

**ENVIRONMENT AND HIGHWAYS CABINET BOARD**

**REPORT OF THE HEAD OF ENGINEERING AND TRANSPORT –  
D. W. GRIFFITHS**

**18<sup>TH</sup> DECEMBER 2014**

**SECTION A – MATTER FOR DECISION**

**WARD(S) AFFECTED: ALL**

**FEEDBACK ON THE CONSULTATION ON THE PROPOSED  
REMOVAL OF COUNCIL SUBSIDISED BUS SERVICES**

**Purpose of Report**

To seek Members' approval to implement the changes listed in Appendix A and reduce subsidised bus services as a result of financial pressures on the revenue budget.

**Background**

The Authority utilises some of its revenue support grant to support local bus services that are not commercially viable, poorly patronised, early morning and late evening services.

Environment has identified a possible £234K reduction in the amount of funding provided to local bus operators. This will lead to a number of services being renegotiated, re-timed or terminated to achieve the financial target.

In June, July and August 2014 surveys were undertaken on the number of passengers using subsidised bus services in the Neath Port Talbot area. On the 10<sup>th</sup> September Cabinet Members agreed that consultation be undertaken with immediate effect on the following options.

**Option 1**

Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.

## **Option 2**

Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.

## **Option 3**

Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.

### **Further Information:-**

In response to the consultation, Transport Officers have worked with local bus operators to minimise the impact of the reduction in funding. Through re-negotiation some services which would have been cut have been maintained, some services will have a reduced or retimed service and some services will be terminated.

Proposed changes are set out at Appendix A, which are expanded on below:-

Service 224: Monday to Saturday, both morning and early evening on the Baglan Ty Canol element is proposed to be withdrawn, with a saving of £6,589.

Service 158: Neath to Banwen, Monday to Saturday, will be re-timed to depart Victoria Gardens one hour earlier at 18.30 rather than 19.30, with a corresponding return journey from Banwen to Neath at 19.23 rather than 20.23. This will be operated commercially providing a saving of circa £14,504.

Service 158: Neath to Swansea and return. There will be currently no change to this service, which will now become commercially operated, however, it should be noted that the operator may choose to re-time services in the future for commercial purposes. This will realise a saving of £28,712.

Service 121, 150, 153 & 155: all operate on a six day week basis. It is proposed that the 121 service will be extended to include Cilmaengwyn but will operate alternative days on Mondays, Wednesdays and Fridays.

Services 150, 153 & 155 operate on a combined route six days a week. It is proposed that this service will operate Tuesday, Thursday and Saturday corresponding with the changes set out in Service 121, which will realise a saving of circa £50K.

Service 157: Neath Victoria Gardens to Forest Hill currently operates hourly. This will be reduced to a two hourly service. The timetable is still being worked upon by the operator and will be published, subject to the outcome decision of

this Board in the New Year, for implementation from 5<sup>th</sup> April 2015. This will contribute £40,402 to the Council's FFP 2015.

Service X22: Neath to Pontardawe evening service will be reduced, meaning that services will leave Pontardawe at 17.20 and 19.20 and leave Neath at 19.10, 19.35 and 21.15 in the evenings. This will contribute £32,235 to the FFP.

Service X60: Morriston Hospital pilot scheme is scheduled to expire on the 27<sup>th</sup> February 2015, unless additional funding is made available. This service has been part funded by a one off Welsh Government Grant of £40K for 2014/15 with NPT funding of an additional £12,190 out of revenue which is now identified as part of the savings for 2015/16.

Service 946: Rhos to Cwmtawe School service will be operated commercially, realising a contribution of £10,405.

Service 09: Port Talbot to Baglan Resource Centre, Monday to Friday. This service may become commercially operated when the Baglan Link Bridge is opened, however, this may be affected by the outcome of the experimental J41 peak time closures, which is currently affecting running times of services in the Port Talbot area. It is proposed to withdraw the current subsidy of £8,491.

Service X63: Neath to Ystradgynlais is a cross border service, which operates Monday to Saturday daytime services, and NPT contribute £6,273 to Powys County Council, which is proposed to be withdrawn.

Services 32/36: Croeserw to Cymmer evening service is a cross border service and NPT contribute £6,236 to Bridgend CBC which is proposed to be withdrawn.

The Council is continually working with the community transport providers to explore alternative transport solutions for the future.

Members are advised with the level of cuts proposed that it is inevitable that not all routes will be able to be operated commercially by the bus companies.

The result of the negotiations has been developed into the solution presented at Appendix A. Although agreed with the local operators in principle, the detail still needs to be worked up into final timetables for implementation.

## **Financial Implications**

Implementation of Option 1 (Appendix A) will realise a saving of £216,037, minus the cost of renegotiations which was £6,878, which would leave a net saving of £209,159. The outstanding balance of £24,841 being met from other areas within the service.

## **Consultation Outcome**

A consultation on the three options was undertaken between 11<sup>th</sup> September and the 23<sup>th</sup> October 2014. The results of which can be seen at Appendix B. Comments received are set out in Appendix C. The following groups were consulted via the Authority's on line consultation system "Objective". The consultation included groups with protected characteristics:-

- Council Members
- Older Persons Council
- Council for Voluntary Services (CVS) Social Care Forum
- Disability Network Access Group (DNAG)
- Black and Minority Ethnic Forum (BME)
- Community Transport Association (CTA) Wales
- Bus Users UK
- Community Transport Group DANSA
- Community Transport Group Neath Port Talbot Community Transport
- Members of the Public via the Internet
- Older Peoples Commissioner for Wales
- Local Service Board
- Town and Community Councillors
- Local Assembly Members
- Bridgend County Borough Council
- Carmarthen County Council
- City & County of Swansea
- Powys County Council
- Ystalyfera Transport Forum
- Local Member of Parliament

An Equality Impact Assessment (EIA) has been undertaken to assist the Council in discharging its Public Sector Equality Duty under the Equality Act 2010. An overview of the EIA has been included in this report in summary form only for Members reference, which is attached to the report at Appendix D, for the purposes of the meeting.

## **Sustainability Appraisal**

The alternative transport solution tabled at Appendix A, whilst delivering a reduction in bus subsidies through negotiations with operators means that services will be maintained with partial reduction to services along with re-timed routes. The Community Transport Sector will also be proactive in backfilling reduced services.

## **Recommendation**

It is recommended, having given due regard to the Equality Impact Assessment:-

1. That the legal notices are served on operators, to terminate, and alter services to subsidised bus services, as set out in Appendix A for implementation by the 5<sup>th</sup> April 2015.

## **Reasons for Proposed Decision**

In order to implement reductions in subsidised bus services as outlined in Appendix A, enabling three months' notice can be served on bus operators with Council revenue supported contracts to give them the required three calendar months' notice.

## **Appendices**

Appendix A	Table outlining proposed changes
Appendix B	Result of Consultation
Appendix C	Comments received resulting from the Consultation process
Appendix D	E.I.A.

## **Background Papers**


1. Passenger Figures

## **Wards Affected**

All

## **Officer Contact**

Peter Jackson, Integrated Transport Manager  
Integrated Transport Unit

 01639 686091

## **COMPLIANCE STATEMENT**

### **FEEDBACK ON THE CONSULTATION ON THE REMOVAL OF COUNCIL SUBSIDISED BUS SERVICES**

(a) **Implementation of Decision**

The decision is proposed for implementation after the three day call-in period.

(b) **Sustainability Appraisal**  
**Community Plan Impacts**

Economic Prosperity	-	Negative
Education and Lifelong Learning	-	Negative
Better Health and Well Being	-	Negative
Environment and Transport	-	Negative
Crime and Disorder	-	Negative

**Other Impacts**

Welsh Language	-	Negative
Sustainable Development	-	Negative
Equalities	-	Negative
Social Inclusion	-	Negative

(c) **Consultation**

This has been subject to external consultation including groups with protected characteristics:-

- Council Members
- Older Persons Council
- Council for Voluntary Services (CVS) Social Care Forum
- Disability Network Access Group (DNAG)
- Black and Minority Ethnic Forum (BME)
- Community Transport Association (CTA) Wales
- Bus Users UK
- Community Transport Group DANSA
- Community Transport Group Neath Port Talbot Community Transport
- Members of the Public via the Internet
- Older Peoples Commissioner for Wales
- Local Service Board
- Town and Community Councillors
- Local Assembly Members
- Bridgend County Borough Council

- Carmarthen County Council
- City & County of Swansea
- Powys County Council
- Ystalyfera Transport Forum
- Local Member of Parliament

## Appendix A

<u>Service No.</u>	<u>Location</u>	<u>Days</u>	<u>Current Service</u>	<u>Service as from 5/4/15</u>	<u>Savings</u>	<u>Comments</u>
224	Port Talbot to Swansea	Mon to Sat	08.19	No service to Baglan Ty Canol	6,589	Remove Subsidy. These services will be withdrawn. Baglan Ty Canol a.m, p.m.
224	Swansea to Port Talbot	Mon to Sat	18.06			
158	Neath to Banwen	Mon to Sat	19.30	18.30	14,504	Re-time to depart one hour earlier to operate commercially
158	Banwen to Neath	Mon to Sat	20.23	19.23		
158	Neath to Swansea	Mon to Sat	19.43	19.43	28,712	Will be re-scheduled to operate commercially. May be timing variations to those shown.
158	Swansea to Neath	Mon to Sat	20.40	20.40		
158	Neath to Swansea	Mon to Sat	21.13	21.13		
158	Swansea to Neath	Mon to Sat	22.05	22.05		
121	Ystalyfera (Circular)	Mon to Sat	Daytime 8.52 to 16.48	Mon, Wed, Fri.	50,000	Combine services 121,150,153 and 155 to operate alternative days. Service 121 will be extended to include Cilmaengwyn and operate Mon,Wed,Fri. The 150, 153, 155 will operate Tue, Thurs, and Saturday
150	Leiros Park	Mon to Sat	Daytime 9.15 to 17.13	Tues, Thurs, Sat		
153	Fairy Land	Mon to Sat	Daytime 9.00 to 16.58	Times to be confirmed		
155	Llandarcy	Mon to Sat	Daytime 9.30 to 17.29			
157	Forest Hill	Mon to Sat	All	Times to be Confirmed	40,402	Reduce to off peak two hourly service from 10.00. Provisionally last bus to operate 17.00 from Neath
X22	Neath to Pontardawe	Mon to Sat Evenings	Ex Pontardawe 17.45, 18.40, 19.40, 22.12 Ex. Neath 18.10, 19.05, 20.05, 21.10, 22.35	Ex P'dawe 17.20 19.20  Ex Neath 19.10,19.35 21.15	32,235	Late services reduced and re-timed to operate commercially
X60	Morrison Hospital	Mon to Fri	All	No Direct Service	12,190	Pilot due to finish 27 <sup>th</sup> Feb
946	Rhos to Cwmtawe School Service	Mon to Fri am – pm	All		10,405	Service will be provided by commercial operator
9	Resource Centre	Mon to Fri Day time	All		8,491	Possible alternative provision from 1 <sup>st</sup> April when Baglan link bridge opens
X63	Neath to Ystradgynlais	Mon to Sat	Daytime		6,273	Cease contribution to Powys Impact to be determined
32/36	Croeserw to Cymmer	Mon to Sat	Ex Croeserw 19.11, 20.11, 21.11, 22.11 & 23.11 Ex Cymmer 19.24, 20.24 & 21.24		6,236	Cease contribution to Bridgend Impact to be determined
					216,037	
Cost of renegotiations					6,878	



Net Savings		209,159	
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## Appendix B

### Report Settings Summary

Event	<b>Bus Services Reductions Consultation</b>
Total Responses	<b>44</b>
Total Respondents	<b>7</b>
Questions	<b>All</b>
Filter	<i>(none)</i>
Pivot	<i>(none)</i>
Document Name	
Created on	2014-10-27 17:20:51
Created by	Laura Pack

**Table .0.1**

## Options

Question responses: 35 (79.55%)

Ranking by preference

Preference 1

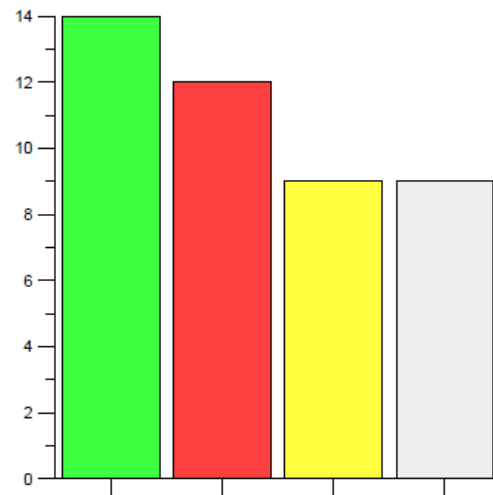


Table .0.1

	% Total	% Answer	Score	Count
<span style="color: green;">■</span> OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.	31.82%	40.00%	42	14
<span style="color: red;">■</span> OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.	27.27%	34.29%	36	12
<span style="color: yellow;">■</span> OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.	20.45%	25.71%	27	9
<span style="color: grey;">■</span> [No Response]	20.45%	--	--	9
<b>Total</b>	<b>100.00%</b>	<b>100.00%</b>	<b>--</b>	<b>44</b>

Table .0.2

## Appendix C

Report by: Laura Pack (l.pack@npt.gov.uk)

Reported at: 27/10/14 17:23

Events: Bus Services Reductions Consultation

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.				60-74	No	British		Male	Christian	Heterosexual	Welsh	
OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.				40-49	No	British		Male	No religion	Heterosexual	British	
OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever				60-74	No	British		Male		Heterosexual	English	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
possible.												
OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.				50-59	No	OtherOther OtherOther Other		Male	Christian	Prefer not to say	Welsh	
OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.				50-59	No	British		Male	Christian	Heterosexual	Welsh	
OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.			If we wish to make savings- then this has to be an option.  Can community transport (DANSA) be offered as an alternative.	60-74	No	British		Male	Christian	Heterosexual	Welsh	
OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal	OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head	OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.		60-74	No	British		Male	Christian	Heterosexual	Welsh	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
services wherever possible.	exploring with operators the future commercial viability of these routes.											
			<p>Please see my following response to the above consultation:</p> <p>My first reaction is one of disappointment, this could lead to many areas not only have no evening services but possibly during the daytime too.</p> <p>I believe our authority need to look at alternative Options to mitigate against the worse effects of the budget cuts, such as the provision of a 'Demand Responsive Bus or Taxi Services', so at least, there would be some sort of adequate service.</p> <p>Also, I believe we should consider a mix and match approach. it may be better to run some evening services Mon - Friday or just</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>Friday and Saturday evenings and alternatively, they may wish to support a better service during the Spring and Summer Months, than in the Autumn / Winter.</p> <p>Getting back to the various options - none are very palatable but for our area, the best option would be Option 2, so far as I can understand, but we should NOT consider cutting the Cross Boundary Services between Cymmer and Bridgend, as this would totally isolate the Afan Valley!</p> <p>I am amazed that this service is listed for withdrawal in all options, especially as no Passenger Numbers are given and no Subsidy per Passenger figure is given, as they are not available! (the Contract for this service is administered by Bridgend Council). I could only understand it's</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>inclusion, if Bridgend Council were going to withdraw their support for the Bridgend to Caerau section of the journey. I have been advised, that they have no plans to do so and they have no idea, that NPTC are planning on withdrawing support for the Caerau to Cymmer section and are naturally concerned of the impact this may have on their contract costs!!</p> <p>I am really disappointed that we can't continue to support the operation of a service covering about 2 miles and of vital importance to the Upper Afan Valley. Surely, the cost is negligible?</p> <p>As regards to Service 23 - For convenience sake, this is supported financially roughly between 09.33 and 16.33 (between 09.05 &amp; 16.05 in reverse direction) but only between Blaengwynfi and Pontrhydyfen</p>									



Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>(despite most of the revenue being earned on this section. Subsidy per Passenger 19p). Option one, proposes renegotiating the contract for these services, which could mean using another company and possibly an inconvenient change of bus at Pontrhydyfen at these times and could also involve additional expense, if tickets are not interchangeable! Services between Cymmer and Glyncoirwg would be unaffected, other than the additional expense and the inconvenience!</p> <p>Option 2 for Service 23, would mean no change (the best Option for us but not necessarily for other communities!) Again no change to/ from Glyncoirwg - subsidy per passenger 14p).</p> <p>Option 3 for Service 23, would mean complete withdrawal of services between Blaengwynfi and</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>Pontrhydyfen between 09.33 and 16.33 (09.05 &amp; 16.05 in reverse direction) and the withdrawal of 5 services between Glyncorrwg and Cymmer, including one vital service for Workers / College Students!</p> <p>As well as the question regarding the inclusion of service 36, being withdrawn in the evening's between Cymmer and Caerau. How much we are currently spending on Supporting all these services throughout the County Boundary and what would be the new cost should we accept Option 1, Option 2 and Option 3? - Will it'll be more than the required 4.5% ?</p> <p>I would like to thank you for your indulgence in reading this email and will look forward to hearing from you.</p> <p>Yours sincerely</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			Councillor Scott Jones Elected Member for Cymmer									
OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.	OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.	OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.		50-59		British		Male	Christian	Heterosexual	Welsh	
OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.	OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.	OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.	These options are extremely vague, and would depend on what the 'selected' services would be. With the X58 route seeing brand new buses provided, it would seem a little odd to then stop that service at all through the day, considering it has now been halted after half past 7. Also bearing in mind that the number of students attending College using this bus has sky rocketed, with some buses now over capacity simply due to	17-24	No	British		Male	No religion	Heterosexual	English	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			student numbers.									
OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.			There needs to be better services available in the evening to areas such as Swansea. Particularly on the weekend.	30-39	No	Other Other Other	Welsh	Female	No religion	Heterosexual	Welsh	
OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.	OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.	OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.	It has been very difficult indeed for me to have to make a choice which either prevents my residents from the social housing estate from getting anywhere without using taxis- or prevents those people in my community from getting home from work of an evening if they work in Neath. However, in the end, being aware of the number of households without their own transport on the estate I have prioritised their needs.	50-59		British		Female	Christian	Heterosexual	Welsh	
OPTION 1: Withdrawal of evening and selected day time			Please see a copy of my letter to Mr David Griffiths, Head of Engineering and	50-59	No	British			Christian	Heterosexual	Welsh	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
<p>services, renegotiating selected routes with operators to maintain skeletal services wherever possible.</p>			<p>Transport:-</p> <p>As a local Bus user representative and resident of this County Borough, I recently had the opportunity to examine the three proposed options for cutting our authority's financial support for local and Socially necessary bus services.</p> <p>To begin with, I have got to say, that I appreciate very much the predicament you and our elected representatives find yourselves in, having to make do with an ever decreasing budget from the Welsh Government and ultimately, the thugs at Westminster!</p> <p>Nevertheless, I was disappointed that local bus services are yet again at the forefront of budget cuts and especially as we have already endured so many service reductions over the years, since local</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>government reorganisation in 1996.</p> <p>These proposed cuts are quite severe and could devastate many communities, leading to social isolation, further unemployment and depopulation.</p> <p>I did wonder too, why there wasn't an option 4 &amp; 5, as the options outlined, in my opinion, show a complete lack of imagination on the part of the authority to consider alternatives, such as Demand Responsive transport systems, possibly utilising Social Service buses, in much the same way as Swansea Council have done for the residents of North Gower, or a 'Taxis bus' service?</p> <p>A service such as this could be very beneficial, for such areas as the Afan Valley and Bryn, Pontardawe to Neath, Neath to Pontrhydyfen</p>									



Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>times of their choosing and as a consequence, they often decide not to travel at all or they seek alternatives, thereby affecting the viability of the remaining commercial services.</p> <p>This results in an ever increasing spiral of decline, even more congestion, lack of parking space, death and carnage on our roads and ever increasing response times of ambulances and the fire brigade!</p> <p>With regard to the proposals for the Afan valley, I was somewhat surprised to see the inclusion of the cross boundary service 36, between Cymmer and Bridgend listed for withdrawal in the evening's and especially, as no figures were given to justify their inclusion!</p> <p>This service is contracted by Bridgend Council and</p>									





Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>Upper Afan, have very close links to the Maesteg area and not forgetting also, that in a few years, we will all be part of the same County Borough.</p> <p>I beg you, to reconsider this very short-sighted proposal, which surely will only save very little money and a lot less than we currently pay towards the 2 Chauffeur driven cars, used by members of the authority! The Chauffeur's could be redeployed on 'Demand Responsive schemes'!</p> <p>As regards to the proposals for service 23, which operates between Blaengwynfi and Port Talbot (Financially supported between Blaengwynfi and Pontrhydyfen), I can understand your desire to re tender services but my main worry is, that a different operator will be used, as was previously the case in the early 2000's,</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>which resulted in more inconvenience and increased cost to bus users by not having interavailability of ticketing and people having to change buses between operators!</p> <p>The 3<sup>rd</sup> option for Afan Valley services, is completely untenable, with services being withdrawn for the biggest part of the day! There is possible scope for some savings by withdrawing a few of the additional journeys that operate between Glyncoed/Blaencynfi and Cymmer only, thereby reducing service frequency to hourly, at these times?</p> <p>I intend writing to the Welsh Government Minister, Edwina Hart about these cuts and of the inequality of public transport between East and West Wales. Some areas of South east Wales, have had their</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>public transport improved and not only have good bus services but rail services too(which I'm not against, especially with their often larger populations) but for those of us in the West, life is becoming more and more unbearable, with public transport facing a collapse in confidence, amongst those of us, using the services.</p> <p>Additionally, she should look at re prioritising her department's spending plans, such as stopping the massive subsidies for the North/South Air link and 'Wag Express' (the daily Holyhead to Cardiff train, especially for AM's and businessmen) and diverting the money to local bus services, until we see better financial times (I'm not normally against such initiatives but when the chips are</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>down, I feel that anything, is fair game!)</p> <p>I also feel, that money could be saved by increasing the age of eligibility for Concessionary passes and introducing an annual charge plus a small charge for it's daily usage, which I feel many pensioners would prefer to having their bus services reduced or withdrawn completely!</p> <p>So, come on Neath and Port Talbot Council, defend the residents you are there to represent and show some bottle by making similar representations and also looking for new and innovative ways to mitigate against the worse effects of these budget cuts, I'm sure if the will was there, we could achieve much!</p> <p>I say to everyone, please don't make the mistake that it doesn't affect you or members</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>of your family because you have a car! Remember, any of us can be stopped from driving at any time, due to unexpected events such as ill health or financial misfortune and may come to rely on bus services.</p> <p>I know of many who have lived to regret not taking an interest because when this has happened to them, there were no services left for them to use and they were the first to mourn! No one ever appreciates what we have got, until it's gone!</p> <p>Yours Sincerely,</p> <p>Jim Maggs.</p> <p>Bus User and Representative.</p>									
OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes	OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per	OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per	I would prefer to lose option 1 first as I feel that the uptake on evening services is the lowest and the service is less important	50-59	No	British		Female	No religion	Heterosexual	Welsh	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
with operators to maintain skeletal services wherever possible.	passenger head.	passenger head exploring with operators the future commercial viability of these routes.	during the evenings.  Option 2 would in my opinion save the authority more money.  Option 3 is the selection that I would wish to keep as it is the less expensive and has vital ranks for shopping centre access etc.									
OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.	OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.	OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.		50-59	No	British		Male	No religion	Heterosexual	British	
OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to			i'll tell you what heres a suggestion for you!!! why don't you just stop the buses coming build a brick wall around us and just forget that we even exist!! from a very	30-39	No	British		Female	Prefer not to say	Prefer not to say	Welsh	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
maintain skeletal services wherever possible.			angry Afan Valley Resident									
OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.	OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.	OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.		50-59	No	British		Male	Christian	Gay	Welsh	
OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.				60-74	No	British		Female	Christian	Heterosexual	Welsh	
OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes			No option is really acceptable for our communities but option one is probably the best way forward if we have to choose , however I also believe	50-59	No	White and Black Caribbean		Male	Prefer not to say	Heterosexual	Welsh	



Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
with operators to maintain skeletal services wherever possible.			that communication with operators to provide services for the most vulnerable of or wards is also very important, looking for other ways to provide a service that is essential to most valley communities.									
OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.				17-24	No	British		Female	No religion	Heterosexual	English	
			these options do not refer to the needs or deprivation within the communities that are served by these services. What consideration will be taken of these?	50-59	No	British		Male	Christian	Heterosexual	Welsh	
OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.	OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services	OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future		60-74	No			Female	Christian	Heterosexual	English	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
	wherever possible.	commercial viability of these routes.										
			<p>I am against any reduction in transport services especially in rural areas. We have virtually nothing in our communities and to cut our bus services would be the last straw. People who recommend these cuts should try living in our communities. We are fighting to save our local school at the moment - our link to surviving as a community. We don't have a bus link to our local GP surgery!</p> <p>Look at the towns instead of rural villages If you need to make cuts.</p> <p>thank you.</p>	50-59	No	British		Female	Christian		Welsh	
			<p>I have received copy of your consultation document and, whilst I don't wish to select one of the three options (as most of the proposed changes don't really impact the tourist/leisure market),</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>I would just like to put down a marker re the 23 &amp; 159. I would be most unhappy to see any cut to the hourly daytime service as this is critical as the main access for visitors to the Afan Forest Park.</p> <p>I am currently in discussions with your RDP colleagues re possible funding to improve information for walkers, etc, at more bus stops on the main routes into the valleys and the AFP services are key.</p> <p>I will be grateful if you can pass on my comments to whoever else is involved in the decision making.</p> <p>Kind regards, John Davies (Baytrans)</p>									
OPTION 1: Withdrawal of evening and selected day time services, renegotiating	OPTION 3: Withdrawal of bus services with a subsidy lower than	OPTION 2: Withdrawal of bus services with a subsidy higher than		25-29	No	British		Female	Christian	Heterosexual	Welsh	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
selected routes with operators to maintain skeletal services wherever possible.	£1.40 per passenger head exploring with operators the future commercial viability of these routes.	£1.40 per passenger head.										
OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.	OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.	OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.	The Sunday 160 Glynneath to Neath is a necessity for some people who don't have choice but to work weekends. It's already very difficult for many people to get to work as it is and these cuts would have a negative effect on their lives. It is especially bad for night shift workers and could cost over £40 to get to and from work which is totally unacceptable when they only earn minimum wage and unlike some cannot claim travel expenses. The Sunday service is also important for tourism because we have many places of interest in the Neath Valley. The Council should not be looking to cut services but to	25-29	No	Prefer not to say		Female	Any other religion	Heterosexual	Welsh	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>make the, profitable. There is currently no incentive to get people out of cars and onto public transport which is again unacceptable when we are all trying to cut carbon emissions and our roads are already too congested. The Council have already failed Public transport users and these cuts are further proof that this council do not believe that public transport is important. The Council should have consulted bus users when creating the Sunday timetables but instead created useless services that were never going to be used to their full potential.</p>									
<p>OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.</p>	<p>OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.</p>	<p>OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal</p>		17-24	No	British		Male	Christian	Gay	British	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
		services wherever possible.										
OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.	OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.	OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.	I am not willing to rank None all services are required	60-74	Yes	British		Male	Christian	Prefer not to say	Welsh	
OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head exploring with operators the future commercial viability of these routes.	OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.	OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.		50-59	No	British		Female	Christian	Heterosexual	English	
OPTION 3: Withdrawal of bus services with	OPTION 1: Withdrawal of evening	OPTION 2: Withdrawal of bus	Options are given as 3 choices 1 or 2 or 3. Surely the best option	60-74	No	British		Male	Christian	Heterosexual	British	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
<p>a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.</p>	<p>and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.</p>	<p>services with a subsidy higher than £1.40 per passenger head.</p>	<p>should be chosen for each route?</p> <p>What about other options for very low demand routes such as taxi operators running a service only when it is required. Could this be cheaper than operating empty buses on a fixed schedule?</p> <p>Could car pools be encouraged in remote areas.</p> <p>Where low subsidies are required that suggests to me than with a bit of innovation and given flexibility private operators should be able to provide a profitable service without taking the easy option of subsidies.</p> <p>Where the level of subsidy is very high then the beneficiaries of this service should also make compromises such as only being able to make the trip on certain days. Especially since the</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			proportion on people make the trip on concession cards it suggests these trips are not for the purpose of attending a place of work.									
OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future commercial viability of these routes.	OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services wherever possible.	OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.	As local councillor for Ystalyfera I am supporting the views of local residents and bus users -please see separate information submitted.  it is important to retain socially essential services, which is the purpose of grant-aiding transport. The three options in isolation would be too rigid and local needs have to be assessed.  Option 2 would be the worst option, but if the authority decides to explore option 1 i would be pleased to discuss further to explore the maximum service that can be retained for the benefit of the community.	50-59	No	OtherOther OtherOther Other	welsh	Male	Christian	Heterosexual	Welsh	
OPTION 1: Withdrawal of	OPTION 2: Withdrawal	OPTION 3: Withdrawal		40-49	No	British		Female	Christian	Heterosexual	Welsh	





Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
viability of these routes.			<p>A definite keep, those without transport would be sent into social isolation, the community would suffer greatly.</p> <p>Should be kept in service, many old age have no other transport to rely on.</p> <p>Many elderly members of the public rely on this service as the other public transport run every 2 hours only. It would be devastating if it was withdrawn.</p> <p>There are no shops in the village and to shop in Tesco or Asda transport is necessary. Without this service we will be completely cut off.</p> <p>This is myself and my wife's only form of transport. Also many others in the village.</p> <p>This bus is the only form of transport we have. Losing this would completely cut us off from the community.</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>A small annual charge yearly might help to keep the service going.</p> <p>Finish this community.</p> <p>Finish this community</p> <p>It will finish this community off for good. Bus is very popular and well used for all ages.</p> <p>A big loss to the estate.</p> <p>What a sad loss this would be to this community for everyone, especially to old age and people who can't drive.</p> <p>Marvellous for sick, old age and people with no cars.</p> <p>Its good for the village, elderly and people with no transport, its definitely a keep.</p> <p>Bus is really handy for travelling local would be a huge loss if the</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>bus stopped.</p> <p>Always on time.</p> <p>We need 'Bobs Bus' as he makes our day.</p> <p>Invaluable</p> <p>Just forget about Ystalyfera yeah.</p> <p>This is a very necessary service and is invaluable to Ysterlyfera.</p> <p>A good service The 121 service provides a necessary mode of transport for residents of Ystalyfera.</p> <p>Without this service I would not be able to do my shopping, surgery, visits friends and day to day living.</p> <p>I use the bus regularly, its awful the bus stopping, I rely on this and can't walk.</p> <p>The 121 is a life line for me</p> <p>Please don't stop as it is used regular. I can't</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>walk up the hill. Old age rely on this bus. I don't drive.</p> <p>I don't drive and rely on this bus, try dropping buses in Neath for a change.</p> <p>I always use this bus as I don't drive and live on the top of Penyween I would not be able to shop without this service.</p> <p>This service needs to be kept as it is as its an invaluable service to the residents of the village.</p> <p>It's a valuable services that serves people that wouldn't get there otherwise.</p> <p>The village would be lost without this service as it covers a lot of area that other buses don't.</p> <p>We desperately need this bus it is a lifeline for many people.</p> <p>Should be kept on.</p>									



Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>Should be kept on lots of people rely on the bus especially old age to them it's a lifeline.</p> <p>As service 125 only comes every 2 hours. Suggest if bus 121 is withdrawn the 125 should be reinstated every hour. Very awkward for Penywen residents.</p> <p>Bus services 121 urgently need bus 125 every 2 hours. Very awkward for getting about.</p> <p>This bus is useful for elderly passengers as this is their only form of transport.</p> <p>We need the 121 because it's the only regular bus to get to A and B.</p> <p>Service is a 'life line' to parents of the village. If withdrawn hardship with ensue.</p> <p>The bus is very helpful to us locals.</p> <p>Rely on bus for Asda and Tesco.</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>The people of Ysterlyfera and Godregraig need this bus to keep running.</p> <p>We use Bobs Bus frequently. This service is a necessity for us, we would be lost without it.</p> <p>Since my husband no longer drives because he is losing his sight I need this bus daily to shop as I can't carry a lot because I have arthritis of the spine, hands and feet.</p> <p>Old age pensioners shouldn't be expected to pay for taxis to get around when they have a bus pass.</p> <p>This is my only way of getting to school to pick up my grandchildren and to go to the bank to pay my bills.</p> <p>Without the bus it means having a taxi to fetch pension etc at a cost of about £7.</p> <p>I am going blind and</p>									



Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>need the bus for surgery and the appointments.</p> <p>I suffer from many health problems and need Bobs Bus for appointments and as well as to and from the shops. We need to keep the bus.</p> <p>As non-drivers my husband and I rely on this service for doctor appointments.</p> <p>No transport.</p> <p>It is a very important means of transport for myself and my wife as we both don't drive.</p> <p>It is a vital link which enables me to get to the surgery as I don't drive.</p> <p>This bus is a lifeline for the community.</p> <p>Why don't you take buses off Swansea they got buses every ten minutes.</p> <p>Non-driver rely on the bus for Asda every week also for visiting</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>daughter in Ystragynlais, the bus is used a few times a week also runs at regular times.</p> <p>Non-driver age 71 must have bus to get about to Drs, bank, library, chemist, food shopping, also have hip problem cant walk far, also bus runs regularly.</p> <p>As a pensioner who does not have a driving license I rely on public transport to do my shopping.</p> <p>The people of Ystalyfera and Godregraig need this bus to keep running.</p> <p>Bob's bus is the lifeline of the community.</p> <p>Bob is needed for the elderly, Pen-y-wern and all the community.</p> <p>The community need this bus service.</p> <p>We need more services not less.</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>A lot of people will not be able to go out of their houses without Bob's bus.</p> <p>No transport.</p> <p>Have no transport/no car</p> <p>Good service for the community.</p> <p>Must be kept for Hogdson road and Pen-y-wern.</p> <p>This is an essential service for residents in Pen-y- wern and Hodgesons road, as these areas are 'nt served otherwise (OAP's Primarily)</p>									
<p>OPTION 2: Withdrawal of bus services with a subsidy higher than £1.40 per passenger head.</p>	<p>OPTION 1: Withdrawal of evening and selected day time services, renegotiating selected routes with operators to maintain skeletal services</p>	<p>OPTION 3: Withdrawal of bus services with a subsidy lower than £1.40 per passenger head exploring with operators the future</p>	<p>Route 66 Gotre Service is the service I do not want to lose as over the years the service has been repeatedly cut. There are many elderly residents and others without thier own transport who rely on the bus as do people from all over Port Talbot who regularly</p>	60-74	No	British			Christian		Welsh	

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
	wherever possible.	commercial viability of these routes.	<p>visit the cemetery. Cutting the service will cause great suffering to the people of Goytre which I will not support.</p> <p>Councillor John Rogers B.E.M.J.P Member for Goytre, Taibach and Margam</p>									
			<p><b>Message from Cllr Huw Williams (Powys Council):</b></p> <p>The 121 service is an important bus service for people living in the upper Swansea Valley whichever side of the border they live. The Council border is invisible. As you are aware access and communication are essential issues for our residents particularly those living in our most deprived areas. Besides the social connectivity afforded by this Service what about access to facilities such as the community Hospital, banks, supermarkets,</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>work, job centre, GP surgeries etc, all located along this bus route and accessed by both communities? The community Hospital is of particular note. As local Councillors we have/are lobbying for a wider range of resources and functions to be provided at the hospital and I strongly believe this facility is for the upper Swansea valley. Access is essential and transport is key to this matter.</p> <p>Whilst I understand the budget pressure to deliver cost saving and appreciate that Neath and Port Talbot have to make difficult decisions I would support your efforts to retain this Service. Representing a Powys ward I would not wish to interfere with Neath Port Talbot's decision making process. Of course, we have our own financial problems to address. However, on</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>behalf, of the people I represent, I feel this proposal would cause difficulty and hardship and I would be happy for you to express these views.</p>									
			<p>I'm writing in reference to be proposed cuts to bus services in the Neath Valley. The 160 Glynneath to Neath and return is a vital service for workers going to and returning for work. Cutting this route will mean it's financially unviable to work Sunday's or Saturday night shifts meaning that those already suffering will be hit harder. This service is underused and that's largely down to the timetable, why weren't potential customers consulted to ensure this service was given the best chance possible to be profitable? Also it was impossible for people like me to get to work in Port Talbot due to poor timetables, I could only do a half hour shift in Baglan.</p>									

Options - Preference 1	Options - Preference 2	Options - Preference 3	Comments Box	Age:	disability	Ethnic origin - Ethnic origin:	Other - Other (please state)	Gender	Religion/ Belief:	Sexual Orientation	Nationality	Other (please state)
			<p>This service also takes tourists to our areas of natural beauty which would help the economy if the council started thinking out of the box and publicised this. It's about time the council stopped letting bus passengers down and started to introduce a workable and profitable bus service in Neath and not cutting something that could be beneficial to the local area.</p> <p>Thank you for your time.</p> <p>Yours Sincerely,</p> <p>Miss Angharad Griffiths.</p>									





## Appendix D

### Equality Impact Assessment (EIA) Report Form for Budget Proposals 2014/15 - Stage 1

This form should be completed for each Equality Impact Assessment on a new or existing function, a reduction or closure of service, any policy, procedure, strategy, plan or project which has been screened and found relevant to Equality and Diversity. It is presently being piloted for proposals for budget reductions in front line services.

**Please refer to the 'Equality Impact Assessment Guidance' while completing this form. If you would like further guidance please contact the Corporate Strategy Team or your directorate Heads of Service Equality Champion.**

Where do you work?	
Service Area:	Integrated Transport Unit (Local Bus Services)
Directorate:	Environment

**(a) This EIA is being completed for a...**

Service/ Function	Policy/ Procedure	Project	Strategy	Plan	Proposal
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**(b) Please name and describe below...**

To reduce revenue support to local bus services which are not commercially viable?

**(c) It was initially screened for relevance to Equality and Diversity on**

The reduction of subsidised local bus affecting hospital journeys, Evening services and non statutory school transport.

**(d) It was found to be relevant to...**

Age.....	<input checked="" type="checkbox"/>	Race .....	<input type="checkbox"/>
Disability.....	<input checked="" type="checkbox"/>	Religion or belief .....	<input type="checkbox"/>
Gender reassignment.....	<input type="checkbox"/>	Sex.....	<input checked="" type="checkbox"/>
Marriage & civil partnership .....	<input type="checkbox"/>	Sexual orientation .....	<input type="checkbox"/>
Pregnancy and maternity .....	<input type="checkbox"/>	Welsh language .....	<input type="checkbox"/>

**(e) Lead Officer**

Name: Peter Jackson

Job title: I.T.U Manager

Date: 15<sup>th</sup> September 2014

**(f) Approved by Head of Service**

Name: D.W. Griffiths

Date: 15<sup>th</sup> September 2014

## Section 1 – Aims (See guidance):

Briefly describe the aims of the function, service, policy, procedure, strategy, plan, proposal or project:

### What are the aims?

With savings of £234k to find it was identified that any services with a subsidy of over/under £1.40 per passenger head was no longer sustainable. To negotiate with bus operators to reduce subsidies to realise the efficiency savings.

This will affect the service listed below:

### Who has responsibility?

The Council administers the revenue support grant to local bus operators, this grant supports bus services which are not commercially viable. The bus operators remain responsible for providing commercial bus services within the area.

### Who are the stakeholders?

Residents of the NPT area.

## Section 2 - Information about Service Users (See guidance):

Please tick what information you know about your service users and provide details/ evidence of how this information is collected.

Age.....	<input checked="" type="checkbox"/>	Race .....	<input type="checkbox"/>
Disability.....	<input checked="" type="checkbox"/>	Religion or belief .....	<input type="checkbox"/>
Gender reassignment.....	<input type="checkbox"/>	Sex.....	<input checked="" type="checkbox"/>
Marriage & civil partnership .....	<input type="checkbox"/>	Sexual orientation .....	<input type="checkbox"/>
Pregnancy and maternity .....	<input type="checkbox"/>	Welsh language .....	<input type="checkbox"/>

### What information do you know about your service users and how is this information collected?

Surveys were carried out on all subsidised bus services during June, July and August 2014. Passenger numbers, boarding and alighting point identified including a demographic of the passengers using the bus services.

The Council also gathers data regarding number of passengers etc. which is provided by the bus operators.

### Any Actions Required?

Could any of the equality groups be affected differently from the original aim of the function/policy/procedure?

Whilst all groups could be affected no disproportionate effect is expected on any individual equality group. It is noted however that there are 35,793 concessionary bus passes issued in the Neath Port Talbot county borough area of which 4,393 are for the disabled or visually impaired.

Further breakdowns of this information has been requested but there is no guarantee that the bus operators will provide it. Although this number of concessionary fares/passes are recorded as having been issued, it does not mean they are being used to access these bus services.

### Section 3 - Impact on Protected Characteristics (See guidance):

Please consider the possible impact on the different protected characteristics. This could be based on service user information, data, consultation and research or professional experience (e.g. comments and complaints).

	Positive	Negative	Neutral	Needs further investigation
Age	➔ <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Disability	➔ <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gender reassignment	➔ <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Marriage & civil partnership	➔ <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pregnancy and maternity	➔ <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Race	➔ <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Religion or belief	➔ <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sex	➔ <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sexual orientation	➔ <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Welsh language	➔ <input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Thinking about your answers above, please explain in detail why this is the case including details of any consultation (and/or other information), which has been undertaken to support your view?**

Members, partner organisations and bus operators are aware of the current financial climate and that budgets are under pressure.

The proposed changes will be presented for decision to EHB on the 18<sup>th</sup> December 2014.

**Any actions required (to mitigate adverse impact or to address identified gaps in knowledge)**

Reduced bus services could impact on the quality of life of disabled if they have no access to other transport. The adverse impacts will however be shared **equally** across the passengers/services affected, taking account of local circumstances. Again no disproportionate effect can be expected.

Section 4 - Other Impact

**S:**

Please consider how the initiative might address the following issues.

You could base this on service user information, data, consultation and research or professional experience (e.g. comments and complaints).

<b>Foster good relations between different groups</b>	<b>Advance equality of opportunity between different groups</b>
<b>Elimination of discrimination, harassment and victimisation</b>	<b>Reduction of social exclusion and poverty</b>

**Please explain any possible impact on the above.**

The reduction in service would be across the board affecting residents throughout the whole area. The impact will be unpopular with residents and passengers, including those with protected characteristics. However, the reduction results of the savings needed to be made by the Council, which has to be passed on to the bus operators, who will then have to decide how they respond.

**What work have you already done to improve any of the above?**

We are meeting with the third sector community transport schemes to identify gaps that need back filling.

**Actions (to mitigate adverse impact or to address identified gaps in knowledge)**

Community transport providers, NPTCVS and C1st partnerships will be asked to help promote community transport to communities/groups affected.

**Section 5 - Monitoring arrangements:**

Please explain the arrangements in place (or those which will be put in place) to monitor this function, service, policy, procedure, strategy, plan or project:

**Monitoring arrangements:** Complaints about cuts in Council revenues subsidised services will monitored and analysed as much as possible.

**Actions:** We will continue to monitor for any disproportionate effect on equality groups.

**Section 6 – Outcomes:**

Having completed sections 1-5, please indicate which of the outcomes listed below applies to your initiative (refer to guidance for further information on this section).

Outcome 1: Continue the initiative...



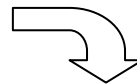
Outcome 2: Adjust the initiative...



Outcome 3: Justify the initiative...



Outcome 4: Stop and remove the initiative...



For outcome 3, detail the justification for proceeding here

With the current financial pressures facing the council, it has been determined the contribution the council makes to subsidies local bus services will be withdrawn.

**Section 7 - Publication arrangements:**

On completion, please contact the Corporate Strategy Team for advice on the legal requirement to publish the findings of EIAs.

## Action Plan:

Objective - What are we going to do and why?	Who will be responsible for seeing it is done?	When will it be done by?	Outcome - How will we know we have achieved our objective?	Progress
Reduce revenue funding to local bus Operators	Integrated Transport Unit	March 30 <sup>th</sup> 2015	Reduced number of Hospital, evening and non-statutory school transport, services through negotiation with bus operators to minimise the impact to residents of NPT.	CMB 3 <sup>rd</sup> December, EHB Board 18 <sup>th</sup> December. For implementation from Sunday the 5 <sup>th</sup> April 2015.

\* Please remember to be 'SMART' when completing your action plan.