedure rules

5.1 The work of the Overview & Scrutiny Committees relates to the review and development of plans, policy or strategy that form part of the Council's Policy Framework and consideration of plans, policy or strategy relating to the power to promote or improve economic, social or environmental wellbeing in the County Borough of Bridgend.

6. Equality Impact Assessment

6.1 The equality implications are outlined in the Cabinet report attached as Appendix C.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 There are no direct implications attached to this report in relation to the Wellbeing of Future Generations (Wales) Act 2015.

8. Financial implications

8.1 The financial implications are outlined in the Cabinet report attached as Appendix C.

9. Recommendation

9.1 The Committee is asked to consider the Cabinet decision of 21 May 2019 relating to the rationalisation of Supported Bus Services 2019/2020 and to determine whether it wishes to;

- i) refer the decision back to Cabinet for reconsideration;
- ii) decide not to refer the matter back to the Cabinet.

K Watson
Head of Legal and Regulatory Services
28 May 2019

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Scrutiny Support Officer

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Background documents: None

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CABINET DECISION RECORD – 21 MAY 2019

Title of Report	Rationalisation of Supported Bus Services 2019/20
Decision Made	That Cabinet: (1) Considered the content of the consultation report and Equality Impact Assessment. (2) Determined that the budget for supported local bus services is removed to the routes identified in the table in paragraph 3.8 of the report. (3) That Supported Bus Services be monitored going forward.
Date Decision made	21 May 2019.
Reasons for that decision	In order to meet budget savings aligned to the Council's current Medium Term Financial Strategy (MTFS).
Personal Interests Disclosed	None.
Dispensation Granted by the Council's Standards Committee	None.
Consultation undertaken prior to the decision	Legal, Finance and the relevant Cabinet Member.

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Notice of 'Call-In'

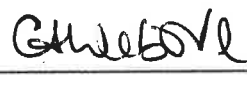
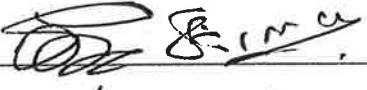
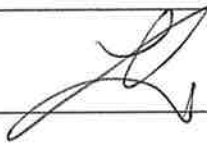
Committee: SOC1

1. Decision Subject To Call-In:

Title: Details inc date - Rationalisation of Supported Bus Services 2019-20 28/05/2019

Details Cabinet decision dated 21/05/2019

2. Member(s) of the Committee Wishing to Call the Decision In

Name		
CLLr Carolyn Webster (Chair SOC1)		
ROZ SIMMONS		S.O.S.C.1
CLLr. Tom Beedle	J.N Beedle	SO SC 1.
CLLr. Ken Watts		SOCC 1

3. Reasons for the Call-In

1. The decision to remove the subsidy was not recommended by the council officers, yet decision passed by cabinet.
2. Effect on community transport has not been properly scrutinised, and the report states concerns over capacity.
3. Due to Public Impact, visible public scrutiny should be undertaken

4. Date of Call-In: Date 29/05/2019

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BRIDGEND COUNTY BOROUGH COUNCIL

REPORT OF THE CORPORATE DIRECTOR – COMMUNITIES

21 MAY 2019

REPORT TO CABINET

RATIONALISATION OF SUPPORTED BUS SERVICES 2019/2020

1. Purpose of Report.

- 1.1 To report to Cabinet the outcome of a public consultation exercise with regard to a proposal to reduce the amount of Council subsidy for bus services by a sum of £148,000 as agreed in the Medium Term Financial Strategy (MTFS).

2. Connection to Corporate Improvement Objectives/Other Corporate Priorities.

- 2.1 This report assists in the achievement of the following corporate priority:-

Smarter use of resources – ensuring that all its resources (financial, physical, human and technological) are used as effectively and efficiently as possible and support the development of resources throughout the community that can help deliver the Council's priorities.

3. Background.

- 3.1 Bridgend County Borough Council (BCBC) and Welsh Government support the provision of regional and local bus services by subsidising routes that are not commercially viable. These services serve routes that enable residents who live along them to access employment, education, healthcare and social activities.
- 3.2 BCBC's core budget for supported bus services was £202,600 in 2018/19. This included a one-off subsidy agreed as part of the 2018/19 public consultation on subsidised buses where it was agreed three popular local bus routes would be supported throughout 2018/19.
- 3.3 The allocation provided to BCBC by the Welsh Government, through the Bus Services Support Grant (BSSG) was £386,825 in 2018/19, out of which £84,394 was awarded to Bridgend Community Transport with the remainder, £302,431, to be spent on the region's core strategic bus network and associated services.
- 3.4 Reduction in base funding and continued financial austerity has meant the Council has had to review the services it delivers against its declared priorities. The Council's subsidy for bus services makes a significant contribution to ensuring some bus services that are not commercially viable can run. Nevertheless this area of expenditure has been identified as one that is not a

statutory function to deliver and a savings target of £148,000 was identified in the MTFs for the 2019/20 financial year. This would leave no Council budget for subsidising local bus services in 2019/20.

- 3.5 A report was submitted to Cabinet on 18th September 2018 setting out proposals for the rationalisation for supporting bus services across the county borough to meet the proposed removal of the budget. Cabinet approved that a public consultation should be carried out together with a full Equality Impact Assessment before a further report be made to Cabinet outlining the results of the consultation and before the proposals outlined in the report were considered and a final decision made on the proposals.
- 3.6 In the past, when subsidy cuts had been implemented, some operators had used it as an opportunity to revise the financial profile of the routes and operated previously subsidised services on a commercial basis. For example, as a result of the 2018/19 MTFs saving, five of the six previously subsidised routes were commercially retained with modifications or reductions in frequencies. As in the past, until the proposed subsidy withdrawal has been implemented, it is unclear whether operators will respond in a similar manner this year.
- 3.7 Welsh Government informed each local authority in May 2018 that they will have to at least match-fund the BSSG allocation from the Welsh Government. Each local authority's allocation from BSSG is used to support the core strategic bus network, community transport services and associated services, as per terms and conditions of the grant. At a recent peer review undertaken by the South East Wales Bus Funding Project Board (SEWBFPB), it was satisfied that BCBC were using the BSSG payment in accordance with the terms and conditions of the grant.

An e-mail from SEWBFPB dated 07 May 2019 provided the indicative amount of BSSG allocation to be awarded to BCBC for 2019/20, which has increased by 2.28%, compared to 2018/19 awarded allocation. A formal grant award letter and quality standards will follow. The terms and conditions which we agreed in 2018/19 continue to apply.

- 3.8 The following table identifies the bus routes which formed part of the consultation:

Service No	Operator	Route	Full or Part Funded	Comments / Implications	Type of Service
67	FIRST CYMRU	Bridgend to Aberkenfig via Pen-y-Fai - (Monday to Saturday)	Part Funded	Provides Access to Sarn Surgery. No alternative bus services for Aberkenfig & Pen-y-Fai residents to access Sarn Surgery. A through bus is available for Aberkenfig residents travelling between Bridgend and Maesteg (70/71 Service). Reduced service for Pen-y-Fai residents (between 09:15 and 14:40 Monday to Friday only - Service 81). This contract is part council funded and commercial. There is a likelihood that if funding was removed then it is possible that the commercial section of the route would not be commercially viable.	Local
37	EASYWAY	Maesteg Parc Estate, Daytime, (Monday to Saturday)	Fully Funded	No alternative bus services for Maesteg Parc Estate residents, apart from accessing the main roads (Commercial Street). However, this is quite a distance for some residents living in Maesteg Parc (0.7miles).	Local
73	FIRST CYMRU	Bridgend to Blaengarw, Evenings (Monday to Saturday)	Part Funded	Provides Access to Princess of Wales Hospital. Commercially operated journeys are available on this service, but at a reduced frequency.	Local

76	FIRST CYMRU	Bridgend to Bettws, Vale View Diversion (Monday to Saturday)	Part Funded	Provides Access to Sarn surgery and Princess of Wales hospital for Vale View residents. Commercially operated journeys are available on this service. No alternative service for Vale View, Woodland Way and Highfield Place residents. Residents will need to access the main road (Sarn Hill - 0.25 miles).	Local
51	EASYWAY	Bridgend to Oaklands Road, Daytime, (Monday to Saturday)	Fully Funded	Provides Access to Bridgend Library / Rec Centre. No alternative bus services, apart from accessing the main road (Park Street - X1, X2, X4 & 172 Services). However the distance is not excessive (0.2 miles).	Local
803	EASYWAY	Danygraig to Porthcawl (Monday to Saturday)	Fully Funded	Provides Access Portway Surgery. Alternative bus services available (X2 and 172 Services) except for Danygraig residents, who will have no alternative bus service, apart from accessing the main road (Bridgend Road) which is quite a distance to travel (0.55 miles). This contract is mostly council funded and a small part is commercial. There is likelihood that if funding was removed, then it is possible that the commercial section of the route would not be commercially viable.	Local
61	PEYTON TRAVEL	Nottage to Porthcawl (Circular) (Monday to Saturday)	Fully Funded	Provides Access to South Road Surgery and Portway Surgery. The contract has been retendered due to the 14-15 MTFS and new contractor took over in July 15. No alternative bus services for local residents in Nottage and Western Porthcawl. This route has recently been extended to North Cornelly, following the cancellation of the hourly 63B service via Maudlam and Kenfig Pool. The route of this service is planned to be extended to Newton Nottage Road, when a new surgery opens.	Local
16	EASYWAY	Bridgend to Blaengarw via Heol-y-Myndd and Braich-y-cymmer (Daytime Mon-Sat)	Fully Funded	Route operates along major traffic corridor in the Garw valley. Connects with trains at Bridgend Railway Station for commuters (tackles congestion and encourages modal shift). Linking transport and regional hub in Bridgend for connectivity to the regional and national transport network. It sieves commuter traffic from going through Junction 36 of the M4. Improves access to the regional shopping centre (McArthur Glen – Pines), located at Junction 36 of the M4. Improves access to employment in an area of high deprivation. Links to Princess of Wales Hospital, providing health care services. Alternative bus services operate on the majority of this route, apart from Heol-y-Mynydd, Wigan Terrace and Braichycymmer. Also Quarella Road.	Regional

4. Current situation / proposal.

4.1 A consultation on the proposed service removal was implemented to gather views and opinions on the potential impact of the reductions in order to meet a proposed budget removal of £148,000 in 2019/20, as part of the Council's Medium Term Financial Strategy.

4.2 The consultation document is appended to this report, and below are some of the salient points:

- The consultation was available to complete online and paper copies were available at libraries across Bridgend county borough.
- The consultation was advertised on the council's corporate Twitter account fourteen times throughout the period of consultation, with the information being seen 18,623 times.
- A series of Facebook adverts were placed during the period of consultation to raise awareness and also encourage citizens to share their views on the proposals. The advertisements were seen 37,385 times.
- A total of 714 responses were received (412 online submissions and 302 paper versions). During the period, there were 140 interactions on our social media channels, four comments were received by e-mail, and one letter.

4.3 Responses to the consultation identified the following:

- Overall 68% of the 714 respondents disagreed with the proposal to remove the subsidy (49% strongly disagreed and 19% disagreed).
- 522 (73%) respondents aged 55 and over told us that they either disagreed or strongly disagreed with the proposal.
- 193 (27%) of respondents told us they had a disability. Of these, 72% disagreed with removing the subsidy (53% strongly disagree and 19% disagree).
- The three most frequently used bus services, according to survey responses are Service No. 61 (Porthcawl/North Cornelly), Service No. 73 (Bridgend/Blaengarw) and Service No. 16 (Bridgend/Blaengarw).
- When asked where respondents travel to and from, the three most popular routes were between Nottage and Porthcawl, followed by Maesteg Parc and Maesteg Town Centre and then Dan-y-Graig and Porthcawl.
- The number of respondents who live in a household with a car was identified as 467 (66%).
- Only 264 respondents (37%) were aware of Bridgend Community Transport.
- 15% of respondents informed us that they use the bus every day. Of the respondents who use the bus every day, 57% were aged 60 and over.
- 84% of respondents with a disability use the bus either every day (31%), or more than twice a week (53%).
- The most popular responses for the main purpose of using the bus were social (25%), followed by healthcare (24%) and then leisure (23%).

4.4 Bus subsidy contributes to the overall financial viability of services that are partly or wholly subsidised. Therefore, the impact of the removal of subsidy should be recognised. Previous experience suggests that where a subsidy has been removed, operators have adjusted and rationalised their operations to run the affected services on a commercial basis. It is unclear at this stage, however, whether the commercial element of bus services will still continue to operate on the partly or fully funded routes if there is a decision to remove the subsidy

4.5 Community transport services offer an alternative form of transport for the elderly and disabled residents in areas where bus services have been withdrawn. The local community transport operator (Bridgend Community Transport) provides a range of services to suit varied circumstances but it is currently operating at capacity and therefore its ability to respond in the short term to the subsidy withdrawal has to be recognised. The Welsh Government

advised by letter in May 2018 that local authorities match-fund from their own budgets the BSSG in support of community transport networks which provides an added complication. It is uncertain at present whether Bridgend Community Transport would be able to replace any or all of the proposed bus routes for withdrawal. Officers will, however, continue to work and liaise with Bridgend Community Transport to focus on the areas of Bridgend which have reduced or no local bus services.

- 4.6 The Council will also need to give attention to the promotion and increasing awareness of Community Transport.

5. Effect upon Policy Framework & Procedure Rules.

- 5.1 There is no effect upon Policy Framework or Procedure Rules

6. Equalities Impact Assessment (EIA)

- 6.1 A full EIA has been completed and is attached for member consideration.
- 6.2 In general terms the EIA assessment indicated that there was a potentially negative impact in regard of the loss of services. However it also identified that there was little awareness of the availability of alternatives such as community transport.

7. Well-being of Future Generations (Wales) Act 2015 Assessment

- 7.1 An assessment has been completed and appended to the report.
- 7.2 In particular, the assessment suggested the following:
- **Long-term**
The project seeks to remove subsidy which the authority can no longer sustain with the potential of the commercial aspect of public transport to deliver services in a sustainable manner. Also the use of community transport to assist in supporting those areas that may be adversely affected by the removal of the subsidy.
 - **Prevention**
Public transport in the case of Buses does benefit from the council supporting concessionary travel, which enables persons who hold a concessionary pass to enjoy 'free' local bus travel in Wales on commercial services and some community transport schemes. Also, Welsh Government provide a grant that is focused on core strategic regional travel and community transport.
 - **Integration**
The benefits of community transport are not widely utilised in Bridgend County Borough and the project could assist in the broadening out of the benefits.
 - **Collaboration**

The transport section work with various sections of the council including Regeneration, Planning and Development in considering wellbeing objectives and also external bodies such as bus operators and community transport provider.

- **Involvement**

As part of the consideration of the changes, a 12-week consultation took place between 17 December 2018 and 10 March 2019. The consultation was online, as well as paper copies being available at our Libraries and Bridgend Bus Station. Promotion of the consultation was available on bus services, BCBC website and social media networks. Roadshows, such as the 'Your Bus Matters' event (facilitated by Bus Users Cymru) took place at Bridgend Bus Station.

8. Financial Implications.

- 8.1 The budget removal will have a financial implication upon Bridgend Bus Station, as departure charges are in place at Bridgend Bus Station for bus services using the bus station.
- 8.2 The departure charges were introduced in light of the budget reduction for Bridgend Bus Station of £40,000 for 2015/16 MTFs proposals. If the local bus subsidy is withdrawn and bus movements are reduced, this will lead to a fall in the annual income for Bridgend Bus Station. It is estimated that this would be a reduction of approximately £4,000 per year.
- 8.3 If the £148,000 saving approved in the MTFs as a result of the proposal to remove bus subsidies for the identified routes is not met, this saving would need to be met from additional savings elsewhere in the Communities Directorate, with other public realm services likely to be impacted upon to make up any shortfall.

9. Recommendation.

- 9.1 It is recommended that Cabinet considers the content of the consultation report and Equality Impact Assessment.
- 9.2 It is recommended that Cabinet determines whether the budget for supported local bus services is removed to the routes identified in table 3.8, or if by a lesser amount, determines that the shortfall is met from additional savings elsewhere in the Communities Directorate.

MARK SHEPHARD
May 2019

CHIEF EXECUTIVE

Contact Officer: Kevin Mulcahy, Group Manager Highways and Green Spaces
Telephone: (01656) 642535

E-mail: kevin.mulcahy@bridgend.gov.uk

Background documents – Cabinet Report dated 18 September 2018
Supported Bus Services Consultation Report dated 18 March 2019
A full Equalities Impact Assessment
Wellbeing of Future Generations assessment

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BRIDGEND COUNTY BOROUGH COUNCIL

REPORT OF THE CORPORATE DIRECTOR – COMMUNITIES

18 SEPTEMBER 2018

REPORT TO CABINET

RATIONALISATION OF SUPPORTED BUS SERVICES 2018/2019

1. Purpose of Report.

- 1.1 To update cabinet on the impact of the subsidised bus reductions as identified in the cabinet report of 15 May 2018, and to propose that cabinet agree to a further consultation on a proposal to remove the remainder of bus subsidy as provided by the council for the financial year 2019/20 as part of the proposed savings within the council's Medium Term Financial Strategy (MTFS) for 2019-20 to 2022-23.

2. Connection to Corporate Improvement Plan / Other Corporate Priority.

- 2.1 The proposal links to the Corporate Improvement Plan 2016-20 (Reviewed 2017-18) Priority Three - Smarter use of resources with alignment to the MTFS.

3. Background.

- 3.1 Bridgend County Borough Council and Welsh Government support the provision of regional and local bus services by subsidising routes that are potentially not commercially viable. These services serve routes that enable residents who live along them to access employment, education, health care and social activities.
- 3.2 For the current financial year BCBC's core budget for supported bus services for 2018/19 is now £180,000. This is supplemented by a Welsh Government allocation provided to BCBC through the Bus Services Support Grant (BSSG) of £386,825 in 2018/19, of which a target amount of £85,224 should be spent on funding community transport operations in the county borough.
- 3.4 A grant application was submitted by Bridgend Community Transport to Bridgend County Borough Council on 09 July 2018 for the sum of £84,934.32, leaving a balance of £301,890.68 to be spent on core strategic bus network in Bridgend, as per the Welsh Government BSSG guidance notes.
- 3.5 The following table identifies the bus routes which formed part of the agreed budget reduction for 2018/19. It was agreed to use £50,000 of the additional funding raised through increasing the Council Tax by 4.5% (instead of the original 4.2% proposed) to continue subsidising three of the bus services shown at the top of the table (Service No. 51, 803 and 61) for the current financial year.
- 3.6 Thus the remaining six bus services shown in the table have not been subsidised since the 11 August 2018, following a three months' notice period.

Service No.	Operator	Route	Fully Funded or *Partly Funded?	Comments/Implications	Type of Service
51	EASYWAY	Bridgend to Oaklands Road, Daytime. (Monday to Saturday)	Fully Funded	Provides Access to Bridgend Library / Rec Centre. No alternative bus services, apart from accessing the main road (Park Street - X1, X2, X4 & 172 Services). However the distance is not excessive (0.2 miles).	Local
803	EASYWAY	Danygraig to Porthcawl, Daytime. (Monday to Saturday)	Fully Funded	Provides Access Portway Surgery Alternative bus services available (X2 and 172 Services) except for Danygraig residents, who will have no alternative bus service, apart from accessing the main road (Bridgend Road) which is quite a distance to travel (0.55 miles). This contract is mostly council funded and a small part is commercial. There is likelihood that if funding was removed, then it is possible that the commercial section of the route would not be commercially viable.	Local
61	PEYTON TRAVEL	Nottage to Porthcawl (Circular), Daytime. (Monday to Saturday)	Fully Funded	Provides Access to South Road Surgery and Portway Surgery. The contract has been retendered due to the 14-15 MTFS and new contractor took over in July 15. No alternative bus services for local residents in Nottage and Western Porthcawl. However, an alternative service is available on West Road and South Road (63B Service). However, this is quite a distance for some residents living to the west of Nottage and Porthcawl West (0.8 miles). The route of this service is planned to be extended to Newton Nottage Road, when a new surgery opens.	Local
Subsidy Discontinued Below Routes					
81	EASYWAY	Bridgend to Pen-y-Fai via Brackla & Coity Morning & Afternoon. (Monday to Friday)	*Partly Funded	Provides Access to Princess of Wales Hospital, as well as Quarella Road/Wildmill Residents. Commercially operated journeys in this timetable are available on this service, but only between 09:15 and 14:40 (Monday to Friday). Outside these times Pen-y-fai will have the 67 Service (if retained). Other services available for Brackla (62, 64, 66 & 404 Services). However residents living on the Princess Way corridor will need to access Brackla triangle (0.82 miles). Coity has an alternative service (73 Service but this service is also under review).	Local
68/69	FIRST CYMRU	Bridgend to Cefn Glas, Early morning and Evening. (Monday to Saturday)	*Partly Funded	Provides access to Bridgend Town Centre No alternative bus services, apart from accessing the main road (Park Street - X1, X2, X4 & 172 Services). However, this is quite a distance for residents living in the northern part of Cefn Glas (0.78 miles). Commercially operated journeys are available on this service throughout the day.	Local
52	EASYWAY	Bridgend to Broadlands, Daytime. (Monday to Saturday)	Fully Funded	Provides Access to Bridgend Library / Rec Centre No alternative bus services for Broadlands Estate residents, apart from walking to the main road (Park Street) for an alternative service (X1, X2, X4 & 172 Services). However, this is quite a distance for some residents living in the Southern part of the Broadlands Estate (0.8 miles).	Local
63B	FIRST CYMRU	Bridgend to Porthcawl, Early morning and Evening Mon- Sat)	*Partly Funded	1) Serves areas of major planned population and employment growth. 2) Links to Princess of Wales Hospital, providing health care services. 3) Links key regional settlements. 4) Improves access to employment. 5) Serves areas of major planned population and employment growth. 6) Linking transport and regional hub in Bridgend for connectivity to the regional network. 7) Improves access to the regional shopping centre (McArthur Glen – Pines). 8) Links key regional settlements (Cardiff, Neath Port Talbot, Swansea & Vale of Glamorgan). 9) Enhance business case for the METRO. No alternative bus service. Commercially operated journeys are available on this service throughout the day.	Regional
62	FIRST CYMRU	Bridgend to Pencoed - 2 No. Evening Journeys - (Monday to Saturday)	*Partly Funded	Provides transport link for residents visiting the Princess of Wales Hospital, via Bridgend Town Centre. Alternative evening bus service from Pencoed Monument (404 Service). However, this is quite a distance for residents living in the western area over the level crossing of Pencoed (0.84 miles). Commercially operated journeys are available on this service throughout the day.	Local
73	EASYWAY	Pyle to Fforddygyfraith, (Tue & Fri only)	Fully Funded	Provides access to Princess of Wales Hospital Alternative services available for Pyle residents (63, 63B, X1 & X4 Services), Cefn Cribbwr residents (63 & 63B Service) and Coity (81 Service), but this service is also under review). Fforddygyfraith residents will have no alternative service, apart from accessing the main roads (Cefn Road 1.1 miles – Service No. 63/63B or Maesteg Road A4063 1.7 miles – Service No. 70 & 71).	Local

4. Current situation

- 4.1 Since the bus operators were notified of the services to be terminated under the MTFS agreed savings proposals for 2018/19, discussions have taken place between BCBC Officers and the bus operators on the 5th and 6th of June 2018 to discuss the decision and ways of moving forward after 11 August 2018, when the agreed bus service contracts would cease.

Subsequent to the discussions, the bus operators have registered applications to change bus services to the Office of the Traffic Commissioner, with the changes coming into effect from Monday 13 August 2018 and Monday 03 September 2018.

- 4.2 In the attached appendices, the revised timetables are provided which show the journeys being retained on a commercial basis by the bus operator and the journeys that are not deemed commercially viable and consequently being removed.

In summary the result of the subsidy removal has been remarkably positive with five out of the six subsidised routes being commercially retained and provided albeit with modifications or reductions in frequencies as detailed below. The only route that has been completely removed is the Pyle to Fforddygyfraith, Tuesday and Friday route.

- **Service No. 62 (Appendix 1 - Bridgend to Pencoed - Monday to Saturday)**

Last journey departing from Pencoed will be at 17:20, this is a further reduction made by the bus operator. The last departure from Bridgend Bus Station will be 18:35 to Pencoed (the expected consequence of the reductions indicated that this could have been earlier at 16:53).

- **Service No. 63/63B (Appendix 2 – Bridgend to Porthcawl – Monday to Saturday)**

Part of service to be retained is the 06:12 from North Cornelly to Bridgend. However, this will operate on Monday to Friday only.

Additionally, the agreed reduction of the evening journeys will be retained, with just an alteration to the last inbound and outbound journeys which will operate on Friday and Saturday only.

Note for info: 63B Bridgend to Porthcawl (via Maudlam and Kenfig Pool):

Since the dialogue with the operators, First Cymru Buses Ltd have issued three months' notice to cancel this contract and returned the subsidy, in order to rebrand the 63 Service network, which consists of operating every 20 minutes, instead of every 15 minutes. The council is seeking an alternative bus operator to operate a similar route from Monday 05 November 2018.

This contract is currently funded through the Bus Services Support Grant (BSSG) from the Welsh Government.

- **Service No. 68/69 (Appendix 3 – (Bridgend to Cefn Glas – Monday to Saturday)**

Service 68 - All but one of the evening services are to be removed, so the final journey from Bridgend Bus Station will depart at 19:00.

Service 69 – The 07:00 departure is to be retained and also all but two of the evening journeys are to be removed, with the final departure at 19:30.

- **Service No. 52 (Appendix 4 – Bridgend to Broadlands – Monday to Saturday)**

This service was to be removed in its entirety. However, the operator has registered a service to provide six journeys Monday to Friday, reducing to five on a Saturday.

NB service will not operate via Bridgend 'Life Centre'.

- **Service No. 81 (Appendix 5 – Bridgend – Brackla (Princess Way) – Pen-y-Fai – Monday to Friday)**

This service will continue to be operated by Easyway Minibus Hire Ltd on a commercial basis, but with a revised timetable and route from **Monday 03 September 2018**:

The 08:13 and 15:15 journeys from Pen-y-Fai to Bridgend, via Coity and Brackla will no longer be operated, as it is deemed not commercially viable by the bus operator (these journeys were funded by BCBC prior to the budget reductions).

The two other journeys previously funded by BCBC will be retained, with minor alternations to the departure times.

However, more notably, the timetable no longer includes Parc Prison or Coity (previously funded by BCBC).

- **Service No. 73** (Pyle to Bridgend via Fforddygyfraith on Tuesdays and Fridays)

This service no longer operates after Friday 10 August 2018, as it is not deemed commercially viable. The bus operator (Easyway) submitted a registration to the Office of the Traffic Commissioner to cancel the bus service.

- 4.3 The continuation of the selected bus services/journeys will be monitored by the bus operators over a period, and depending on passenger numbers, they may decide to retain, vary or terminate the service, as long as 56 days' notice has been provided to the Office of the Traffic Commissioner.

4.4 Future Implications

- 4.5 It is currently proposed that in order to meet savings targets in the 2019/20 MTFS to remove all remaining council funding for supported bus services in the county borough. In order to deliver such a saving it is proposed that a public consultation is desirable in order for the council to properly consider the implications arising from the removal of this funding.

- 4.6 The table below lists the remaining services that would potentially no longer be subsidised from the 2019/20 financial year.

Service No	Operator	Route	Impact Assessment July 17 (220)	18/19 Estimated Annual Cost (£)	18/19 Estimated Cumulative Cost (£)	Comments / Implications	Type of Service
67	FIRST CYMRU	Bridgend to Aberkenfig via Pen-y-Fai (Monday to Saturday)	167	£ 18,720.00	£18,720.00	Provides Access to Sarn Surgery No alternative bus services for Aberkenfig & Pen-y-Fai residents to access Sarn Surgery. A through bus is available for Aberkenfig residents travelling between Bridgend and Maesteg (70/71 Service). Reduced service for Pen-y-Fai residents (between 09:15 and 14:40 Monday to Friday only)(Service 81). This contract is part council funded and commercial. There is a likelihood that if funding was removed then it is possible that the commercial section of the route would not be commercially viable	Local
37	EASYWAY	Maesteg Parc Estate, Daytime, (Monday to Saturday)	164	£ 28,750.80	£47,470.80	No alternative bus services for Maesteg Parc Estate residents, apart from accessing the main roads (Commercial Street). However, this is quite a distance for some residents living in Maesteg Parc (0.7miles).	Local
73	FIRST CYMRU	Bridgend to Blaengarw, Evenings (Monday to Saturday)	140	£ 26,616.72	£74,087.52	Provides Access to Princess of Wales Hospital Commercially operated journeys are available on this service, but at a reduced frequency.	Local

76	FIRST CYMRU	Bridgend to Bettws, Vale View Diversion (Monday to Saturday)	135	£ 3,120.00	£77,207.52	Provides Access to Sarn surgery and Princess of Wales hospital for Vale View residents Commercially operated journeys are available on this service. No alternative service for Vale View, Woodland Way and Highfield Place residents. Residents will need to access the main road (Sarn Hill - 0.25 miles).	Local
51	EASYWAY	Bridgend to Oaklands Road, Daytime, (Monday to Saturday)	125	£ 11,263.20	£88,470.72	Provides Access to Bridgend Library / Rec Centre. No alternative bus services, apart from accessing the main road (Park Street - X1, X2, X4 & 172 Services). However the distance is not excessive (0.2 miles).	Local
803	TRAVELFINAL	Danygraig to Porthcawl - (Monday to Saturday)	125	£ 26,520.00	£114,990.72	Provides Access Portway Surgery Alternative bus services available (X2 and 172 Services) except for Danygraig residents, who will have no alternative bus service, apart from accessing the main road (Bridgend Road) which is quite a distance to travel (0.55 miles). This contract is mostly council funded and a small part is commercial. There is likelihood that if funding was removed, then it is possible that the commercial section of the route would not be commercially viable.	Local
61	PEYTON TRAVEL	Nottage to Porthcawl (Circular) (Monday to Saturday)	120	£ 13,712.40	£128,703.12	Provides Access to South Road Surgery and Portway Surgery. The contract has been retendered due to the 14-15 MTFS and new contractor took over in July 15. No alternative bus services for local residents in Nottage and Western Porthcawl. However, an alternative service is available on West Road and South Road (63B Service). However, this is quite a distance for some residents living to the west of Nottage and Porthcawl West (0.8 miles). The route of this service is planned to be extended to Newton Nottage Road, when a new surgery opens.	Local
	Possible Indexation All Contracts			£5,000.00	£133,703.12	Indexation on all local bus service contracts, excluding deminimis contracts.	Local
16	EASYWAY	Bridgend to Blaengarw via Heol-y-Mynydd and Braich-y-cymmer (Daytime Mon-Sat)	140	£47,121.36	£180,824.48	Route operates along major traffic corridor in the Garw valley. Connects with trains at Bridgend Railway Station for commuters (tackles congestion and encourages modal shift). Linking transport and regional hub in Bridgend for connectivity to the regional and national transport network. It sieves commuter traffic from going through Junction 36 of the M4. Improves access to the regional shopping centre (McArthur Glen – Pines), located at Junction 36 of the M4. Improves access to employment in an area of high deprivation. Links to Princess of Wales Hospital, providing health care services. Alternative bus services operate on the majority of this route, apart from Heol-y-Mynydd, Wigan Terrace and Braichycymmer. Also Quarella Road.	Regional

Table 1

- 4.7 Recent experiences following the removal of subsidies in the 2018/19 year have demonstrated that the removal of subsidies will not necessarily mean that all of the above routes will no longer be provided. However the decision to continue to operate them in full or part would lie with the operators dependant on the commercial viability.
- 4.8 Additionally it should be noted that consideration would also need to be given to the content and implications of a letter from the Cabinet Secretary for Economy and Infrastructure dated 02 May 2018 indicating that “from April 2019, each local authority’s allocation from BSSG will have to be at least match-funded by a commitment to expenditure from an authority’s own budget in support of bus and community transport networks in its area”. This position is still being properly assessed and clarification sought from Welsh Government on the exact implications.
- 4.9 Financial support towards Bridgend Community Transport may also be affected in the event of BCBC not being able to attract BSSG funding from the Welsh Government. This would have an adverse impact on communities and residents that rely on Community Transport, especially in areas that are not served by local public bus services.

4.10 Further reductions in BCBC budget for supported bus services could have an effect on the commercially operated bus services, as supported bus services help make the commercial bus network viable.

5. Effect upon Policy Framework & Procedure Rules

5.1 There is no effect upon Policy Framework or Procedure Rules

6. Equalities Impact Assessment

6.1 A full Equality Impact Assessment (EIA) will need to be carried out, if the proposal to remove all BCBC funding is to be considered further for approval. The result of the suggested consultation would inform the EIA. This would then be included with a future cabinet report.

7. Well-being of Future Generations (Wales) Act 2015 Assessment

7.1 The Well-being of Future Generations (Wales) Act 2015 Assessment based on the 5 ways of working and any requisite mitigating measures will be required prior to making the a decision to remove the subsidies. This will be included in a further report to Cabinet, taking into consideration the outcomes of the public consultation.

8. Financial Implications

8.1 The removal of the remaining £180,000 BCBC funding towards supported bus services would have a financial implication on Bridgend bus station, as revenue from departure charges at Bridgend bus station will drop. The departure charges of £0.30 per departure were introduced in light of the budget reduction for Bridgend bus station of £40,000 for 2015/16 MTFS proposals. Currently, the supported bus services generate over 13,000 departures from Bridgend bus station each year, which contributes approximately £4,000 per year towards the departure revenue.

8.2 Some bus shelters may also be left redundant in areas of Bridgend where local bus services will no longer operate. A demolitions budget may be required. This cost would only be identified following the subsidy removal and understanding the resultant level of service removal by operators.

9. Recommendation.

9.1 It is recommended that Cabinet:

- Considers the content of this report and agrees that a public consultation is undertaken on the proposals following which a Full Equality Impact Assessment will be undertaken.
- Agrees to a further report outlining the results of the consultation, to be accompanied by a Full Equality Impact Assessment, to be presented at a future meeting of Cabinet in order that the proposals outlined in this report may be considered.

MARK SHEPHARD
11 September 2018

CORPORATE DIRECTOR - COMMUNITIES

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Supported Bus Services

Consultation report

Date of issue: 18 March 2019

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1. Overview

Bridgend County Borough Council and Welsh Government support some regional and local bus services by subsidising routes that are not commercially viable. These services operate on routes to enable residents who live along them to access employment, education, health care and social activities.

In 2018/19 a public consultation took place in which residents were asked their views about subsidised buses and the removal of £188k from some services. The outcome of this consultation was that the local authority would continue to fully subsidise three popular local bus routes for a further 12 months, at a cost of £50k:

- 51 Bridgend to Oaklands Road
- 803 Danygraig to Porthcawl
- 61 Nottage to Porthcawl

However funding for two fully subsidised routes was withdrawn:

- 52 Bridgend to Broadlands
- 73 Pyle to Fforddygyfraith.

The council also withdrew the subsidies it paid for four partly funded routes. The affected routes were:

- 81 Bridgend to Pen Y Fai via Brackla and Coity
- 68/69 Bridgend to Cefn Glas
- 63B Bridgend to Porthcawl
- 62 Bridgend to Pencoed.

This consultation followed a cabinet decision on the report submitted on 18 September 2018, which proposed to remove the remainder of bus subsidy as provided by the council for the financial year 2019/20, as part of the proposed savings within the councils Medium Term Financial Strategy (MTFS) for 2019-20 to 2022-23.

A public consultation reviewing Bridgend County Borough Council's supported bus services was undertaken over a 12 week period following presentation of the proposals to Cabinet.

The consultation received 867 responses from a combination of the consultation survey (714 responses), one engagement event which included seven attendees, 140 social media interactions and one letter and five emails. This paper details the analysis associated with the consultation.

2. Introduction

A public survey based on Bridgend County Borough Council's supported bus services was conducted over a 12 week period between 17 December 2018 and the 10 March 2019. The survey was available to complete online on the consultation page of the council's website and paper copies were made available at local libraries and bus stations. The survey was available in English, Welsh and as an accessible version in both languages. Residents could also request a paper copy or another alternative format by telephone or email.

In total, there were 14 questions which required a reply from respondents. All survey responses offered the option of anonymity. The council's standard set of equalities monitoring questions were also included with the survey, this is recommended good practice for all public facing surveys carried out by the council.

The content of the consultation remains available online in closed consultations.

Comments regarding the consultation were also invited via social media, letter, email and phone call.

3. Promotional tools and engagement methods

This section details the specific communications and engagement methods used to reach people and encourage them to share their views during the consultation period.

3.1 Social media and online

Facebook and Twitter have widely been used to promote the consultation.

Information was posted to the council's corporate Twitter accounts throughout the consultation period to raise awareness of the consultation and to encourage citizens to share their views on the proposals. The council currently has 11,126 followers on its corporate Twitter accounts. During the period, the authority 'tweeted' 14 times and the information was seen 18,623 times.

Information was also posted to the council's corporate Facebook page during the consultation period to raise awareness of the consultation and to encourage citizens to share their views on the proposals. The council currently has 11,736 followers. During the period, the authority posted twice on Facebook and the posts were seen 37,385 times.

An image was placed on the news page of the council website and the intranet homepage which linked through to the consultation webpage and survey.

3.2 Local press

Details of the consultation were sent as part of press releases emailed to local and national press in advance of the consultation (19 September 2018) and during the live period (7 January 2019 and 28 February 2019) .

3.3 Community engagement/meetings/events

Local community, equality and diversity groups were given details of the consultation proposals and told how to share their views.

3.4 Bridgend Coalition for Disabled People meeting

The coalition invited officers from the council in to speak to members about the proposals as part of their regular group meeting. Members received a presentation about the proposals and were given the opportunity to ask questions before completing the survey via clicker pads. Seven members of the coalition attended the meeting, with all attendees completing survey during the meeting.

3.5 The supported bus survey

The online and paper surveys contained 14 questions which required a reply from respondents.

The survey was available on the council's website and was sent to all 1095 Citizens' Panel members as well as 265 previous consultation responders who have asked to be kept up-to-date with similar future surveys.

Surveys were readily available in English and Welsh and as an accessible versions in both languages. Alternative formats were available on request.

3.6 Posters

Posters promoting the consultation were available on all local buses, at bus stations and bus stops. Posters were also circulated to the library service for use in their 12 branches.

3.7 Your Bus matters event

Officers from the service attended a Your Bus Matters event organised by Bus Users Cymru. The event took place in Bridgend Town centre Bus Station on 30 January 2019. The event was an open event, where officers raised awareness of the Supported Bus Services consultation.

4. Response rate

In total, there were 867 interactions, representing 0.6 per cent of the Bridgend County Borough population. The response rate has been divided into several areas including: consultation survey responses, emails and social media interactions:

- We received 714 survey responses in total (412 online submissions and 302 paper versions);
- During the consultation period, there were 140 interactions on our social media channels;
- Seven members of the Coalition of Disabled People completed a clicker pad survey;
- Five comments were received by email;
- One letter was received.

5. How effective was the consultation?

The supported bus services consultation was conducted over a twelve week period in which a range of marketing methods were used to create awareness of the consultation and encourage members of the public to engage with the council.

The social demographic data reflects a good cross section of the county borough's population, all respondents with the exception of two responders lived in the county borough.

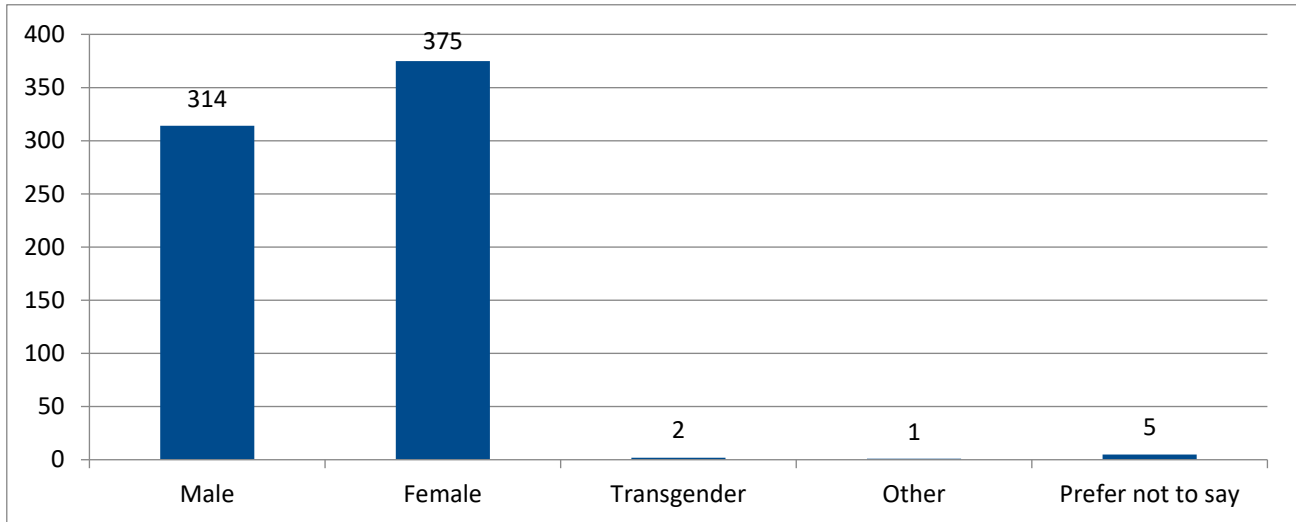
The data collection methods, which include the online survey, a paper survey and an accessible survey, were all developed using plain English to maximise understanding. These response methods were designed to give a consistency to the survey across multiple platforms.

6. Headline figures

- 6.1 54% of responses came from females and 45% of responses came from males.
- 6.2 67% of responses came from respondents aged 60 and over.
- 6.3 91% of respondents aged over 60 had a concessionary bus pass.
- 6.4 27% of respondents described themselves as having a disability.
- 6.5 The three most frequently used routes, according to survey responses are Service 61, Porthcawl/North Cornelly, Service 73, Bridgend/Blaengarw and Service 16, Bridgend to Blaengarw.
- 6.6 Overall 68% of respondents disagreed with the proposal to remove the subsidy (49% strongly disagree and 19% disagree).
- 6.7 72% of responders with a disability disagreed with removing the subsidy (53% strongly disagree and 19% disagree)
- 6.8 15% of responders informed us that they use the bus every day.
- 6.9 Of the responders who use the bus every day 57% were aged 60 and over.
- 6.10 84% of respondents with a disability use the bus either every day (31%) or more than twice a week (53%).
- 6.11 Overall the most popular reasons for using the bus are social (25%), followed by healthcare (24%) followed by leisure (23%).
- 6.12 Respondents with a disability were more likely to use the bus for healthcare (29%) followed by social (25%) followed by other (21%). When selecting 'other' respondents were able to provide their reasons for using the bus, the main reason given was shopping.
- 6.13 Overall 62% of respondents said they were not aware of Bridgend Community Transport.
- 6.14 60% of respondents aged 60 and over were not aware of Bridgend Community Transport.
- 6.15 When asked where respondents travel to and from, the three most popular routes given were routes between Nottage and Porthcawl, followed by Maesteg Parc and Maesteg Town Centre and then Dan Y Graig and Porthcawl.
- 6.16 Respondents were asked to tell us how they or someone they know would be impacted by the removal of the bus subsidy, the following themes are most significant: It is difficult to get around without a bus; results in loneliness and isolation and then this proposal does not have an impact on me.
- 6.17 Respondents were finally asked to tell us anything else relevant to this proposal. The most common themes were: results in loneliness and isolation, followed by difficult to get around without buses and then disagree with proposal.

the county borough. The two respondents from outside the county borough were from Cardiff and Pontypridd.

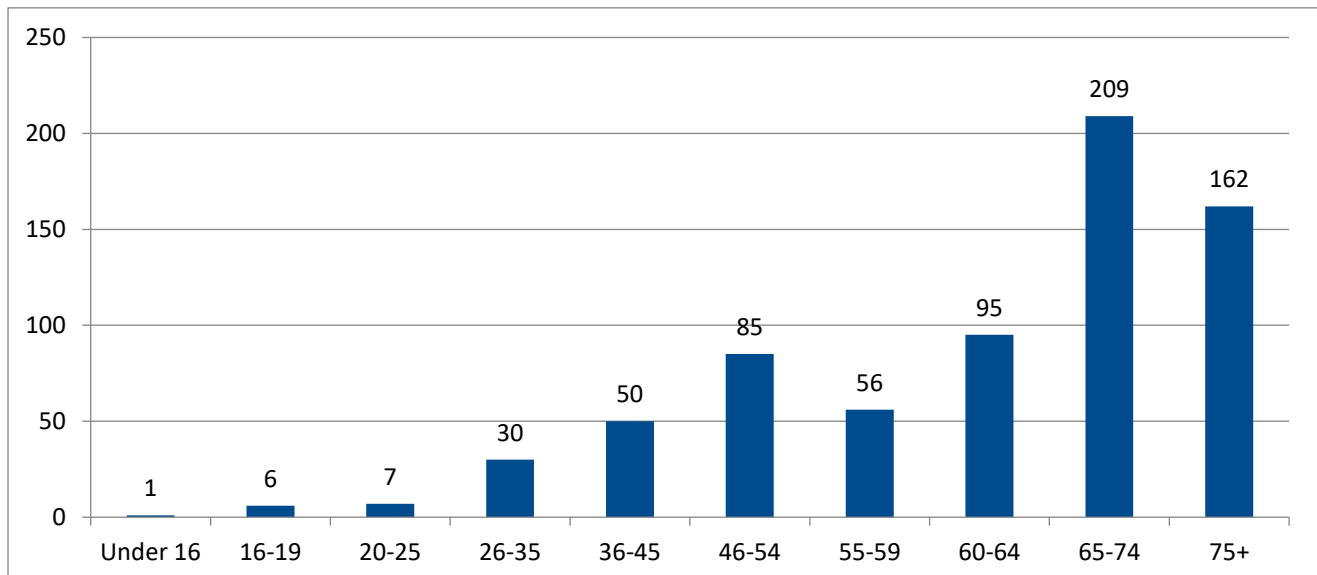
7.2.2 What is your gender?



There were 697 responses to this question.

54% of responses were received from females, 45% from males. 1% stated that they preferred to not give their gender. One person stated their gender as other and two people stated their gender as transgender.

7.2.3 Please select your age category

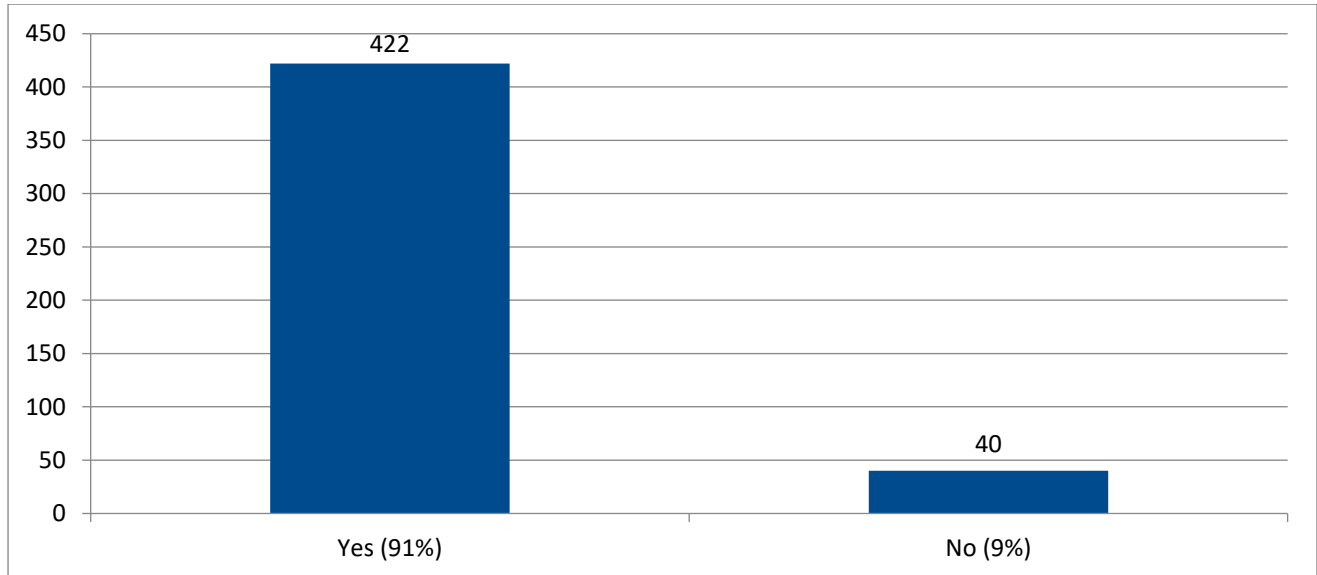


There were 701 responses to this question.

In total 67% of responses came from those aged over 60.

- 14% of respondents were aged 60-64
- 30% of respondents were aged 65-74
- 23% of respondents were aged 75+

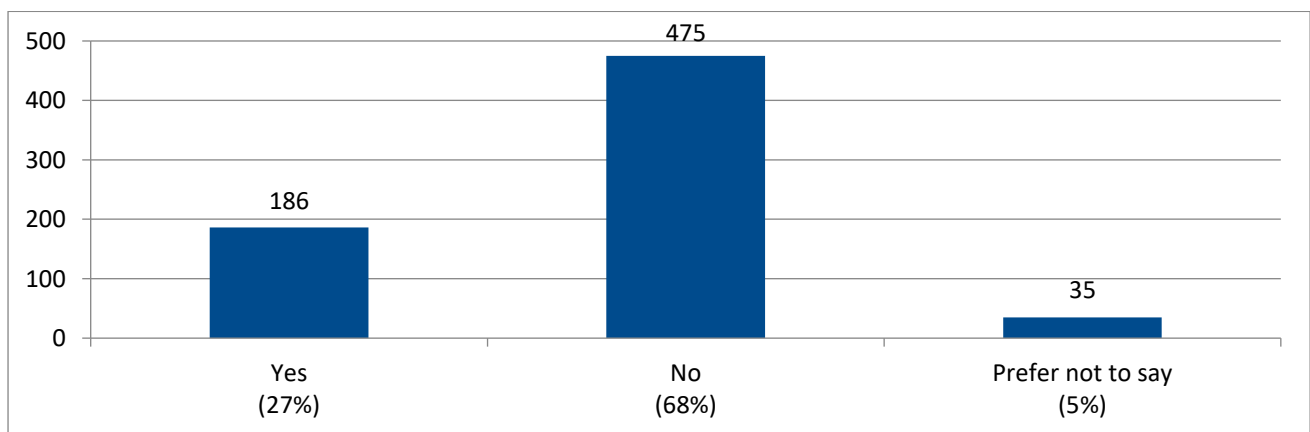
7.2.4 If selected 60-64, 65-74, 75+, do you have a free concessionary bus pass?



466 respondents were aged between 60 and 75+.

91% of those aged over 60 informed us that they had a concessionary bus pass.

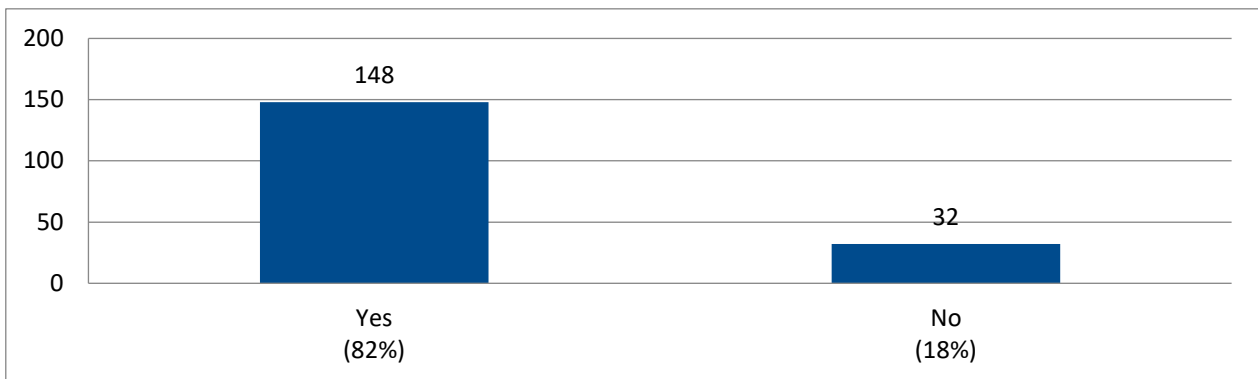
7.2.5 Do you consider yourself to be disabled?



There were 696 responses to this question.

Of those who responded to this question, 27% of respondents to this question described themselves as having a disability.

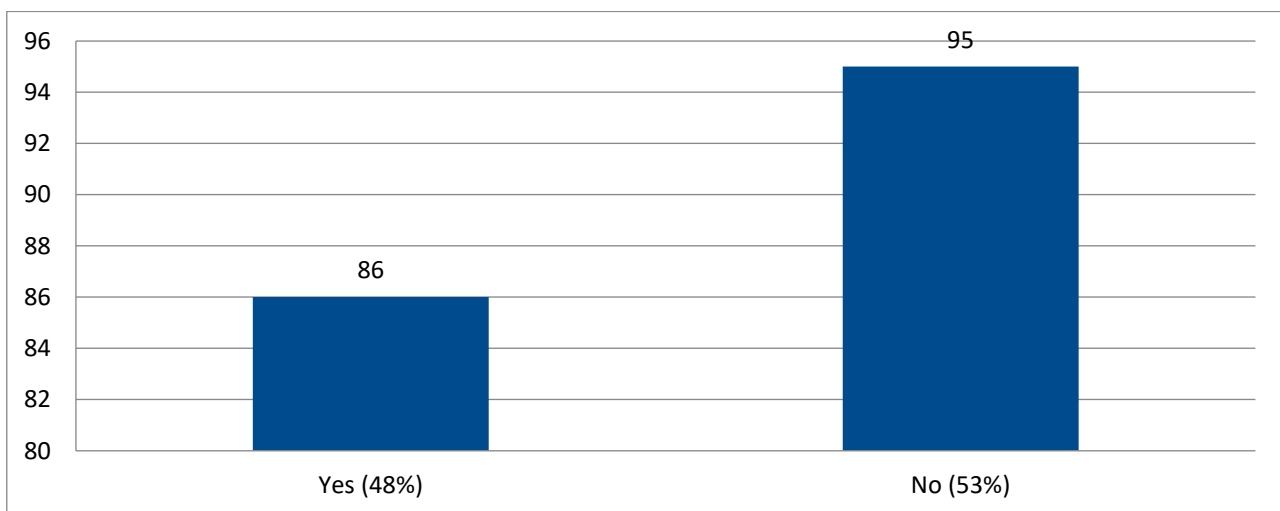
7.2.6 If selected 'yes' do you have a free concessionary bus pass?



Of the 186 respondents that told us they had a disability 180 answered the supplementary question to tell us whether they had a concessionary bus pass.

82% of respondents with a disability had a concessionary bus pass.

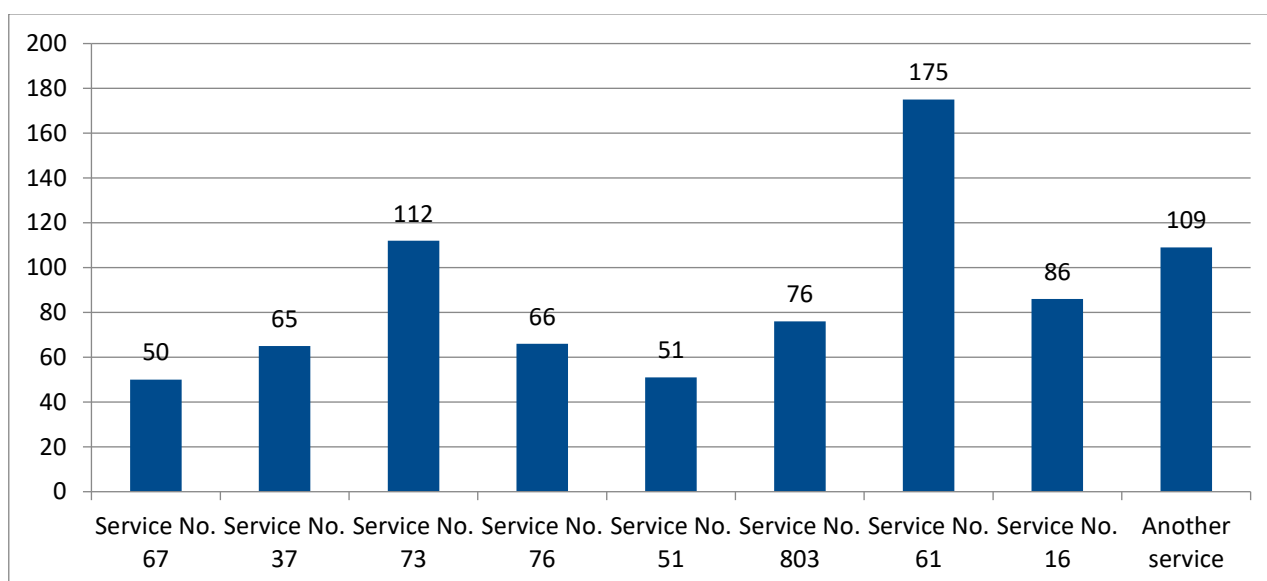
7.2.7 If selected 'yes' do you have a Blue Badge?



Of the 186 respondents that told us they had a disability 181 answered the supplementary question to tell us whether they had a Blue Badge. Of these, 86 respondents (48%) informed us that they had a Blue Badge.

7.3 Supported bus service survey

7.3.1 It is proposed to remove the subsidy from the routes listed. Which of these bus services do you or someone that you know currently use?



There were 696 responses to this question.

Respondents were able to select multiple options as well as 'another service'.

The **three most frequently used services**, according to survey respondents were:

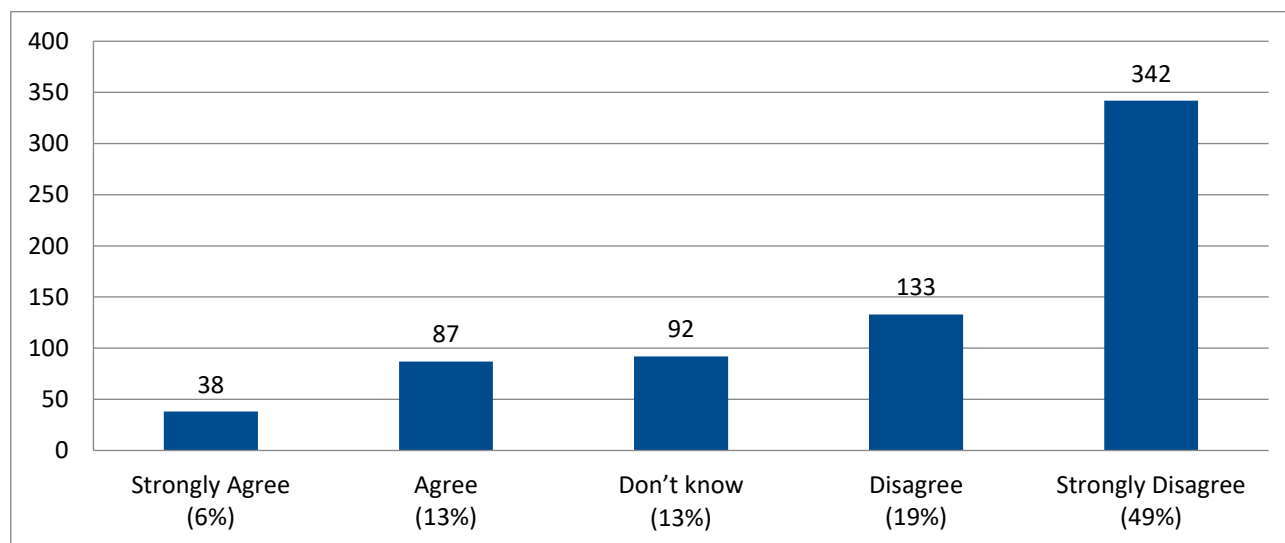
- Service No. 61 Porthcawl to North Cornelly
- Service No. 73 Bridgend to Blaengarw
- Service No. 16 Bridgend to Blaengarw

Where respondents gave another service these are listed in the table below:

Route:	Number of times stated:
63	12
62	10
x2	10
63b	8
68	6
69	6
70	6
71	6
x1	5
72	4
81	4
52	3
64	2

74	2
75	2
77	2
x3	2
16	1
51	1
73	1
79	1
96	1
172	1
303	1
404	1
601	1
x10	1
x4	1

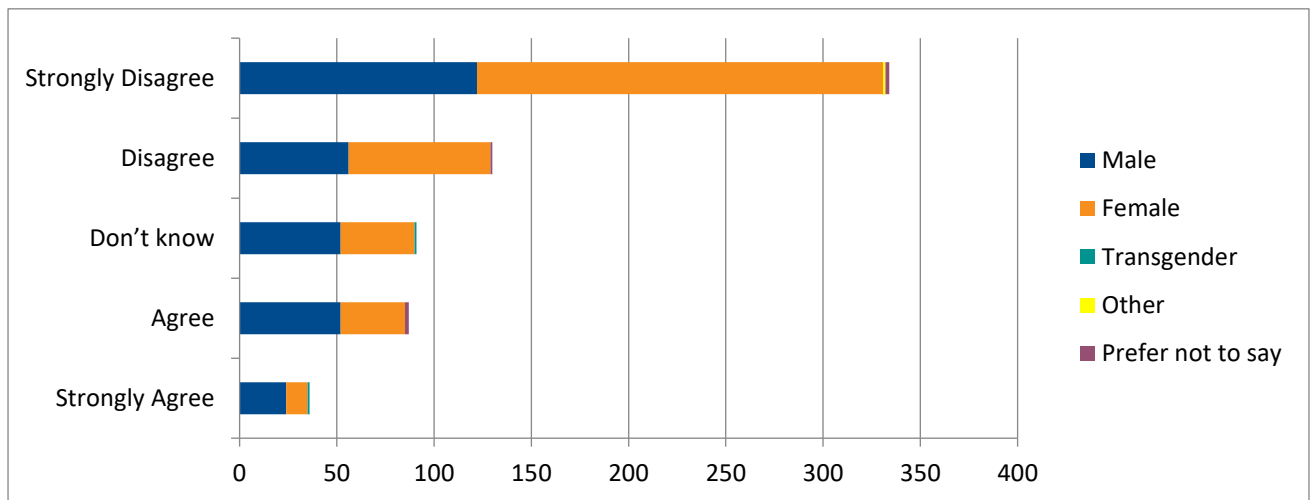
7.3.2 Do you agree that the council should consider removing the subsidy from the proposed routes?



There were 692 responses to this question.

49% of respondents strongly disagreed with the proposal to remove the subsidy. A further 19% stated that they disagreed with the proposal. 13% of respondents stated 'don't know' in response to this question. A total of 19% of respondents agreed with the proposals, within this figure 6% strongly agreed and 13% agreed with the proposal.

7.3.3 Gender and should the council remove the subsidy

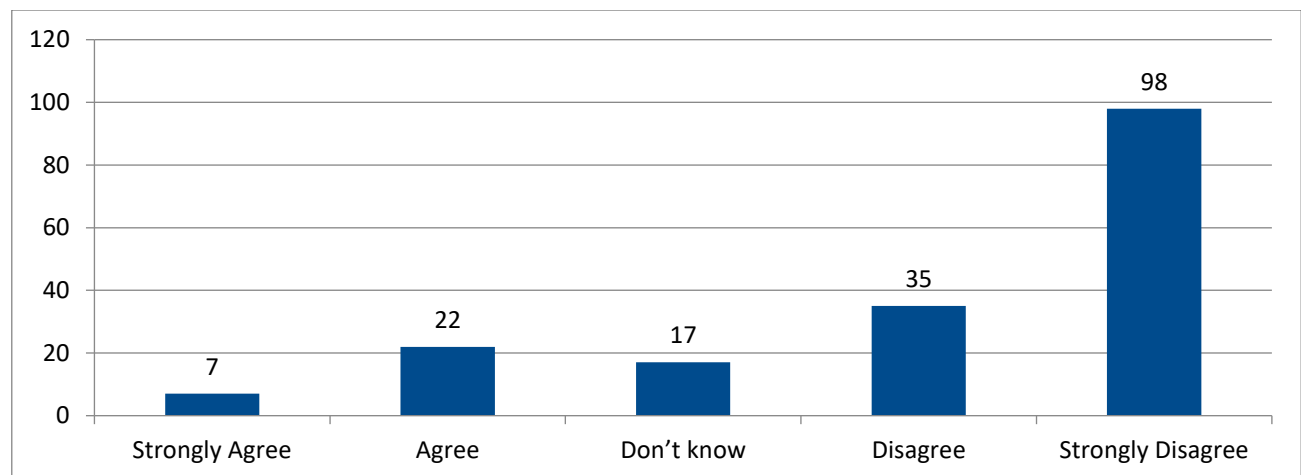


When comparing gender and response to this question the greatest responses for both males and females were 'strongly disagree'.

76% of female responders disagreed or strongly disagreed with removing the subsidy (56% strongly disagree, 20% disagree).

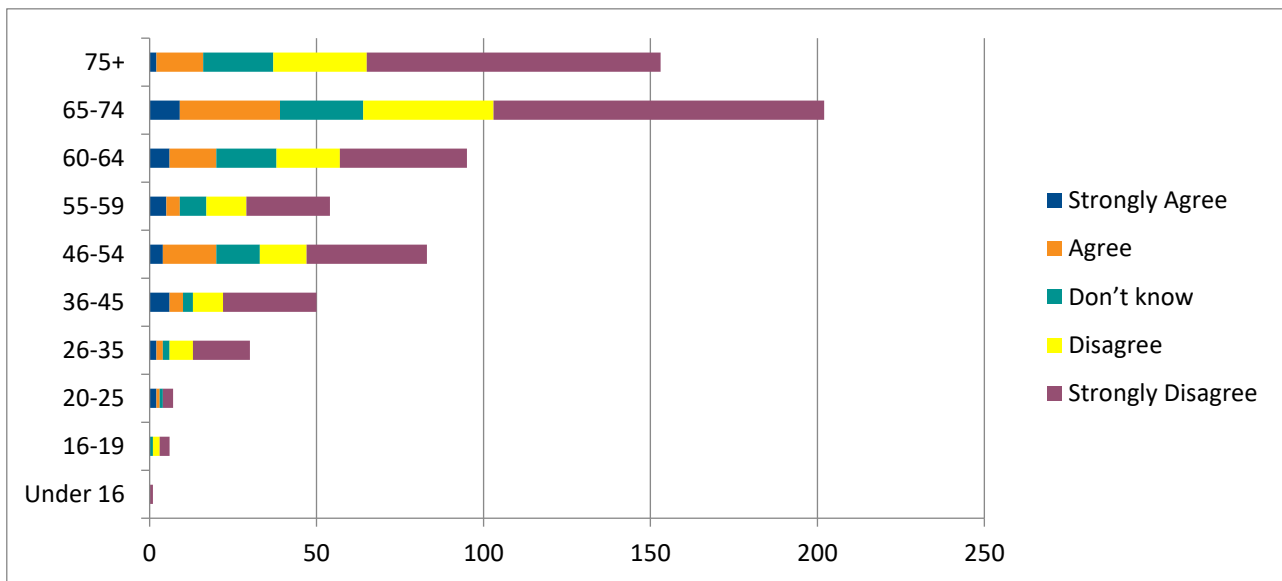
58% of male responders disagreed or strongly disagreed with removing the subsidy (56% strongly disagree, 20% disagree).

7.3.4 Disability and should the council remove the subsidy



186 respondents informed us that they had a disability. Of these respondents 53% strongly disagreed with the proposal to remove the subsidy, and a further 19% disagreed with the proposal.

7.3.5 Age and should the council remove the subsidy



Respondents aged 16-19 (6) either disagreed or strongly disagreed with the proposal (84%)

Respondents aged 20-25 (7) either strongly disagreed with the proposal (43%) or strongly agreed with the proposal (29%)

Respondents aged 26-35 (30) either disagreed or strongly disagreed with the proposal (80%)

Respondents aged 36-45 (50) either disagreed or strongly disagreed with the proposal (74%)

Respondents aged 46-54 (85) either disagreed or strongly disagreed with the proposal (60%)

Respondents aged 55-59 (56) either disagreed or strongly disagreed with the proposal (66%)

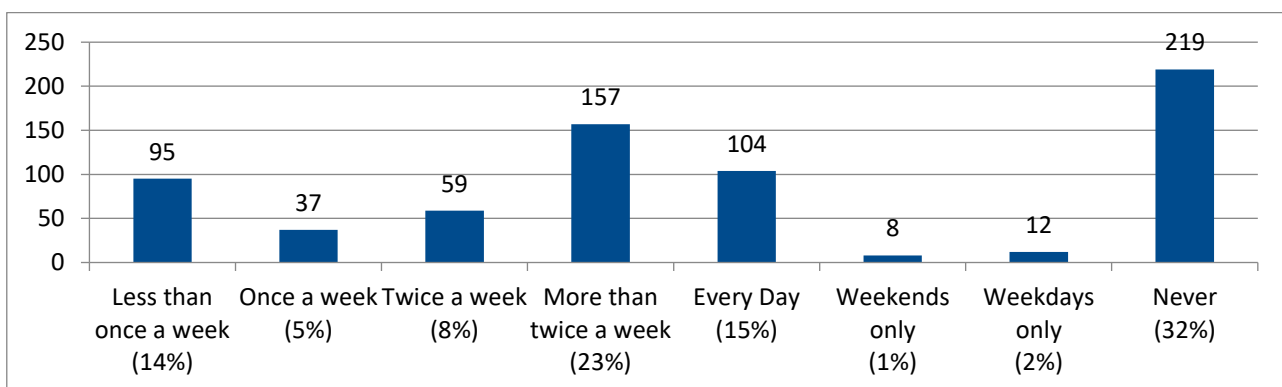
Respondents aged 60-64 (95) either disagreed or strongly disagreed with the proposal (59%)

Respondents aged 65-74 (209) either disagreed or strongly disagreed with the proposal (66%)

Respondents aged 75+ (162) either disagreed or strongly disagreed with the proposal (72%)

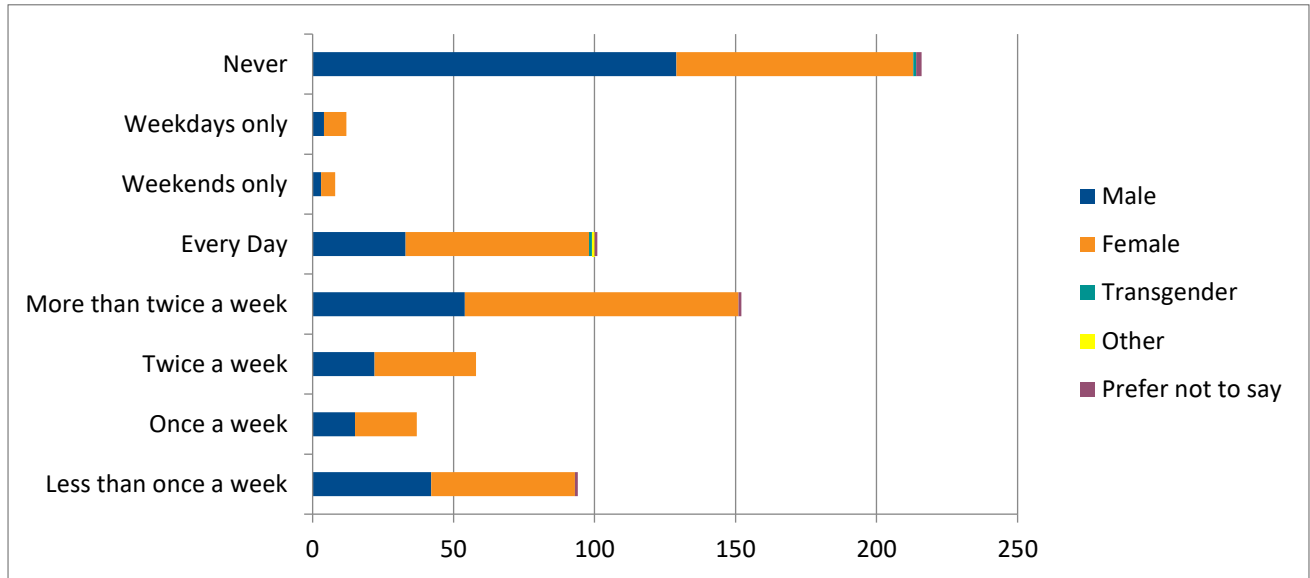
(Number of respondents in each age category in brackets)

7.3.6 How often do you use the bus service(s)



23% of responders used the bus more than twice a week, a further 15% of all responders used the bus every day.

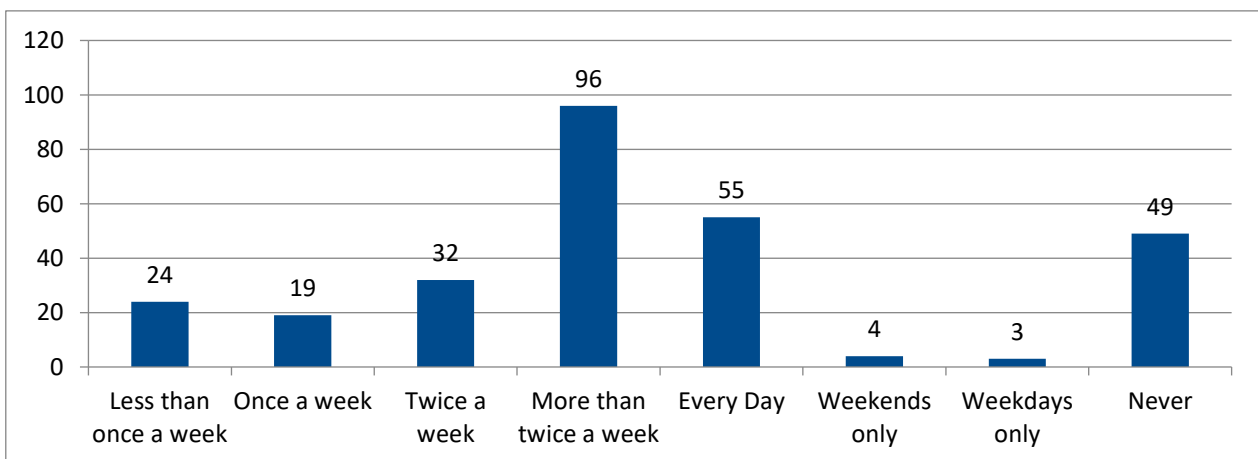
7.3.7 Gender and how often do you use the bus?



Females were most likely to use the bus more than twice a week (26%), followed by every day (17%) followed by (14%).

Males were most likely to use the bus more than twice a week (17%), followed by less than once a week (13%) followed by every day (11%).

7.3.8 Disability and how often do you use the bus?



186 respondents informed us that they had a disability. 180 of these respondents told us how often they used the bus.

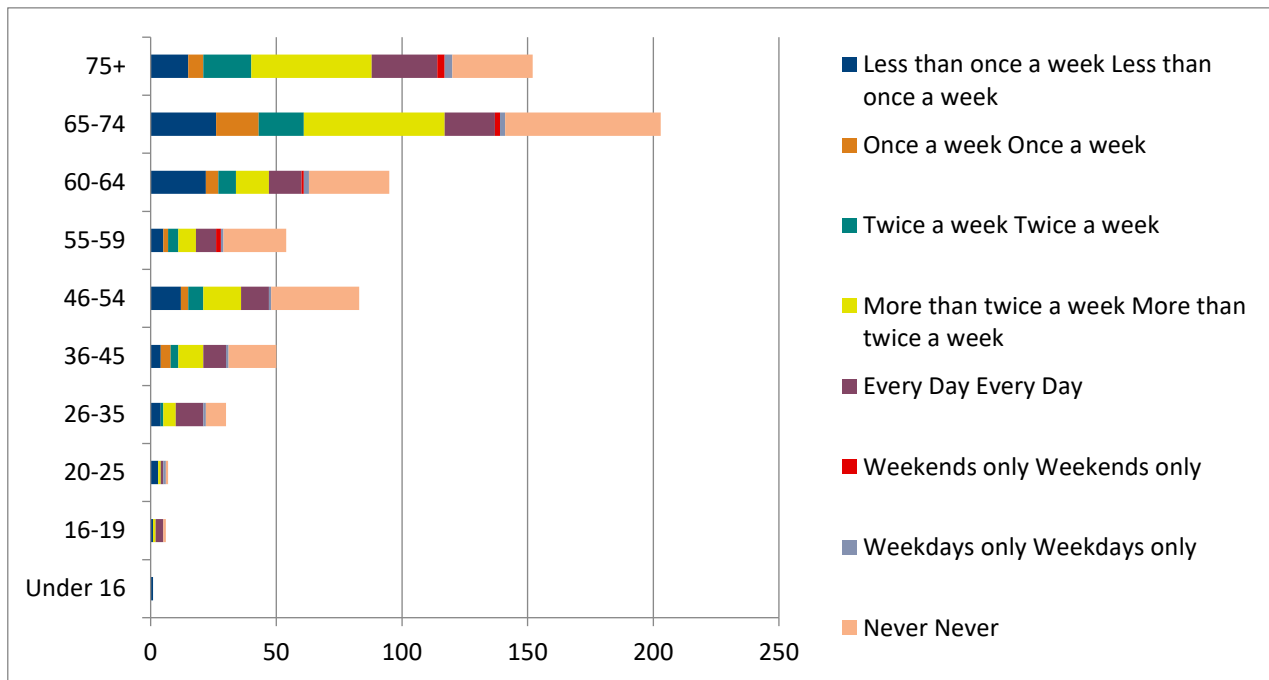
53% of respondents with a disability used the bus more than twice a week.

31% of respondents with a disability used the bus every day.

27% of respondents with a disability did not use the bus.

18% of respondents with a disability used the bus twice a week.

7.3.9 Age and how often do you use the bus?



50% of respondents age 16-19 (6) used the bus every day;

43% of respondents aged 20-25 (7) used the bus less than once a week;

37% of respondents aged 26-35 (30) used the bus every day;

38% of respondents aged 36-45 (50) did not use the bus. 20% used the bus more than twice a week;

42% of respondents aged 46-54 (83) did not use the bus. 18% used the bus more than twice a week;

46% of respondents aged 55-59 (54) did not use the bus. 15% used the bus every day;

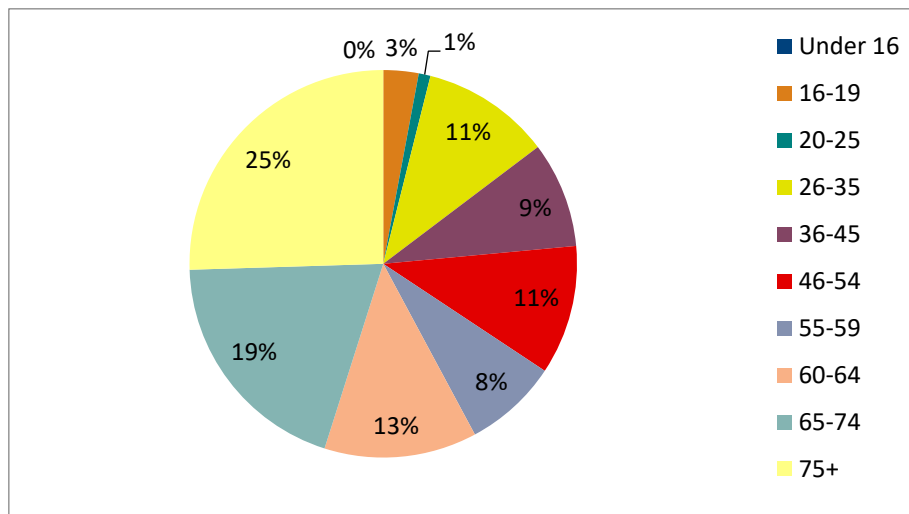
34% of respondents aged 60-64 (95) did not use the bus. 23% used the bus more than once a week;

30% of respondents aged 65-74 (203) did not use the bus. 28% used the bus more than twice a week;

32% of respondents aged 75+ (152) used the bus less than twice a week.

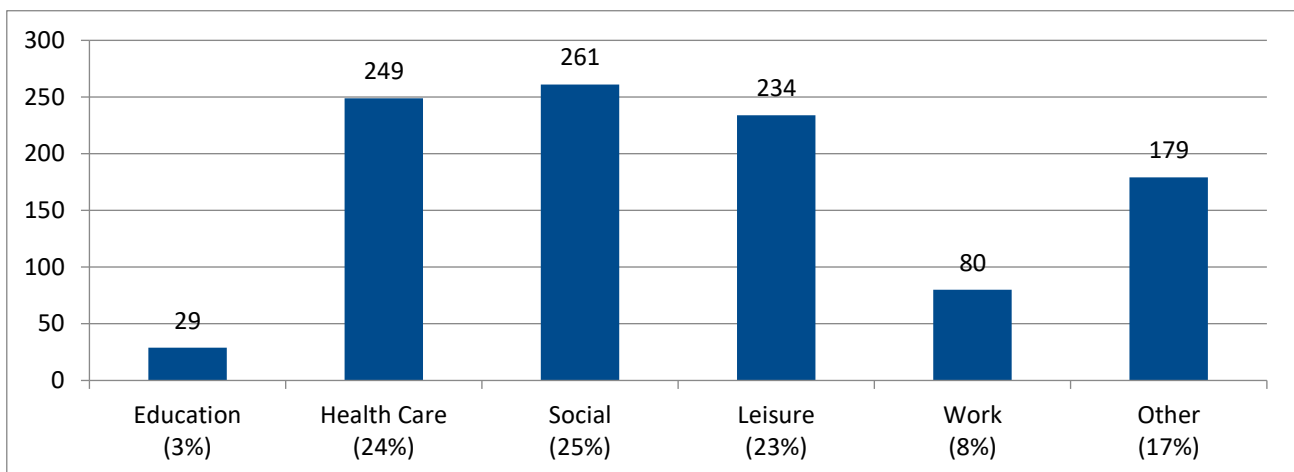
(Number of respondents in each age category in brackets)

7.3.10 Respondents who use the bus every day



Of the respondents that told us they used the bus every day 25% were aged 75 and over, followed by respondents aged 65-74 (19%), followed by respondents aged 60-64 (13%).

7.3.11 What is your main purpose for using the bus?



There were 1032 responses to this question as respondents were able to select multiple options.

The most popular responses were social (25%) followed by healthcare (24%) and then leisure (23%).

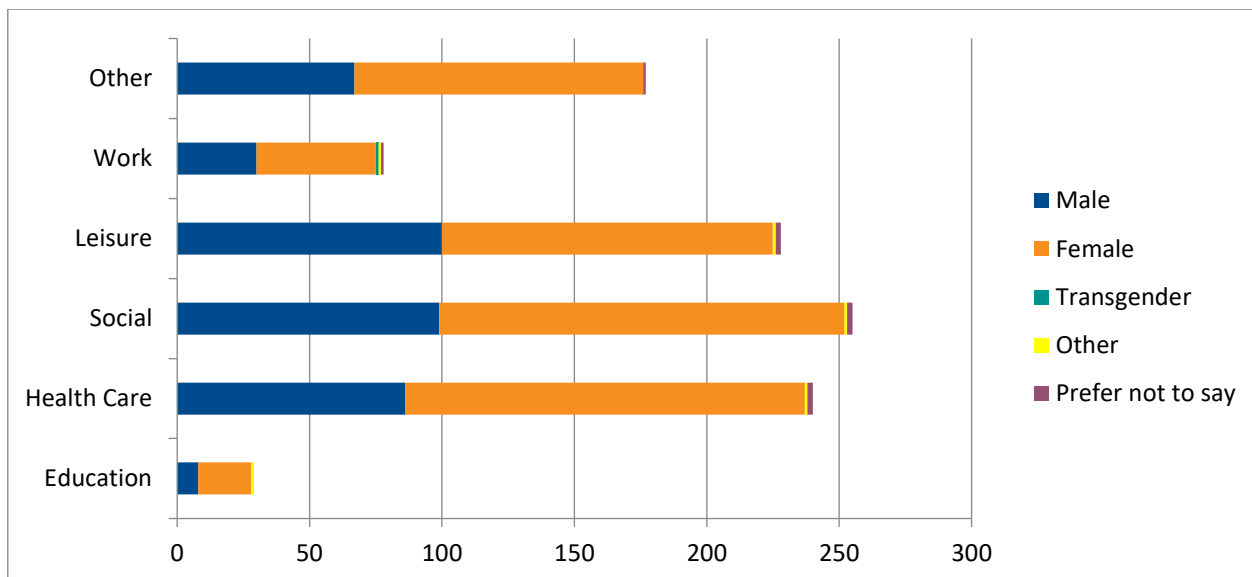
Where other was selected the following responses were provided for using the bus:

Reason for using the bus:	Number of responses:
Shopping	111
Accessing services	13
My only form of transport	9
Social	7
Go to the bank	3

Connecting buses	2
Work	1

The most popular response when choosing 'other' was shopping.

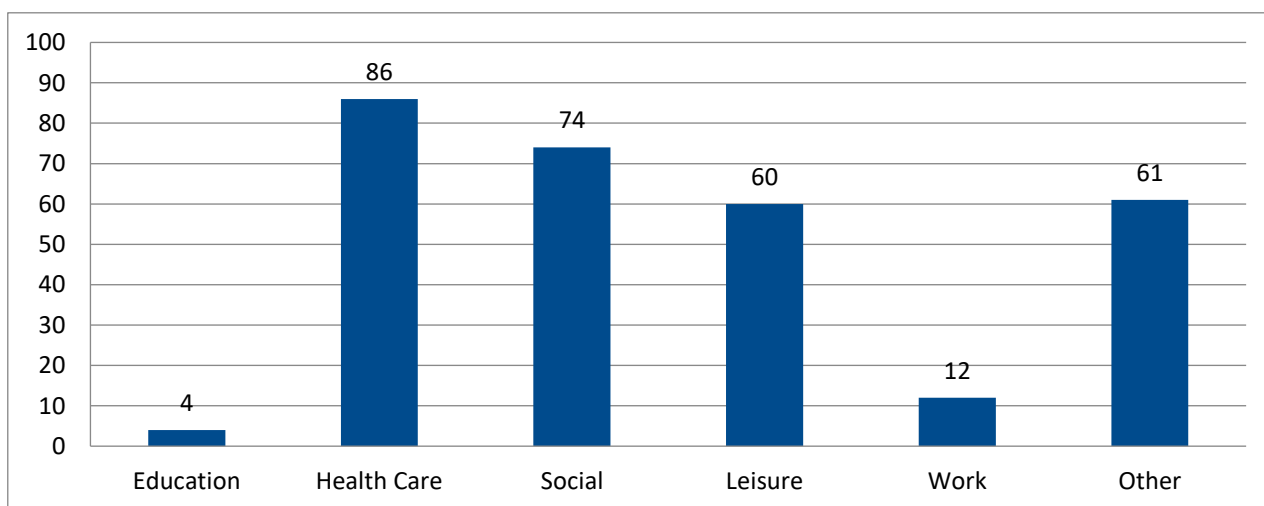
7.3.12 Gender and main purpose for using the bus?



When comparing gender and main purpose for using the bus the survey found that females used the bus for social reasons (26%), followed by healthcare (25%) followed by leisure (21%).

Males used the bus for leisure (26%) followed by social (25%) followed by health care (22%).

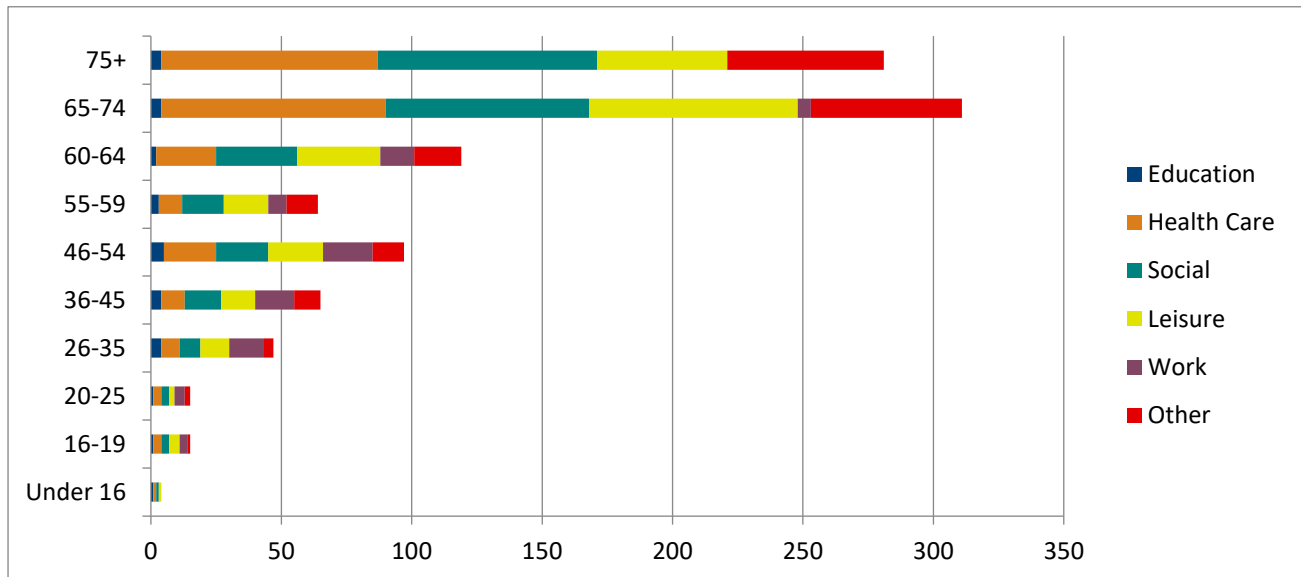
7.3.13 Disability and main purpose for using the bus?



Of the 186 respondents that informed us that they had a disability 145 respondents told us their main reason for using the bus. They were able to select multiple options.

The bus was used most frequently by people with a disability for healthcare (29%) followed by social (25%) followed by other (21%).

7.3.14 Age and main purpose for using the bus?



Respondents aged under 16 (1) used the bus for education, health, social and leisure equally;
 Respondents aged 16-19 (6) used the bus for leisure followed by health and social and then work;
 Respondents aged 20-25 (7) used the bus for work followed by health and then social;
 Respondents aged 26-35 (30) used the bus for work followed by leisure and then social;
 Respondents aged 36-45 (50) used the bus for work followed by social and then leisure;
 Respondents aged 46-54 (85) used the bus for leisure followed by social and then health;
 Respondents aged 55-59 (56) used the bus for leisure followed by social and then other;
 Respondents aged 60-64 (95) used the bus for leisure followed by social and then health;
 Respondents aged 65-74 (209) used the bus for health followed by leisure and then social;
 Respondents aged 75+ (162) used the bus for health followed by social and then other.

(Number of respondents in each age category in brackets)

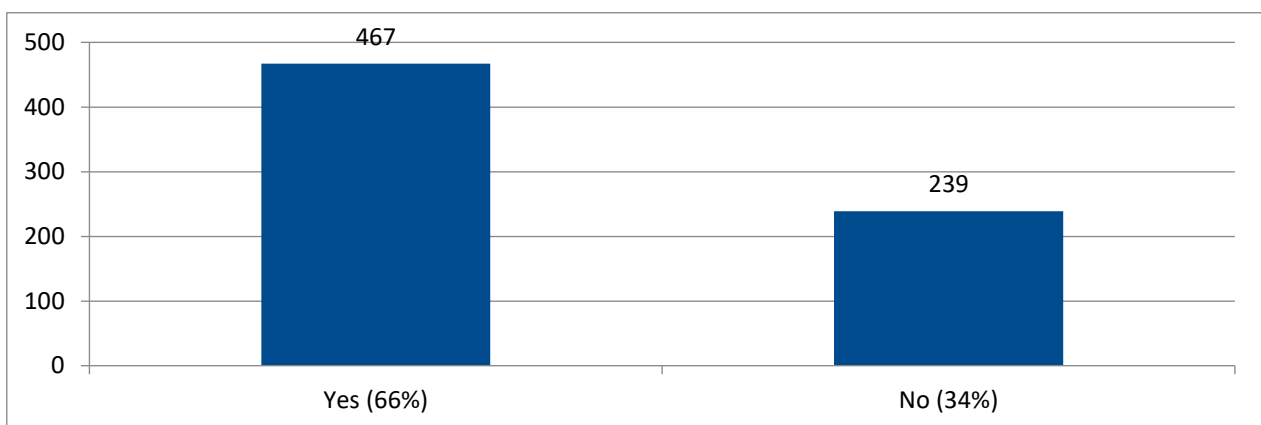
7.3.15 Where do you travel from and to:

Nottage	Porthcawl
Maesteg Parc	Maesteg Town Centre
Dan y Graig	Porthcawl
Betws	Bridgend
Maesteg	Bridgend

Sarn	Bridgend
Porthcawl	Bridgend
Bridgend	Porthcawl
Fulmar Road	Porthcawl
Blaengarw	Bridgend
Pontycymer	Bridgend
Bridgend	Betws
Oaklands Road	Bridgend/ Bus station
Pencoed	Bridgend
Bridgend	Blaengarw

The 12 most common routes are detailed above. Routes between Nottage and Porthcawl were provided most frequently, followed by between Maesteg Parc and Maesteg Town Centre and Dan Y Graig and Porthcawl.

7.3.16 Do you live in a household with a car?



There were 706 responses to this question.

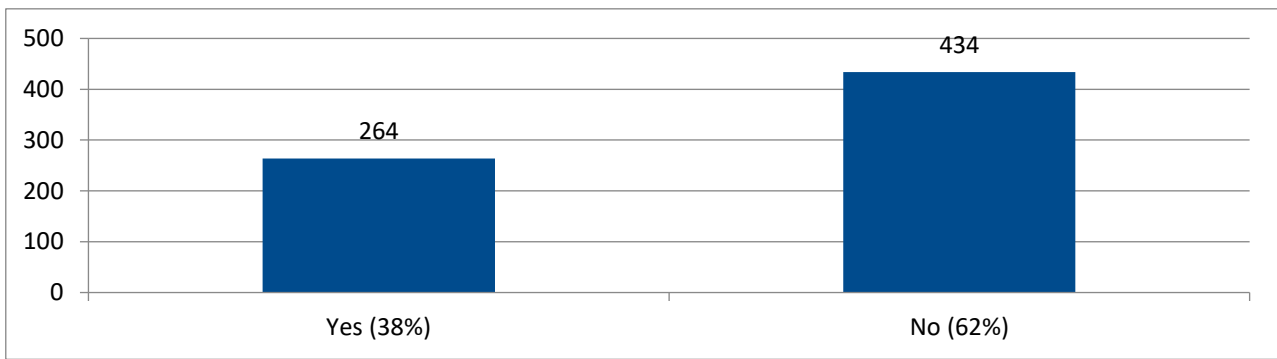
66% of respondents told us that they did live in a household with a car. 34% stated that they lived in a household without a car.

We compared the respondents who told us that they had a disability and a Blue Badge with those who told us that they lived in a household with a car.

186 people told us that they had a disability, 180 respondents provided information on whether they had a Blue Badge and lived in a household with a car.

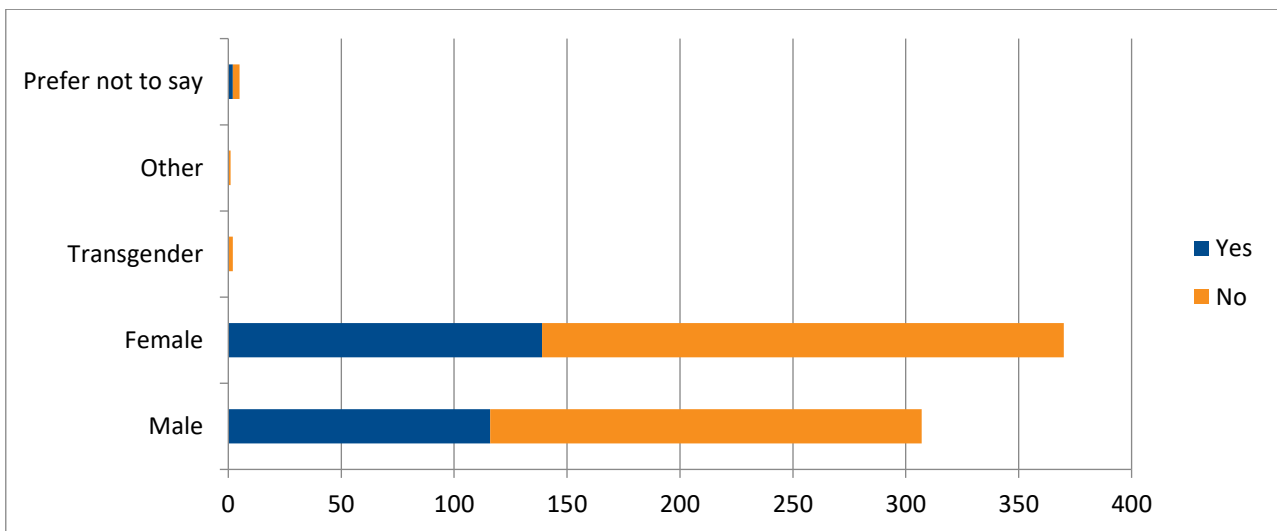
35% of these respondents, were disabled, had a Blue Badge and lived in a household with a car.

7.3.17 Are you aware of Bridgend Community Transport?



38% of respondents told us that they were aware of Bridgend Community Transport services.

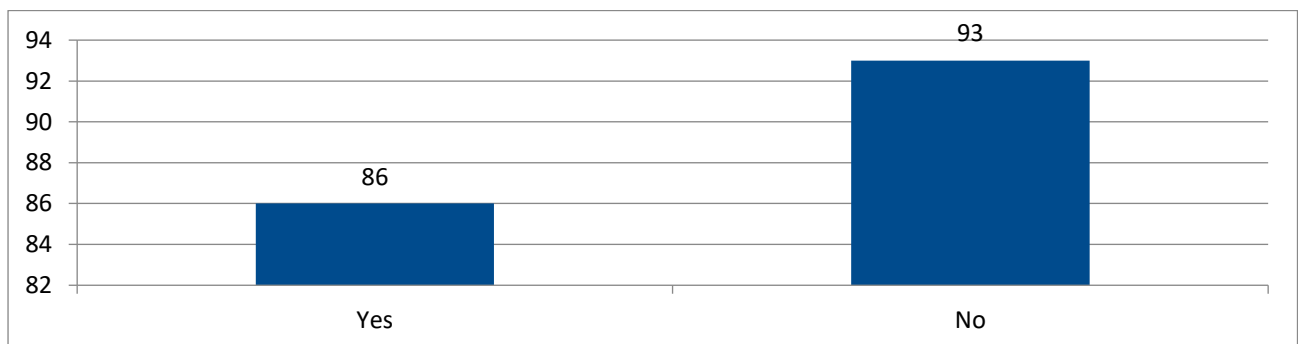
7.3.18 Gender and are you aware of Bridgend Community Transport?



37% of female respondents informed us that they were aware of Bridgend Community Transport.

37% of male respondents informed us that they were aware of Bridgend Community Transport.

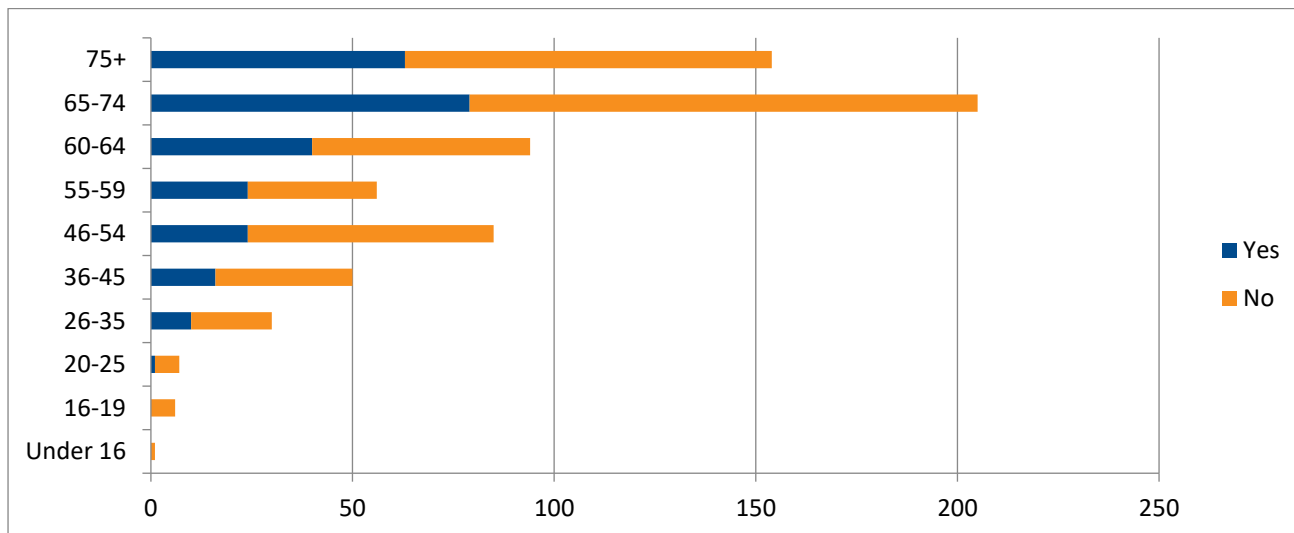
7.3.19 Disability and are you aware of Bridgend Community Transport?



Of the respondents with a disability 179 informed us whether they were aware of Bridgend Community Transport.

46% of respondents stated that they were aware of Bridgend Community Transport.

7.3.20 Age and are you aware of Bridgend Community Transport?

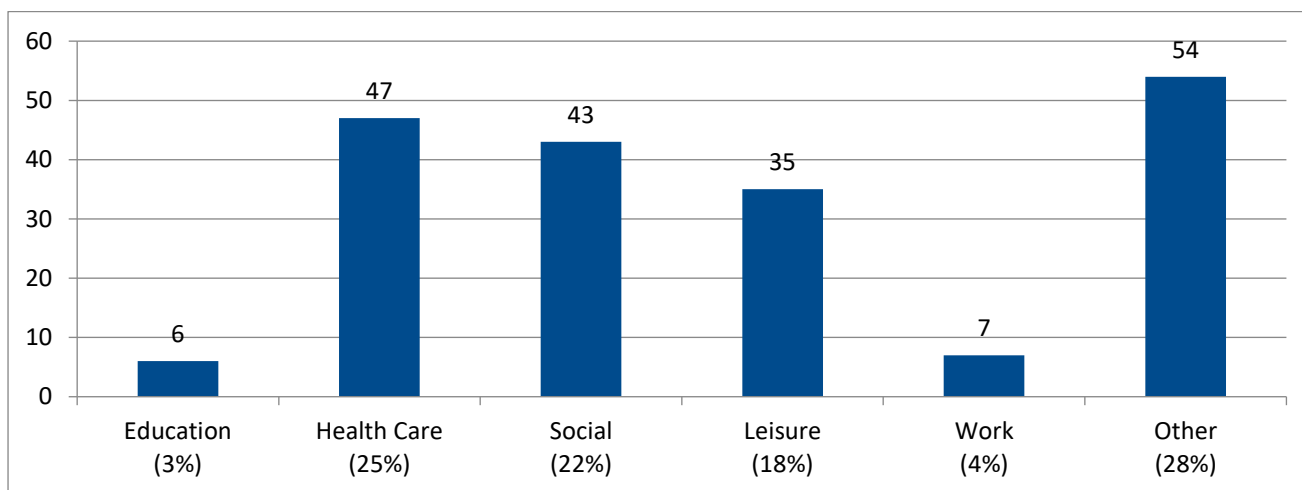


93% of respondents under the age of 25 (14) were not aware of Bridgend Community Transport.

67% of respondents aged 26 to 59 (221) were not aware of Bridgend Community Transport.

60% of respondents aged 60+ (453) were not aware of Bridgend Community Transport.

7.3.21 If 'yes' please tell us your main reason for using community transport.



There were 192 responses to the multiple choice question. Respondents were able to select multiple options.

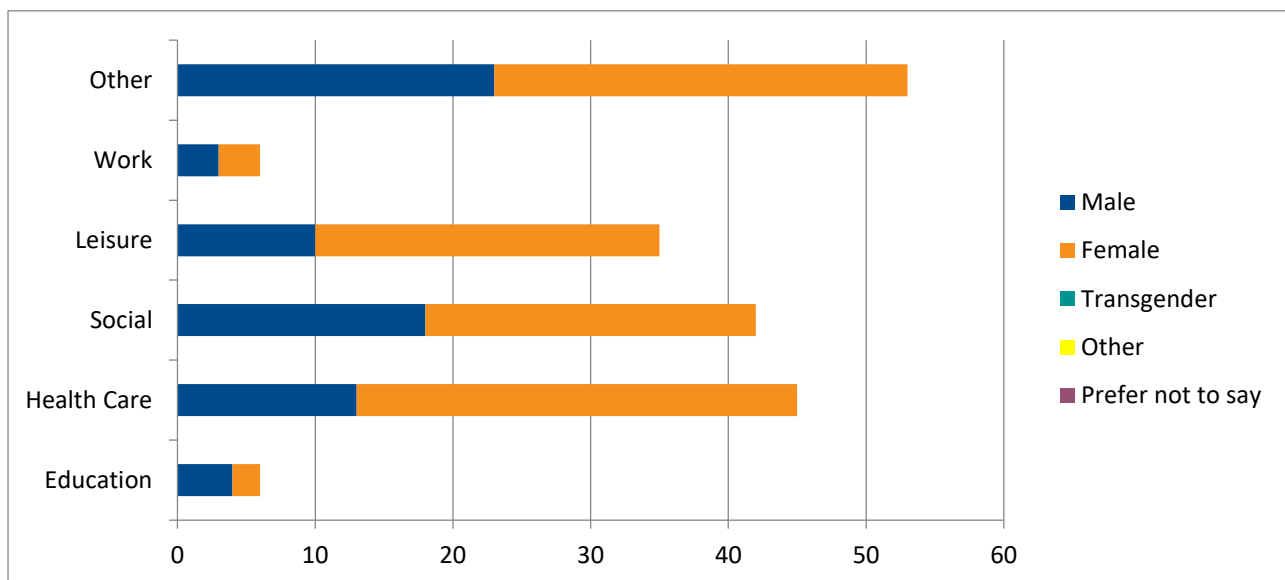
Healthcare was the most option frequently selected (25%) followed by social (22%) and then leisure (18%).

28% of respondents selected 'other', these are detailed in the table below:

Reason for using Bridgend Community Transport:	Number of responses:
Shopping	15
Unavailable in my area	3
Doctors	2
Go to the bank	1
Driving (community transport bus)	1
Visiting family	1

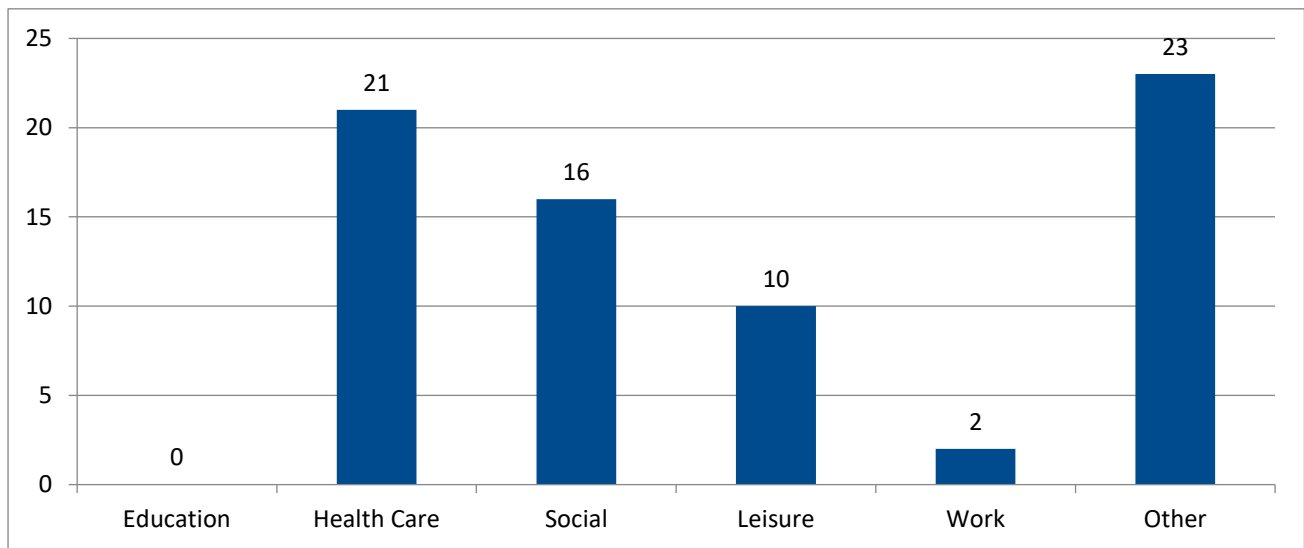
The most popular reason when selecting 'other' was shopping.

7.3.22 Gender and reason for using Bridgend Community Transport?



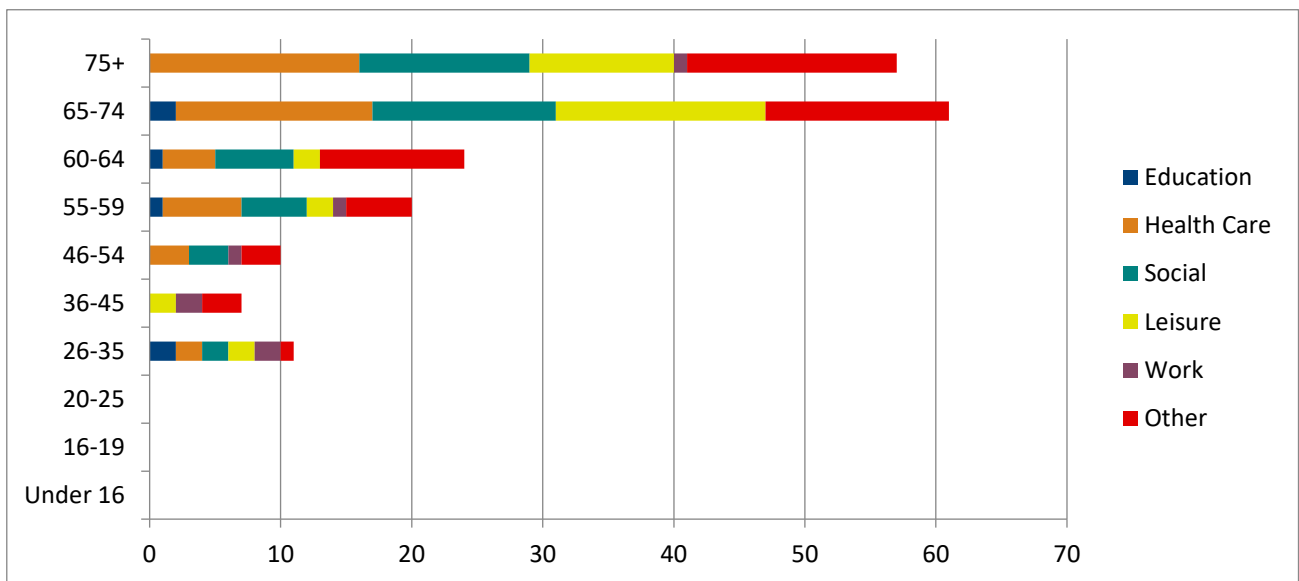
When comparing gender and reason for using Bridgend Community Transport the survey found that females used community transport for healthcare (28%), followed by other (26%) followed by leisure (22%). Males used the bus for other (32%) followed by social (25%) followed by healthcare (18%).

7.3.23 Disability and reason for using Bridgend Community Transport?



Respondents who have a disability use Bridgend Community Transport for other (32%), followed by healthcare (29%), and followed by social (22%).

7.3.24 Age and reason for using Bridgend Community Transport?



No respondents under the age of 25 stated that they used Bridgend Community Transport.

Respondents aged 26-35 used Bridgend Community Transport for health, social work, leisure and education equally.

Respondents aged 36-45 used Bridgend Community Transport for other followed by work and then leisure.

Respondents aged 46-54 used Bridgend Community Transport for health, followed by social and then other.

Respondents aged 55-59 used Bridgend Community Transport for health, followed by social and then other.

Respondents aged 60-64 used Bridgend Community Transport for other followed by social and then health.

Respondents aged 65-74 used Bridgend Community Transport for leisure followed by health and then social.

Respondents aged 75+ used Bridgend Community Transport for health followed by other and then social.

7.4 Qualitative responses

Each response received from all methods across the survey were read and subsequently themed. Each theme was then measured to provide a quantitative figure to the qualitative responses.

7.4.1 Please tell us how you or someone you know would be impacted by the removal of the bus subsidies.

Themed comment:	Number of responses:
Difficult to get around without a bus	232
Results in loneliness/isolation	74
Does not have an impact on me	35
Disagree with proposal	31
Affects people getting to work	22
Taxis are too expensive	22
Concerns for elderly or disabled people	17
Agree with proposal	10
Environmental issues	9
Stop free bus pass	5
Less frequent services	2
How much are the buses used?	1
Stop giving money to Cardiff City Deal	1
Use smaller buses	1

The most common themes were around difficult to get around without a bus, followed by the proposal could result in loneliness and isolation and then this proposal does not have an impact on me.

7.4.2 Please use this space to tell us anything else that you think is relevant to this proposal.

Themed comment:	Number of responses:
Results in isolation/loneliness	31
Difficult to get around without buses	29
Disagree with proposal	29
Ideas to generate money	25

Concern for elderly or disabled residents	23
Buses are vital	20
Agree with proposal	17
Environmental issues	13
Less frequent services	12
Impact on Porthcawl surgery	8
Merge routes	7
Stop wasting money on unnecessary things	6
Taxis are too expensive	6
affects those who work	5
Affects town centre	5
Consultation feedback	4
Use smaller buses	3
Need clarification of subsidies	1

The most common themes were around results in loneliness and isolation, followed by difficult to get around without buses and then disagree with proposal.

7.4.3 Social media comments

Additional responses from social media comments (140) received during the survey's live period were also themed. Of those, 16 were not relevant and as such, were removed from the table below:

Themed comment:	Number of responses:
Disagree with proposal	37
Stop unnecessary spending elsewhere	24
Ideas to generate money	13
Cut councillors wages/expenses	11
Causes isolation/loneliness	10
General query	9
Highly paid council staff to take a pay cut	8
Will affect footfall in town	6
Council tax rising but less services	5
Environmental issues	4
Comment about commercially operated routes	3
Use smaller vehicles	3
Comment about another service within the authority	2
Comment about bus users	1
Comment about First Cymru	1

The most common themes were around disagree with proposal, stop unnecessary spending elsewhere and ideas to generate money.

7.4.4 Emails and letter comments

Additional responses received by letter (one) and email (five) during the live period have also been themed. Emails and letters contained multiple themes, these are detailed in the table below:

Themed comment:	Number of responses:
Results in loneliness and social isolation	5
Impacts on access to primary and secondary medical services	4
Impact on town centre/ local economy	4
Difficult to get around without buses	4
Impact on access to employment/education	3
Causes more strain on social services	3
Taxis are too expensive	2
Loss of independence for vulnerable groups	2
General query	2
Equality of access across the county borough	2
Environmental issues	2
Council tax generated from new builds	2
Access to services (library, post office, recreation)	2
Merge routes	1
Impact on future growth of public transport and sustainability	1

The most significant comments were results in loneliness and isolation, impacts on access to primary and secondary medical services and impact on town centre and local economy.

7.5 Communications regarding the consultation

Would you like to be emailed once the consultation report is available?

Yes	388	54%
No	326	46%

54% of responders told us that they would like to receive information on the consultation once the report is available.

8. Conclusion

A response rate of 714 to the survey questions is robust and is subject to a maximum standard error of ± 3.13 per cent at the 95 per cent confidence level on an observed statistic of 50 per cent. Thus, we can be 95 per cent confident that responses are representative of those that would be given by the total adult population, if a census had been conducted, to within ± 3.13 per cent of the percentages reported. This means that if the total adult population of Bridgend County Borough had taken part in the survey and a statistic of 50 per cent was observed, we can be 95 per cent confident that the actual figure lies between 36 per cent and 46 per cent.

8.1 Equality Impact Assessment

The EIA screening informed the consultation that the potential groups that could be disproportionately affected by the removal of the subsidised bus routes would be the elderly and disabled residents.

This document outlines the responses from residents aged 60 and over and those who described themselves as disabled. Including their reasons for using the bus and frequency of use.

8.2 Subsidised bus proposed saving

The majority of respondents (68%) did not support the proposal to remove the remainder of bus subsidy as provided by the council for the financial year 2019/20.

Equality Impact Full Assessment

Name of project, policy, function, service or proposal being assessed:	Removal of Budget towards Supported Bus Services
Date EIA Screening assessment completed:	12 March 2019
Full assessment date for completion (from EIA screening):	(screening stated prior to Cabinet)

At this stage you will need to re-visit your initial screening template to inform your consultation and refer to [guidance notes on completing a full EIA](#)

Consultation

	Method	Action Points
Who do you need to consult with (which equality groups)?	Public consultation. All residents, including local community, equality and diversity Groups	Consultation went live on 17 December 2018 to 10 March 2019. Online, paper and accessible versions in Welsh and English were available throughout the consultation period.
How will you ensure your consultation is inclusive?	Consultation survey forms were available online and at all local libraries across Bridgend county borough and at Bridgend Bus Station. Social media posts on twitter and Facebook.	Paper copies of the survey (English & Welsh) were delivered to the libraries and Bridgend Bus Station. Advertising posters were also delivered.
What consultation was carried out? Consider any consultation activity already carried out, which may not have been specifically about equality but may have information you can use	Survey form, which accompanied the September 2018 cabinet report, highlighting the proposed effected bus routes, if the budget is removed.	

Record of consultation with people from equality groups

Group or persons consulted	Date/venue and number of people	Feedback/areas of concern raised	Action Points
Bus Users Cymru 'Your Bus Matters Event'.	30 January 2019 at Bridgend Bus Station. Open to everyone.	Isolation for residents and access to hospital and appointments, as well as for work and social activities.	Attendees were advised to complete the survey form online. Papers copies were available, as well as the cabinet report from September 2018.

Assessment of Impact

Based on the data you have analysed, and the results of consultation or research, consider what the potential impact will be upon people with protected characteristics (negative or positive). Include any examples of how the policy helps to promote equality. If you do identify any adverse impact you **must seek legal advice as to whether, based on the evidence provided, an adverse impact is or is potentially discriminatory, and identify steps to mitigate any adverse impact – these actions will need to be included in your action plan.**

	Impact or potential impact	Actions to mitigate
Gender	54% of responses were received from females, 45% from males. 1% stated that they preferred to not give their gender. One person stated their gender as other and two people stated their gender as transgender.	Retain bus services. Review routes / services.

	<p>Females were most likely to use the bus more than twice a week (26%), followed by every day (17%) followed by (14%). Males were most likely to use the bus more than twice a week (17%), followed by less than once a week (13%) followed by every day (11%).</p> <p>Females used the bus for social reasons (26%), followed by healthcare (25%) followed by leisure (21%). Males used the bus for leisure (26%) followed by social (25%) followed by health care (22%).</p>	
<p>Disability</p>	<p>27% of respondents to this question (186) described themselves as having a disability.</p> <p>31% of respondents with a disability used the bus every day.</p> <p>53% of respondents with a disability used the bus more than twice a week.</p> <p>Of the respondents with a disability, 179 informed us whether they were aware of Bridgend Community Transport. 46% of respondents stated that they were aware of Bridgend Community Transport.</p> <p>When comparing gender and reason for using Bridgend Community Transport the</p>	<p>Retain bus services.</p> <p>Review routes / services.</p> <p>Promotion of community transport.</p>

	<p>survey found that females used community transport for healthcare (28%), followed by other (26%) followed by leisure (22%). Males used the bus for other (32%) followed by social (25%) followed by healthcare (18%).</p> <p>Overall 62% of respondents (434) said they were not aware of Bridgend Community Transport. 38% of respondents (264) told us that they were aware of Bridgend Community Transport services.</p> <p>60% of respondents aged 60 and over were not aware of Bridgend Community Transport.</p>	
Race	Removal of services would have a potentially negative impact on any members of the community. However, the consultation report does not give evidence to suggest that this group would be any more disproportionately affected than others.	<p>Retain bus services.</p> <p>Review routes / services.</p>
Religion and belief	Removal of services would have a potentially negative impact on any members of the community. However, the consultation report does not give evidence to suggest that this group would be any	<p>Retain bus services.</p> <p>Review routes / services.</p>

	more disproportionately affected than others.	
Sexual Orientation	Removal of services would have a potentially negative impact on any members of the community. However, the consultation report does not give evidence to suggest that this group would be any more disproportionately affected than others.	Retain bus services. Review routes / services.
Age	<p>There were 701 responses to this question. In total, 67% of responses came from those aged over 60</p> <p>23% of respondents (162) were aged 75+.</p> <p>30% of respondents (209) were aged 65-74.</p> <p>14% of respondents (95) were aged 60-64.</p> <p>466 respondents aged between 60 and 75+ confirmed if they had a free concessionary travel bus pass. 91% (422) said yes and 9% (40) said no.</p> <p>522 respondents (74%) aged 55 and over, either disagreed or strongly disagreed with the proposal to remove the subsidy.</p>	<p>Retain bus services.</p> <p>Review routes / services.</p> <p>Promote the free concessionary travel bus pass scheme.</p>

	<p>When looking at age and how often the bus was used:</p> <p>46% of respondents aged 55-59 (54) did not use the bus. 15% used the bus every day;</p> <p>34% of respondents aged 60-64 (95) did not use the bus. 23% used the bus more than once a week;</p> <p>30% of respondents aged 65-74 (203) did not use the bus. 28% used the bus more than twice a week;</p> <p>32% of respondents aged 75+ (152) used the bus less than twice a week.</p> <p>Of the respondents that told us they used the bus every day, 25% were aged 75 and over, followed by respondents aged 65-74 (19%), followed by respondents aged 60-64 (13%).</p> <p>The age group 55-59 used the bus for leisure, followed by social, then other.</p> <p>The age group 60-64 used the bus for leisure, followed by social, then health.</p>	
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	<p>The age group 65-74 used the bus for health, followed by leisure, then social</p> <p>The age group 75+ used the bus for health, followed by leisure, then other.</p> <p>Removal of services for the age group aged 55 or over could impact on access to social, health and leisure.</p>	
Transgender	<p>Removal of services would have a potentially negative impact on any members of the community. However, the consultation report does not give evidence to suggest that this group would be any more disproportionately affected than others.</p>	<p>Retain bus services.</p> <p>Review routes / services.</p>
Marriage and Civil partnership	<p>Removal of services would have a potentially negative impact on any members of the community. However, the consultation report does not give evidence to suggest that this group would be any more disproportionately affected than others.</p>	<p>Retain bus services.</p> <p>Review routes / services.</p>
Welsh language	<p>Removal of services would have a potentially negative impact on any members of the community. However, the consultation report does not give evidence to suggest that this group would be any</p>	<p>Retain bus services.</p> <p>Review routes / services.</p>

	more disproportionately affected than others.	
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Equality Impact assessment Action Plan

It is essential that you now complete the action plan. Once your action plan is complete, please ensure that the actions are mainstreamed into the relevant Service Development Plan.

Action	Lead Person	Target for completion	Resources needed	Service Development plan for this action
Retain existing bus services	Service Manager	Decision to be determined in Cabinet review May 19 (TBC)	Service manager Transport providers	MTFS 2019-20 to 2022-23
Review existing services based on consultation evidence	Service Manager	Decision to be determined in Cabinet review May 19 (TBC)	Service manager Transport providers	MTFS 2019-20 to 2022-23
Promote Bridgend Community Transport to ensure this is more widely accessible to all members of the community, but in particular aim advertising and	Service Manager	Decision to be determined in Cabinet review May 19 (TBC)	Service Manager Bridgend Community Transport provider	MTFS 2019-20 to 2022-23

marketing at those aged over 60 and those who identify as having a disability.				
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Please detail the name of the independent person (someone other than the person undertaking the EIA) countersigning this EIA below:

Countersigned:	Role:	Date:
Zak Shell	Head of Operations - Community Services	21 May 2019

Please outline how and when this EIA will be monitored in future and when a review will take place (max. three years):

Monitoring arrangements:	Date of Review:
12 months (in line with further review of services)	21 May 2020

Details of person completing the Full EIA:

Name:	Role:	Date:
Kevin Sales	Public Transport Officer	21 May 2019

Publication of a Full EIA and feedback to consultation groups

It is important that the results of this impact assessment are published in a user friendly accessible format.

It is also important that you feedback to your consultation groups with the actions that you are taking to address their concerns and to mitigate against any potential adverse impact.

When complete, this form must be signed off and retained by the service area. The Full EIA should be recorded as complete on share point (your business manager has access to share point). Where a full EIA is needed this should be included as an appendix with the relevant cabinet report and therefore available publically on the website.

If you have queries in relation to the use of this toolkit please contact the Equalities Team on 01656 643664 or equalities@bridgend.gov.uk

WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015 ASSESSMENT

Project Description (key aims):

Proposed removal of Council subsidy for local bus services (2019/2020).

Section 1	Complete the table below to assess how well you have applied the 5 ways of working.
Long-term (The importance of balancing short term needs with the need to safeguard the ability to also meet long term needs)	1. How does your project / activity balance short-term need with the long-term and planning for the future? <i>The project seeks to remove subsidy which the authority can no longer sustain with the potential of the commercial aspect of public transport to deliver services in a sustainable manner. Also the use of community transport to assist in supporting those areas that may be adversely affected by the removal of the subsidy.</i>
Prevention (How acting to prevent problems occurring or getting worse may help public bodies meet their objectives)	2. How does your project / activity put resources into preventing problems occurring or getting worse? <i>Public transport in the case of Buses does benefit from the council supporting concessionary travel, which enables persons who hold a concessionary pass to enjoy 'free' local bus travel in Wales on commercial services and some community transport schemes.</i> <i>Also, Welsh Government provide a grant that is focused on core strategic regional travel and community transport.</i>
Integration (Considering how the public body's well-being objectives may impact upon each of the wellbeing goals, on their objectives, or on the objectives of other public bodies)	3. How does your project / activity deliver economic, social, environmental & cultural outcomes together? <i>The benefits of community transport are not widely utilised in Bridgend County Borough and the project could assist in the broadening out of the benefits.</i>

<p>Collaboration</p> <p>(Acting in collaboration with any other person (or different parts of the body itself) that could help the body meet its well-being objectives)</p>	<p>4. How does your project / activity involve working together with partners (internal and external) to deliver well-being objectives?</p> <p><i>The transport section work with various sections of the council including Regeneration, Planning and Development in considering wellbeing objectives and also external bodies such as bus operators and community transport provider.</i></p>
<p>Involvement</p> <p>(The importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves)</p>	<p>5. How does your project / activity involve stakeholders with an interest in achieving the well-being goals? How do those stakeholders reflect the diversity of the area?</p> <p><i>As part of the consideration of the changes, a 12-week consultation took place between 17 December 2018 and 10 March 2019. The consultation was online, as well as paper copies being available at our Libraries and Bridgend Bus Station. Promotion of the consultation was available on bus services, BCBC website and social media networks. Roadshows, such as the ‘Your Bus Matters’ event (facilitated by Bus Users Cymru) took place at Bridgend Bus Station.</i></p> <p><i>The responses from the consultation have been made into a report, with the headline figures being highlighted in the Cabinet Report (21 May 2019).</i></p>

Section 2 Assess how well your project / activity will result in multiple benefits for our communities and contribute to the national well-being goals (use Appendix 1 to help you).		
Description of the Well-being goals	How will your project / activity deliver benefits to our communities under the national well-being goals?	Is there any way to maximise the benefits or minimise any negative impacts to our communities (and the contribution to the national well-being goals)?
<p>A prosperous Wales An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.</p>	<p><i>Consider best use of resources and promote use of community transport.</i></p>	<p><i>Not Applicable</i></p>
<p>A resilient Wales A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).</p>	<p><i>Not Applicable</i></p>	<p><i>Not Applicable</i></p>
<p>A healthier Wales A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.</p>	<p><i>Not Applicable</i></p>	<p><i>Not Applicable</i></p>

<p>A more equal Wales A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances).</p>	<i>Not Applicable</i>	<i>Not Applicable</i>
<p>A Wales of cohesive communities Attractive, viable, safe and well-connected communities.</p>	<i>Not Applicable</i>	<i>Not Applicable</i>
<p>A Wales of vibrant culture and thriving Welsh language A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.</p>	<i>Not Applicable</i>	<i>Not Applicable</i>
<p>A globally responsible Wales A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.</p>	<i>Not Applicable</i>	<i>Not Applicable</i>

Section 3 Will your project / activity affect people or groups of people with protected characteristics? Explain what will be done to maximise any positive impacts or minimise any negative impacts			
Protected characteristics	Will your project / activity have any positive impacts on those with a protected characteristic?	Will your project / activity have any negative impacts on those with a protected characteristic?	Is there any way to maximise any positive impacts or minimise any negative impacts?
Age:	<i>No</i>	<i>yes</i>	<i>Yes</i>
Gender reassignment:	<i>Not Applicable</i>	<i>Not Applicable</i>	<i>Not Applicable</i>
Marriage or civil partnership:	<i>Not Applicable</i>	<i>Not Applicable</i>	<i>Not Applicable</i>
Pregnancy or maternity:	<i>Not Applicable</i>	<i>Not Applicable</i>	<i>Not Applicable</i>
Race:	<i>Not Applicable</i>	<i>Not Applicable</i>	<i>Not Applicable</i>
Religion or Belief:	<i>Not Applicable</i>	<i>Not Applicable</i>	<i>Not Applicable</i>
Race:	<i>Not Applicable</i>	<i>Not Applicable</i>	<i>Not Applicable</i>
Sex:	<i>Not Applicable</i>	<i>Not Applicable</i>	<i>Not Applicable</i>
Welsh Language:	<i>Not Applicable</i>	<i>Not Applicable</i>	<i>Not Applicable</i>

Section 4 Identify decision meeting for Project/activity e.g. Cabinet, Council or delegated decision taken by Executive Members and/or Chief Officers	
Compiling Officers Name:	Kevin Sales / Kevin Mulcahy
Compiling Officers Job Title:	Public Transport Officer / Group manager Highways and Green Spaces
Date completed:	09/05/19