



Caerphilly County Borough Council - Integrated Impact Assessment

This integrated impact assessment (IIA) has been designed to help support the Council in making informed and effective decisions whilst ensuring compliance with a range of relevant legislation, including:

- Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011
- Socio-economic Duty – Sections 1 to 3 of the Equality Act 2010
- Welsh Language (Wales) Measure 2011
- Well-being of Future Generations (Wales) Act 2015
- Statutory Consultation v Doctrine of Legitimate Expectation and Gunning Principles

PLEASE NOTE: Section 3 Socio-economic Duty only needs to be completed if proposals are of a strategic nature or when reviewing previous strategic decisions.

See page 6 of the Preparing for the Commencement of the Socio-economic Duty Welsh Government Guidance.

1. Proposal Details

Lead Officer:- Clive Campbell – Transportation Engineering Manager

Head of Service:- Marcus Lloyd

Service Area and Department:- Integrated Transport Unit, Infrastructure

Date:- 9th January 2023

What is the proposal to be assessed? *Provide brief details of the proposal and provide a link to any relevant report or documents.*

Withdraw the Raillinc 901 contract between Blackwood and Ystrad Mynach rail station which is the contract with the highest subsidy per passenger at £13.43 (for the 12 months to October 2022).

Information on monthly patronage is available and regularly collected. The latest figures to October 2022 show over 900 passengers per month. This equates to an average of approximately 2no people per journey.



2. Equality Act 2010 (Statutory Duties) (Wales) Regulations 2011

*(The Public Sector Equality Duty requires the Council to have “due regard” to the need to eliminate unlawful discrimination, harassment and victimisation; advance equality of opportunity between different groups; and foster good relations between different groups). Please note that an individual may have more than one **protected characteristics**.*

2a Age (people of all ages)

(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?

Under the Public Service Vehicle Access Regulation (PSVAR), all buses engaged in the provision of local bus routes have to be accessible to all passengers.

Any reduction of public transport services could potentially have a negative impact on regular service users, and the negative impact will be even greater on those who fall under one or more of the protected characteristics (as noted in the Council's Strategic Equality Plan), who have no other affordable or accessible means of transport.

The Council recognises that older people, people with disabilities and young people who are seeking education or career opportunities for example, would be significantly affected by reductions to public transport services.

(ii) If there are negative impacts how will these be mitigated?

There is another bus service that can provide a similar link but not at the same frequency or timetable. There will also be an increased cost to the user.



(iii) What evidence has been used to support this view?

Scheduled timetable information and contract prices.

2b Disability (*people with disabilities/ long term conditions*)

(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?

As above

(ii) If there are negative impacts how will these be mitigated?

(iii) What evidence has been used to support this view?



2c Gender Reassignment (*anybody who's gender identity or gender expression is different to the sex they were assigned at birth*)

- (i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?

As above

- (ii) If there are negative impacts how will these be mitigated?

- (iii) What evidence has been used to support this view?

2d Marriage or Civil Partnership (*people who are married or in a civil partnership*)

- (i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?

As above

- (ii) If there are negative impacts how will these be mitigated?

- (iii) What evidence has been used to support this view?

2e Pregnancy and Maternity (*women who are pregnant and/or on maternity leave*)

- (i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?

As above

- (ii) If there are negative impacts how will these be mitigated?

- (iii) What evidence has been used to support this view?



2f Race (*people from black, Asian and minority ethnic communities and different racial backgrounds*)

(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?

As above

(ii) If there are negative impacts how will these be mitigated?

(iii) What evidence has been used to support this view?

2g Religion or Belief (*people with different religions and beliefs including people with no beliefs*)

(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?

As above

(ii) If there are negative impacts how will these be mitigated?

(iii) What evidence has been used to support this view?

2h Sex (*women and men, girls and boys and those who self-identify their gender*)

(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?

As above

(ii) If there are negative impacts how will these be mitigated?

(iii) What evidence has been used to support this view?



2i Sexual Orientation (*lesbian, gay, bisexual, heterosexual, other*)

(i) Does the proposal have any positive, negative or neutral impacts on the protected characteristics and how?

As above

(ii) If there are negative impacts how will these be mitigated?

(iii) What evidence has been used to support this view?



3. **Socio-economic Duty** *(Strategic Decisions Only)*

*(The Socio-economic Duty gives us an opportunity to do things differently and put tackling inequality genuinely at the heart of key decision making. **Socio-economic disadvantage** means living on a low income compared to others in Wales, with little or no accumulated wealth, leading to greater material deprivation, restricting the ability to access basic goods and services)*

Please consider these additional vulnerable group and the impact your proposal may or may not have on them:

- Single parents and vulnerable families
- People with low literacy/numeracy
- Pensioners
- Looked after children
- Homeless people
- Carers
- Armed Forces Community
- Students
- Single adult households
- People misusing substances
- People who have experienced the asylum system
- People of all ages leaving a care setting
- People living in the most deprived areas in Wales (WIMD)
- People involved in the criminal justice system

3a **Low Income / Income Poverty** *(cannot afford to maintain regular payments such as bills, food, clothing, transport etc.)*

- (i) **Does the proposal have any positive, negative or neutral impacts on the following and how?**
- (ii) **If there are negative impacts how will these be mitigated?**
- (iii) **What evidence has been used to support this view?**



3b Low and/or No Wealth (*enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provisions for the future*)

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?
- (ii) If there are negative impacts how will these be mitigated?
- (iii) What evidence has been used to support this view?

3c Material Deprivation (*unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, hobbies etc.*)

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?
- (ii) If there are negative impacts how will these be mitigated?
- (iii) What evidence has been used to support this view?

3d Area Deprivation (*where you live (rural areas), where you work (accessibility of public transport) Impact on the environment?*)

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?
- (ii) If there are negative impacts how will these be mitigated?
- (iii) What evidence has been used to support this view?



3e Socio-economic Background (*social class i.e. parents education, employment and income*)

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?
- (ii) If there are negative impacts how will these be mitigated?
- (iii) What evidence has been used to support this view?

3f Socio-economic Disadvantage (*What cumulative impact will the proposal have on people or groups because of their protected characteristic(s) or vulnerability or because they are already disadvantaged*)

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?
 - (ii) If there are negative impacts how will these be mitigated?
 - (iii) What evidence has been used to support this view?
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4. Corporate Plan – Council’s Well-being Objectives

(How does your proposal deliver against any/all of the Council’s Well-being Objectives? Which in turn support the national well-being goals for Wales as outlined in the Well-being of Future Generations (Wales) Act 2015. Are there any impacts (positive, negative or neutral? If there are negative impacts how have these been mitigated?) Well-being Objectives

Objective 1 - Improve education opportunities for all

N/A

Objective 2 - Enabling employment

Reduces access options for employment opportunities.

Objective 3 - Address the availability, condition and sustainability of homes throughout the county borough and provide advice, assistance or support to help improve people’s well-being

N/A

Objective 4 - Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impact on the environment

Reduces public transport provision and opportunities for sustainable travel.

Objective 5 - Creating a county borough that supports healthy lifestyle in accordance with the Sustainable Development principle with in the Well-being of Future Generations (Wales) Act 2015

N/A

Objective 6 - Support citizens to remain independent and improve their well-being

Reduces public transport provision and opportunities for sustainable travel to key services ad facilities.

4a. Links to any other relevant Council Policy *(How does your proposal deliver against any other relevant Council Policy)*

Local Development Plan & Regional Transport Plan: as above.



5. Well-being of Future Generations (Wales) Act 2015 – The Five Ways of Working *(Also known as the sustainable development principles. The Act requires the Council to consider how any proposal improves the economic, social, environmental and cultural well-being of Wales using the five ways of working as a baseline)*

How have you used the Sustainable Development Principles in forming the proposal?

Long Term

The proposal is not consistent with the long term aspiration to improve public transport provision however, it will be reviewed as part of the regional network planning development.

Prevention

The proposal would represent a set back for public transport provision within the county borough. It is hoped that future public transport network planning will be able to mitigate the loss of his service or even reinstate it.

Integration

The proposal would have an adverse impact on the integration of public transport services that would need to be reviewed as part of future public transport network planning.

Collaboration

There has been no collaboration in identifying this proposal. Any future development of the public transport network would be undertaken in collaboration with the Regional Transport Authority.

Involvement

There has been no external involvement in identifying this proposal. Any future development of the public transport network would be undertaken with the Regional Transport Authority and involve key stakeholders.



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

Does the proposal maximise our contribution to the Well-being Goals and how?

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

The proposal has a detrimental impact on this goal because it reduces public transport provision and opportunities for sustainable travel.

A Resilient Wales

A nation which maintains and enhances a biodiverse natural environment healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for climate change)

The proposal does not contribute to this goal.

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

The proposal has a slight detrimental impact on this goal because it reduces public transport provision and opportunities for sustainable/active travel.

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)

The proposal does not contribute to this goal.

A Wales of Cohesive Communities

Attractive, viable, safe and well-connected communities

The proposal has a detrimental impact on this goal because public transport supports well connected communities and access to education, employment, healthcare and services that support mental health and wellbeing in general, including social activities.

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

The proposal does not contribute to this goal.

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

The proposal has a detrimental impact on this goal because it reduces public transport provision and opportunities for sustainable/active travel access to employment, and other key services and facilities.



7. Welsh Language (Wales) Measure 2011 and Welsh Language Standards

(The Welsh Language Measure 2011 and the Welsh Language Standards require the Council to have 'due regard' for the positive or negative impact a proposal may have on opportunities to use the Welsh language and ensuring the Welsh language is treated no less favourably than the English language) Policy Making Standards - Good Practice Advice Document

7a. Links with Welsh Government's Cymraeg 2050 Strategy and CCBC's Five Year Welsh Language Strategy 2022-2027 and the Language Profile

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?

No direct impact other than access via this transport link to Welsh medium activities.

- (ii) If there are negative impacts how will these be mitigated?

- (iii) What evidence has been used to support this view? *e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census*

7b. Compliance with the Welsh Language Standards. *Specifically Standards 88–93*

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?

No impact.

- (ii) If there are negative impacts how will these be mitigated?

- (iii) What evidence has been used to support this view? *e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census*



7c. Opportunities to promote the Welsh language *e.g. status, use of Welsh language services, use of Welsh in everyday life in work / community*

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?

No impact.

- (ii) If there are negative impacts how will these be mitigated?

- (iii) What evidence has been used to support this view? *e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census*

7d. Opportunities for persons to use the Welsh language *e.g. staff, residents and visitors*

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?

No impact.

- (ii) If there are negative impacts how will these be mitigated?

- (iii) What evidence has been used to support this view? *e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census*

7e. Treating the Welsh language no less favourably than the English language

- (i) Does the proposal have any positive, negative or neutral impacts on the following and how?

No impact.

- (ii) If there are negative impacts how will these be mitigated?

- (iii) What evidence has been used to support this view? *e.g. the WESP, TAN20, LDP, Pupil Level Annual School Census*

- 7f. Having considered the impacts above, how has the proposal been developed so that there are positive effects, or increased positive effects on (a) opportunities for persons to use the Welsh language, and (b) treating the Welsh language no less favourably than the English language.

N/A

8. Data and Information

(What data or other evidence has been used to inform the development of the proposal? Evidence may include the outcome of previous consultations, existing databases, pilot projects, review of customer complaints and compliments and or other service user feedback, national and regional data, academic publications and consultants' reports etc.)

Data/evidence *(Please provide link to report if appropriate)*

Patronage data for 2021 and 2022.

Key relevant findings

Outside of the Covid lockdown periods, patronage remains steady, although the cost subsidy remain high.

How has the data/evidence informed this proposal?

It provides a measure of value for money and the impact of withdrawing the service on local users.

Were there any gaps identified in the evidence and data used to develop this proposal and how will these gaps be filled? *Details of further consultation can be included in Section 9.*

N/A



9. Consultation

*(In some instances, there is a legal requirement to consult. In others, even where there is no legal obligation, there may be a legitimate expectation from people that a consultation will take place. Where it has been determined that consultation is required, **The Gunning Principles** must be adhered to. Consider the **Consultation and Engagement Framework**. Please note that this may need to be updated as the proposal develops and to strengthen the assessment.*

Briefly describe any recent or planned consultations paying particular attention to evidencing the Gunning Principles.

The 'What Matters' conversation took place in November/December 2022.
The Council's Budget Saving Consultation took place in January/February 2023.

Who was consulted?

Residents and stakeholders

When they were consulted did the consultation take place at the formative stage and was adequate time given for consultees to consider and respond?

What Matters conversation was undertaken at the formative stage, with a formal budget consultation on the draft savings proposals.

Was sufficient information provided to consultees to allow them to make an informed decision on the proposal?

A full Integrated Impact Assessment was made available for consultees to view, and any points needing clarification could be explained through face to face engagement.

What were the key findings?

The removal of subsidy for the rail link service was met with a mixed response in the budget setting consultation. Residents felt that the level of subsidy was too high to be maintained, but suggested alternative routes may be more viable (nearest train station to Blackwood is Pengam) and suggested that the service could be opened up to non-rail users

A lack of public transport, in general, and more specifically, a lack of integration between public transport was an issue for many residents spoken to. This was a concern particularly in enabling those who do not drive/cannot afford a car to access essential services.



How have the consultation findings been taken into account?

Yes, outcomes of the consultation have been included in a report to senior management which will be discussed with Cabinet prior to full Council on 23rd February 2023.

10. Monitoring and Review

How will the implementation and the impact of the proposal be monitored, including implementation of any amendments?

Monitoring of bus services will be undertaken to assess what impact or transfer there has been on the alternative commercially operated services.

Communications from users and interested parties of the rail service/Transport for Wales will be considered, as appropriate.

What are the practical arrangements for monitoring?

If the savings income target is met and impact on service users minimised, the proposal will be considered to have been fully successful.

How will the results of the monitoring be used to develop future proposals?

It will feed into the regional review of strategic bus services across south east Wales.

When is the proposal due to be reviewed?

2023/24 as part of the Regional Transport Plan preparation.

Who is responsible for ensuring this happens?

The Regional Transport Authority of the new Corporate Joint Committee.

11. Recommendation and Reasoning

- Implement proposal with no amendments

Have you contacted relevant officers for advice and guidance?

- Yes
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12. Reason(s) for Recommendations

(Provide below a summary of the Integrated Impact Assessment. This summary should be included in the "Summary of Integrated Impact Assessment" section of the Corporate Report Template. The Integrated Impact Assessment should be published alongside the Report proposal).

Withdraw the Raillinc 901 contract between Blackwood and Ystrad Mynach rail station which is the contract with the highest subsidy per passenger at £13.43 (for the 12 months to October 2022).

The latest figures to October 2022 show over 900 passengers per month. This equates to an average of approximately 2no passengers per journey.

The removal of subsidy for the rail link service was met with a mixed response. Residents felt that the level of subsidy was too high to be maintained, but suggested alternative routes may be more viable (nearest train station to Blackwood is Pengam) and suggested that the service could be opened up to non-rail users.



13. Version Control

(The IIA should be used in the early stages of the proposal development process. The IIA can be strengthened as time progresses to help shape the proposal. The Version Control section will act as an audit trail to evidence how the IIA has been developed over time) (Add or delete versions as applicable)

➤ Version 1

Author:- Clive Campbell

Brief description of the amendments/update:- First draft

Revision Date:- 6th January 2023

➤ Version 2

Author:- Clive Campbell

Brief description of the amendments/update:- Updated sections 5, 6 & 7.

Revision Date:- 9th January 2023

➤ Version 3

Author:- Clive Campbell

Brief description of the amendments/update:- Updated text to sections 8, 9 and 12 following consultation process.

Revision Date:- 14 February 2023

Integrated Impact Assessment Author

Name:- Clive Campbell

Job Title:- Transportation Engineering Manager

Date:- 6th January 2023

Head of Service Approval

Name:- Marcus Lloyd

Job Title:- Head of Infrastructure

Signature:-

Date:- ** January 2023