

## Impact Assessment - First Stage

### 1. Details of the initiative

<b>Initiative description and summary:</b> Local Bus Franchising Development.
<b>Service Area:</b> Engineering and Transport
<b>Directorate:</b> Environment and Regeneration

### 2. Does the initiative affect:

	Yes	No
Service users		N
Staff		N
Wider community		N
Internal administrative process only	Y	

### 3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age		N				Endorsing the proposal to utilise the base local bus network to provide the basis for detailed planning for the transition to franchising is purely an internal administration role and will have no impact on residents with protected characteristics.
Disability		N				Endorsing the proposal to utilise the base local bus network to provide the basis for detailed planning for the transition to franchising is purely an internal administration role and will have no impact on residents with protected characteristics.

Gender Reassignment		N				Endorsing the proposal to utilise the base local bus network to provide the basis for detailed planning for the transition to franchising
Marriage/Civil Partnership		N				Endorsing the proposal to utilise the base local bus network to provide the basis for detailed planning for the transition to franchising is purely an internal administration role and will have no impact on residents with protected characteristics.
Pregnancy/Maternity		N				Endorsing the proposal to utilise the base local bus network to provide the basis for detailed planning for the transition to franchising is purely an internal administration role and will have no impact on residents with protected characteristics.
Race		N				Endorsing the proposal to utilise the base local bus network to provide the basis for detailed planning for the transition to franchising is purely an internal administration role and will have no impact on residents with protected characteristics.
Religion/Belief		N				Endorsing the proposal to utilise the base local bus network to provide the basis for detailed planning for the transition to franchising is purely an internal administration role and will have no impact on residents with protected characteristics.
Sex		N				Endorsing the proposal to utilise the base local bus network to provide the basis for detailed planning for the transition to franchising is purely an internal administration role and will have no impact on residents with protected characteristics.
Sexual orientation		N				Endorsing the proposal to utilise the base local bus network to provide the basis for detailed planning for the transition to franchising is purely an internal administration role and will have no impact on residents with protected characteristics.

**4. Does the initiative impact on:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language		N				This initiative will have no impact on people's opportunities to use the Welsh Language.
Treating the Welsh language no less favourably than English		N				This initiative will not treat the Welsh Language less favourably than English.

**5. Does the initiative impact on biodiversity:**

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity			N			There is no impact and there are no pathways for biodiversity to be maintained/enhanced.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.			N			There is no impact and there are no pathways for enhancement to the environment.

**6. Does the initiative embrace the sustainable development principle (5 ways of working):**

	Yes	No	Details
<b>Long term</b> - how the initiative supports the long term well-being of people	Y		Developing the local bus franchising model will directly contribute to Wellbeing Objective 2, 3 and 4 by ensuring communities are well connected by public transport and able to utilise the bus network for work, or leisure travel.
<b>Integration</b> - how the initiative impacts upon our wellbeing objectives	Y		Developing the local bus franchising model will support local businesses by providing suitable and reliable travel options for work and secure employment opportunities. Wellbeing Objective 4
<b>Involvement</b> - how people have been involved in developing the initiative	Y		Officers have engaged with Transport for Wales colleagues and Members via workshops in order to keep up to date with progress.
<b>Collaboration</b> - how we have worked with other services/organisations to find shared sustainable solutions	Y		Officers have engaged with Transport for Wales colleagues and Members via workshops in order to keep up to date with progress.
<b>Prevention</b> - how the initiative will prevent problems occurring or getting worse	Y		Developing the local bus franchising model will prevent further reduction in local bus network provision and provide a standardised national bus network.

**7. Declaration - based on above assessment (tick as appropriate):**

A full impact assessment (second stage) is not required	✓
Reasons for this conclusion	
<p>After completing the assessment, it has been determined that this proposal does not require a full (second stage) Impact Assessment. A full integrated impact assessment will be undertaken as part of the detailed planning for the transition to franchising, to better understand the impact of proposed changes on people living in Neath Port Talbot and people with protected characteristics.</p> <p>Appropriate channels for stakeholder and public engagement will be developed to ensure that the public are able to share feedback on the proposals in an accessible format, with dual language provision.</p>	

A full impact assessment (second stage) is required	
Reasons for this conclusion	

	<b>Name</b>	<b>Position</b>	<b>Signature</b>	<b>Date</b>
Completed by	Brendan Griffiths	Passenger Transport Manager	DBG	14/10/2024
Signed off by	David Wyn Griffiths	Head of Engineering & Transport	DWG	15/10/2024