



Llywodraeth Cymru
Welsh Government

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National Transport Finance Plan 2015 Impact Assessments



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Equality Impact Assessment

Equality Impact Assessment (EIA) – Part 1

Policy title and purpose (brief outline):	National Transport Finance Plan 2015 The purpose of this Plan is to: <ul style="list-style-type: none">• Provide the timescale for financing interventions undertaken by the Welsh Government• provide the timescale for delivering these schemes• Detail the estimated expenditure required to deliver the schemes• Identify the likely source of financing to allow delivery to take place.
Name of official:	Transport Planning Unit
Department:	Economy, Skills and Natural Resources
Date:	July 2015
Signature:	

1. Please provide a brief description of the policy/decision. For example what is the overall objective of the policy/decision, what are the stated aims (including who the intended beneficiaries are), a broad description of how this will be achieved, what the measure of success will be, and the time frame for achieving this?

The Wales Transport Strategy was published in 2008.

The Wales Transport Strategy sets out the 17 outcomes that the transport system, and our investment in it, is intended to contribute to and which the National Transport Finance Plan 2015 (NTFP) will support the achievement of. The Strategy contains indicators of progress that are reported on annually.

Transport impacts on everyone. The aim is for an efficient and effective transport system for Wales where good connections for national and international markets allow businesses to prosper and where everyone can access the opportunities they need to live healthy and fulfilling lives.

The NTFP specifies the transport schemes to be progressed by Welsh Government over the plan period to 2020 and beyond. A set of national datasets has been established to monitor the performance of the transport system and these will be updated regularly. Individual schemes will be subject to impact assessment, monitoring and evaluation, where appropriate, as they are developed and implemented.

2. We have a legal duty to engage with people with protected characteristics under the Equality Act 2010 (please refer to Annex A of the EIA guidance) identified as being relevant to the policy. What steps have you taken to engage with stakeholders, both internally and externally?

As part of the development of the National Transport Plan published in 2010, engagement with a range of equality groups was undertaken via workshops and email. The Equality Impact Assessment of the National Transport Plan is available at <http://wales.gov.uk/topics/transport/publications/ntpeia/?lang=en>

The views and evidence gathered has been available to inform the NTFP. An extensive literature search has also been undertaken to assist in identifying any more recent evidence and we have also drawn on impact assessments carried out on transport related expenditure or activity since then. This includes impact assessments of the Welsh Government budget.

A workshop with Equality Groups was held in March 2015. The aim was to gain an understanding of the transport issues important to the groups and the people they represent, and to assist in the development of this impact assessment and with preparing the NTFP.

Evidence was also available from the responses received on the consultation draft National Transport Plan which was published in December 2014. 162 responses were received including from a number of Equality Groups.

Significant areas of transport policy remain non-devolved in areas such as taxi and private hire vehicle regulation, public service vehicle regulation and rail services (although operational management of the current Wales and Borders rail franchise is the responsibility of Welsh Ministers by way of a joint parties agreement). Agreement in principle has been reached on the transfer of responsibility for specifying and awarding the next Wales and Borders franchise. The next franchise will be informed by the views of stakeholders. Rail infrastructure is non-devolved. Responsibility in respect of trunk roads and motorways in Wales are devolved to the Welsh Ministers.

Any schemes or investment programmes funded and developed by the Welsh Government in respect of transport are subject to rigorous consultation with local stakeholders and relevant equality groups.

3. Your decisions must be based on robust evidence. What evidence base have you used? Please list the source of this evidence e.g. National Survey for Wales. Do you consider the evidence to be strong, satisfactory or weak and are there any gaps in evidence?

The transport sector benefits from a range of credible data and evidence sources available from a number of external statutory bodies and non-governmental organisations on which transport planning proposals and schemes are based. Some examples include:

- Rail performance data is provided by the Office of Rail Regulation, the statutory safety and economic regulator of the railways in Great Britain
- National Rail and Bus Passenger Surveys undertaken independent of government by Passenger Focus – including surveys on quality standards and priorities for service improvement priorities
- Various specific studies and models commissioned for specific projects
- Transport specific tools and models

- Accessibility modelling using GIS tools
- Information on timetables and journey time

Transport issues feature in the national survey of Wales. Each year, a representative sample of 14,500 people take part in the survey. The results are used by the Welsh Government to help make Wales a better place to live. In the survey, respondents were asked to consider roads, rail and bus services to cycling and walking. The survey helps to:

- Take decisions that are based on sound evidence
- Monitor changes over time
- Identify areas of good practice that can be implemented more widely
- Identify areas or groups that would benefit from intensive local support, so action can be targeted as effectively as possible. The National Survey asked people what they thought about the state of the transport system in Wales.

In preparing the NTFP we have obtained and analysed a range of data that has implications for transport.

Firstly, we have looked at demographics, including population size, projected growth and protected characteristics. We have also looked at distances travelled and transport trends by mode, congestion and casualty rates to give a broad overview of the transport issues and challenges.

Accessibility to workplaces, hospitals, enterprise zones and education has also been analysed to enable us to identify schemes that may be required across Wales in order to meet specific spatial issues.

The accessibility evidence collated will be updated regularly to give a greater understanding of the impact of the schemes and changes that may have been brought about by other factors. This will enable us to respond to changes in an informed way.

As well as supporting economic growth, our integrated transport network also needs to sustain the health and wellbeing of our communities and the environment. Information on environmental issues has therefore been examined, including climate change resilience, noise management and air quality.

The type and extent of data on transport and the Protected Groups varies between the groups. There is extensive data on the travel patterns and opportunities of different age groups, disabled people, ethnic minority groups and men and women. These include information on driving licences held, access to a car, mode of travel, distance travelled, reason for travelling and road casualty statistics.

For some groups there is very little data on transport and travel and only limited anecdotal information. These include transgender people, relationship status, pregnancy and maternity, religion and belief and sexual orientation. The views and information collected through engagement with equalities groups during the development of the National Transport Plan published in 2010 has helped inform the NTFP. A workshop with Equality Groups was held in March 2015. This provided further evidence on the transport issues important to the groups and the people they represent.

Evidence was also available from the responses received on the consultation draft National Transport Plan published in 2014. 162 responses were received including from a number of Equality Groups.

It is important to note any opportunities you have identified that could advance or promote equality.

Impact

Please complete the next section to show how this policy / decision / practice could have an impact (positive or negative) on the protected groups under the Equality Act 2010 (refer to the EIA guidance document for more information).

Lack of evidence is not a reason for *not* progressing to carrying out an EIA. Please highlight any gaps in evidence that you have identified and explain how/if you intend to fill these gaps.

4.1 Do you think the National Transport Business Plan will have a positive or negative impact on people because of their age?

Age	Positive	Negative	None / Negligible	Reasons for your decision (including evidence) / How might it impact?
Younger people <i>(Children and young people, up to 18)</i>	√			Walking, cycling and travel by bus are important modes of travel for young people. Over half of children will walk to school for at least part of the week and 40 per cent will travel by bus. Bus travel is important for young people to access college, leisure facilities and work. Affordability of travel is an issue for younger people. 16-24 year olds have higher risk of becoming a road casualty.

Age	Positive	Negative	None / Negligible	Reasons for your decision (including evidence) / How might it impact?
				<p>They represent 12 percent of the population but 25 percent of fatal and serious casualties.</p> <p>The Plan contains schemes to improve active travel opportunities, support and improve access to key services by bus, address affordability of bus fares for young people and reduce road casualties.</p>
People 18- 50	√			<p>People in this age group have the highest access to a car and nearly three quarters of trips to work are made by car. They will benefit from schemes to reduce congestion and improve journey times and journey time reliability on the trunk road network.</p> <p>Bus travel is important to those without access to a car and the Plan has a commitment to explore opportunities to introduce more affordable fares for unemployed people and people on low incomes.</p>
Older people (50+)	√			<p>Around 48 percent of pensioner households do not have access to a car compared to 26 percent of all households. The Plan contains commitments to provide funding to support socially necessary services and continue a concessionary fares scheme for older people. Public and Community Transport services provide access to key services including health but also enable improved social interaction for older people helping to tackle chronic loneliness.</p>

4.2 Because they are disabled?

Impairment	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?
Visual impairment	√			<p>Disabled people or people with a long-term illness are less likely than other people to have the use of a car (six of ten do so compared to 8 out of 10 other people). Employed disabled people are nearly twice as likely not to have the use of a car as other people. The 2010 Welsh Bus Passenger Survey reported that 25% of respondents had a disability or long term illness. Within this group, around 12% of bus users had mobility problems and 1% used wheelchairs.</p> <p>Disabled passengers who use buses use them as intensively as other passengers. Some 75% of disabled bus users use a bus three or more times a week, compared to 72% of bus users without a disability. This is despite disabled users having a different pattern of bus use. Compared to non-disabled bus users, disabled people are less likely</p>
Hearing impairment	√			
Physically disabled	√			
Learning disability	√			

Impairment	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?
				<p>to use a bus to commute and travel to education, but more likely to use a bus for shopping, visiting friends and relatives, and for leisure. Around two-thirds of passengers reporting that they had a disability or long-term illness were entitled to free concessionary bus travel because they met either the age or disability criteria of that scheme.</p> <p>The availability of accessible information, including on-board audio and visual announcements and a high standard of customer care are key factors impacting on equality of travel opportunities.</p> <p>Rail – Passenger focus published its report on the experiences of disabled rail passengers in October 2012. Key conclusions from the report were:</p> <ul style="list-style-type: none"> • About 5% of rail journeys are made by passengers with disabilities

Impairment	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?
				<p>or long term illness</p> <ul style="list-style-type: none"> • Half of these journeys are undertaken by people with impaired mobility • About 1% of passengers have sensory impairment • Passengers with disabilities tend to be older and are less likely to be in work compared to passengers in general • 30% of journeys by disabled people are for commuting although this rises to 40% in peak time • 78% of passenger journeys by disabled people are made alone, although disabled passengers are more likely to travel with another adult

Impairment	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?
				<p>than other passengers (22% compared to 15%)</p> <ul style="list-style-type: none"> • A railcard is used in 43% of journeys made by disabled passengers <p>Disabled travellers will benefit from schemes to secure improved quality and accessibility of bus services, including bus driver training, to provide funding to support socially necessary services and continue to provide a concessionary fares scheme for disabled people.</p>
Mental health problem	√			<p>The Plan has a commitment to develop options to target funding for bus and community transport services focusing on ensuring access to hospitals and other key health facilities.</p> <p>Physical activity can have a positive effect on mental health. The Plan contains schemes to support the implementation of the Active Travel Act</p>

Impairment	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?
				in improving walking and cycling opportunities.
Other impairments issues			√	

4.3 Because of their gender (man or woman)?

Gender	Positive	Negative	None / Negligible	Reason for your decision (including evidence)/ How might it impact?
Male	√			<p>Estimates for 2011/12 indicate 80 percent of men and 67 percent of women in Wales hold a full driver's licence, nearly identical to Great Britain as a whole. The National Travel Survey reports that women have different travel patterns to men and this has major implications for travel requirements. In particular women are:</p> <ul style="list-style-type: none"> • more likely to work irregular shifts and need to commute outside normal working hours • more likely to be carers and to take escort trips • more likely to travel with luggage, bags
Female	√			

Gender	Positive	Negative	None / Negligible	Reason for your decision (including evidence)/ How might it impact?
				<p>and pushchairs</p> <ul style="list-style-type: none"> • more likely to have a physical condition which makes it difficult to use the bus • are more likely than male users to say they would prefer to travel by car • are twice as likely as male users to say they feel unsafe using the bus at night <p>The Welsh Bus Passenger Survey also reported that a substantial number of bus users who are women were also travelling with children and / or with a pushchair.</p> <p>Women are less likely to travel to work by car (80 percent compared to 85 percent of men) and more likely to travel by bus (6 percent compared to 3 percent).</p> <p>Overall distance travelled per year by all modes is greater for men than women. Men tend to make more commuting and more business trips than women and travel further for both</p>

Gender	Positive	Negative	None / Negligible	Reason for your decision (including evidence)/ How might it impact?
				<p>purposes.</p> <p>Both men and women will benefit from schemes to improve the road network, public transport and active travel facilities.</p>

4.4 Because they are transgender?

Trans-gender	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?

Trans-gender	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?
			√	<p>Officials are not aware of data or statistical information in respect of the delivery of transport services or infrastructure on the transgender community in Wales. Personal security issues when travelling may be a concern and also airport security requiring rub-down searching. Airport security remains the responsibility of the Department for Transport and is not within the competence of the Welsh Ministers.</p>

4.5 Because of their marriage or civil partnership?

No / negligible impact

Marriage and Civil Partnership	Positive	Negative	None / Negligible	Reason for your decision (including evidence)/ How might it impact?
Marriage			√	Officials are not aware of data or statistical information in respect of the delivery of transport services or infrastructure on the basis of marriage or civil partnership in Wales.
Civil Partnership			√	

4.6 Because of their pregnancy or maternity?

Pregnancy and Maternity	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?
Pregnancy			√	Officials are not aware of data or statistical information in respect of the delivery of transport services or infrastructure on the basis of pregnancy or maternity in Wales. However, as women are more reliant on public transport than men, the availability of travel to health and other services by accessible public transport with spaces for prams/pushchairs will be important to this group.
Maternity (the period after birth)			√	

4.7 Because of their race?

Race	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?
Ethnic minority people e.g. Asian, Black,	√			<p>The National Travel Survey data shows that minority ethnic adults are more likely to live in a household without access to a car compared to a white British adult, so a greater reliance on public transport may exist in parts of Wales (South East and North East) where the majority of train and bus services are provided. About 60% of the passenger activity on the Wales and Borders Franchise area is focused on the Valleys Lines and Cardiff area.</p> <p>The same survey also suggested that minority ethnic adults make twice as many local bus trips as white adults. The ethnic background of bus users as compiled from the 2010 Welsh Bus Passenger Survey is that 93% reported that they were white, 5% were from another ethnic background, and 2% declined to answer. In comparison, around 4% of people in Wales are from a minority ethnic group.</p> <p>Rail – Railway crimes reported by British</p>

Race	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?
				<p>Transport Police and published by the Office of National statistics reported that 77 racially aggravated offences on the railways were reported in the three years to 2011/2012, representing almost 13% of the reported violent offences against the person. (Source Rail transport statistics 2011/2012 published by ONS 30 October 2012).</p> <p>Schemes to improve public transport, including personal safety at waiting facilities and on vehicles, and the availability and accessibility of public transport information in the Plan will impact positively on all public transport users including those from minority ethnic backgrounds.</p>
National Origin (e.g. Welsh, English)			√	Officials are not aware of data or statistical information in respect of the delivery of transport services or infrastructure on the basis of national origin
Asylum Seeker and Refugees	√			Asylum seekers and refugees are less likely to have access to private transport than the general population although we are not

Race	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?
				aware of data or statistical information to confirm this. Schemes to improve public transport and active travel opportunities will enable asylum seekers and refugees to access services more easily.
Gypsies and Travellers			√	Officials are not aware of data or statistical information in respect of the delivery of transport services or infrastructure as impacts on this group
Migrants	√			Migrants are less likely to have access to private transport than the general population although we are not aware of data or statistical information to confirm this. Schemes to improve public transport and active travel opportunities will enable migrants to access services more easily.
Others				

4.8 Because of their religion and belief or non-belief?

Religion and belief or non – belief	Positive	Negative	None / Negligible	Reason for your decision (including evidence)/ How might it impact?
Different religious groups including Muslims, Jews, Christians, Sikhs, Buddhists, Hindus, Others (please specify)				Officials are not aware of data or statistical information in respect of the delivery of transport services or infrastructure on the basis of religion. Some groups may be or perceive that they are at greater risk of hate crime. Schemes to improve personal safety on public transport could mitigate against this.
Belief e.g. Humanists			√	Officials are not aware of data or statistical information in respect of the delivery of transport services or infrastructure on the basis of belief
Non-belief			√	Officials are not aware of data or statistical information in respect of the delivery of transport services or infrastructure on the basis of non-belief

4.9 Because of their sexual orientation?

Sexual Orientation	Positive	Negative	None / Negligible	Reason for your decision (including evidence)/ How might it impact?
Gay men			√	Officials are not aware of data or statistical information in respect of the delivery of transport services or infrastructure on the basis of sexual orientation. Some gay, lesbian or bi-sexual people may be or perceive that they are at greater risk of hate crime. Schemes to improve personal safety on public transport could mitigate against this
Lesbians			√	
Bi-sexual			√	

4.10 Do you think that this policy will have a positive or negative impact on people’s human rights? Please refer to point 1.4 of the EIA Annex A - Guidance for further information about Human Rights.

Human Rights	Positive	Negative	None / Negligible	Reason for your decision (including evidence) / How might it impact?
Human Rights including Human Rights Act and UN Conventions			√	Officials have considered the provisions of the Act and have concluded that assessment of impacts beyond those already identified under equality legislation is not required.

If you have identified any impacts (other than negligible ones), positive or negative, on any group with protected characteristics, please complete Part 2.

Only if there are no or negligible positive or negative impacts should you go straight to part 2 and sign off the EIA.

Equality Impact Assessment – Part 2

1. Building on the evidence you gathered and considered in Part 1, please consider the following:

1.1 How could, or does, the policy help advance / promote equality of opportunity?

For example, positive measures designed to address disadvantage and reach different communities or protected groups?

Some groups of people with protected characteristics are more likely to rely on public transport and active travel to access jobs and services than those without protected characteristics because of poverty, age, health or disability. Schemes in the NTFP that will improve public transport and active travel availability, quality, safety and access will assist in reducing any disadvantage to protected groups.

The NTFP contains a commitment to fund socially necessary bus and community transport services. However, for some groups including disabled and older people, the accessibility of those services is also an issue – including getting on or off buses, lack of audio and visual destination or next stop announcements and attitudes or lack of training of drivers. To address this issue the NTFP also contains schemes to improve the quality and ease of use of bus and community transport services.

1.2 How could / does the policy / decision help to eliminate unlawful discrimination, harassment or victimisation?

Measures in the NTFP to improve public transport and active travel availability, quality, safety and access will benefit everyone. This should encourage greater use of public transport and walking and cycling by people from a range of backgrounds, potentially reducing the stigma attached to not owning a car and improving personal safety through increased diversity of users.

Some protected groups may be or perceive that they are at greater risk of hate crime. Schemes to improve personal safety on public transport could mitigate against this.

1.3 How could/does the policy impact on advancing / promoting good relations and wider community cohesion?

Schemes that encourage and facilitate the use of public transport and walking and cycling could assist people connecting with their local area and with each other more than if they travel by private car. This may help community cohesion and wider community relations.

2. Strengthening the policy

2.1 If the policy is likely to have a negative effect ('adverse impact') on any of the protected groups or good relations, what are the reasons for this?

What practical changes/actions could help reduce or remove any negative impacts identified in Part 1?

There were no negative impacts identified in this impact assessment. Evidence from the National Transport Plan consultation process, including the workshop with Equality Groups, has been considered and resulted in the strengthening of NTFP schemes relating to bus infrastructure and information design, the training of bus drivers to respond adequately to users' needs and the requirement for an equalities impact assessment /consultation preceding significant changes to local bus service provision.

Equality Impact Assessments of individual interventions or investment programmes taken forward through the NTFP will be undertaken where appropriate.

2.2 If no action is to be taken to remove or mitigate negative / adverse impact, please justify why.

(Please remember that if you have identified unlawful discrimination (immediate or potential) as a result of the policy, the policy must be changed or revised.)

N/A

3. Monitoring, evaluating and reviewing

How will you monitor the impact and effectiveness of the policy?

List details of any follow-up work that will be undertaken in relation to the policy (e.g. consultations, specific monitoring etc).

The NTFP supports the delivery of the Wales Transport Strategy. The Wales Transport Strategy contains indicators of progress that are reported on annually.

Equality Impact Assessments of individual interventions or investment programmes taken forward through the NTFP will be undertaken where appropriate. Recommendations to Ministers prepared by officials will, where relevant, be subject to an assessment of the potential impact the decision may have on people sharing the protected characteristics.

The results of all impact assessments where the impact is significant will be published on the Welsh Government's website.

4. Declaration

***Please delete as appropriate:**

The policy does not have a significant impact upon equality issues

Official completing the EIA
Name: Transport Planning Unit
Department: Economy, Skills and Natural Resources – Policy, Planning and Partnership
Date: July 2015
Signature:
Head of Division (Sign-off)
Name:

Job title and department: Head of Transport Policy, Planning and Partnerships
Date: July 2015
Signature:
Review Date:

Health Impact Assessment Screening

Health Impact Assessment Screening Tool

Screening Record Sheet

Conducted by: Transport Planning Unit

Title of programme, policy or project

National Transport Finance Plan 2015

Description (including key aims and objectives)

The Wales Transport Strategy was published in 2008. The Wales Transport Strategy sets out the 17 outcomes that the transport system, and our investment in it, is intended to contribute to and which the National Transport Finance Plan 2015 (NTFP) will support the achievement of. The Strategy contains indicators of progress that are reported on annually.

Transport impacts on everyone. The aim is for an efficient and effective transport system for Wales where good connections for national and international markets allow businesses to prosper and where everyone can access the opportunities they need to live healthy and fulfilling lives.

The NTFP:

- Provides the timescale for financing schemes undertaken by Welsh Government
- provides the timescale for delivering these schemes
- Details the estimated expenditure required to deliver the schemes
- Identifies the likely source of financing to allow delivery to take place.

Significant areas of transport policy remain non-devolved in areas such as taxi and private hire vehicle regulation, public service vehicle regulation and rail services (although operational management of the current Wales and Borders rail franchise is the responsibility of Welsh Ministers by way of a joint parties agreement). Agreement in principle has been reached on the transfer of responsibility for specifying and awarding the next Wales and Borders franchise. The next franchise will be informed by the views of stakeholders.

Rail infrastructure is non-devolved. Responsibility in respect of trunk roads and motorways in Wales are devolved to the Welsh Ministers.

Individual schemes or investment programmes funded and developed by Welsh Government in respect of transport will be subject to rigorous assessment processes, including Health Impact assessments where appropriate.

Nature of Evidence considered/to be used (including baseline data, technical and qualitative research, expert and community knowledge)

The transport sector benefits from a range of credible data and evidence sources available from a number of external statutory bodies and non governmental organisations on which transport planning proposals and schemes are based. Some examples include;

- Rail performance data is provided by the Office of Rail Regulation, the statutory safety and economic regulator of the railways in Great Britain
- National Rail and Bus Passenger Surveys undertaken independent of government by Passenger Focus – including surveys on quality standards and priorities for service improvement priorities
- Various specific studies and models commissioned for specific projects
- Transport specific tools and models
- Accessibility modelling using GIS tools
- Information on timetables and journey time

Transport issues feature in the national survey of Wales. Each year, a representative sample of 14,500 people takes part in the survey. The results are used by the Welsh Government to help make Wales a better place to live. In the survey, respondents were asked to consider roads, rail and bus services to cycling and walking. The survey helps to

- Take decisions that are based on sound evidence
- Monitor changes over time
- Identify areas of good practice that can be implemented more widely
- Identify areas or groups that would benefit from intensive local support, so action can be targeted as effectively as possible. The National Survey asked people what they thought about the state of the transport system in Wales.

In preparing the NTFP we have obtained and analysed a range of data that has implications for transport.

Firstly, we have looked at demographics, including population size, projected growth and protected characteristics. We have also looked at distances travelled and transport trends by mode, congestion and casualty rates to give a

broad overview of the transport issues and challenges.

Accessibility to workplaces, hospitals, enterprise zones and education has also been analysed to enable us to identify schemes that may be required across Wales in order to meet specific spatial issues.

As well as supporting economic growth, our integrated transport network also needs to sustain the health and wellbeing of our communities and the environment. Information on environmental issues has therefore been examined, including climate change resilience, noise management and air quality.

Key population groups affected by the programme, policy or project.

Using the list of **vulnerable and disadvantaged groups** included assess which groups amongst the general population will potentially be affected by the proposal

Vulnerable Groups

Transport affects everyone but some schemes may have greater impacts on certain groups than others.

Age Related Groups

Walking, cycling and travel by bus are important modes of travel for young people. Over half of children will walk to school for at least part of the week and 40 per cent will travel by bus. Bus travel is important for young people to access college, leisure facilities and work. Affordability of travel is an issue for younger people.

16-24 year olds have higher risk of becoming a road casualty. They represent 12 percent of the population but 25 percent of fatal and serious casualties.

Around 48 percent of pensioner households do not have access to a car compared to 26 percent of all households. Public and Community Transport services provide access to key services including health but also enable improved social interaction for older people helping to tackle chronic loneliness.

Income Related Groups

People on low incomes are less likely to have access to a car and have greater reliance on public transport and active travel to access jobs and services. Affordability of bus travel can be an issue. Low income may also result in people living in areas affected by high traffic levels with consequent increased traffic noise and air pollution and higher rates of child pedestrian road traffic casualties.

Groups who suffer discrimination or other social disadvantage

Disabled people or people with a long-term illness are less likely than other people to have the use of a car (six out of ten do so compared to eight out of ten other people). The 2010

Welsh Bus Passenger Survey reported that 25% of respondents had a disability or long term illness. Within this group, around 12% of bus users had mobility problems and 1% used wheelchairs.

Asylum seekers and refugees are less likely to have access to private transport than the general population although we are not aware of data or statistical information to confirm this.

Around 4 percent of people in Wales are from a minority ethnic group. The National Travel survey data shows that members of this group are more likely to live in a household without access to a car compared to a white British adult.

We are not aware of data or statistical information in respect of the delivery of transport services or infrastructure on the basis of sexual orientation or religion / belief. Some people from these groups may be or perceive that they are at greater risk of hate crime when travelling.

Geographical Groups

People living in isolated areas are very reliant on the availability of transport to access essential services, including health, and jobs. Income levels can be low in rural areas and costs high. Affordable public transport is essential especially for the young, elderly and others without access to a car.

People living in over-populated areas may experience higher levels of traffic and air pollution, severance and child pedestrian casualty rates.

Impact of Gender

Estimates for 2011/12 indicate 80 percent of men and 67 percent of women in Wales hold a full driver's licence, nearly identical to Great Britain as a whole. The National Travel Survey reports that women have different travel patterns to men and this has major implications for travel requirements. In particular women are:

- more likely to work irregular shifts and need to commute outside normal working hours
- more likely to be carers and to take escort trips
- more likely to travel with luggage, bags and pushchairs
- more likely to have a physical condition which makes it difficult to use the bus
- are more likely than male users to say they would prefer to travel by car
- are twice as likely as male users to say they feel unsafe using the bus at night

The Welsh Bus Passenger Survey also reported that a substantial number of bus users who are women were also travelling with children and / or with a pushchair.

Women are less likely to travel to work by car (80 percent compared to 85 percent of men) and more likely to travel by bus (6 percent compared to 3 percent).

Overall distance travelled per year by all modes is greater for men than women. Men tend to make more commuting and more business trips than women and travel further for both purposes.

Screening

Using the **Determinants of health and well-being checklist** included consider:

- How (in what way either positively or negatively)
- To what extent (significant/moderate/minimal impact)

These groups within the population and the general population itself may be affected by the proposal or that the proposal may have implications for - and summarise it for each section on the screening sheet below.

Any missed opportunities for enhancing the proposal can be listed under the positive (+) column. Any missed detrimental impacts on health and wellbeing can be listed under the negative (-) column. If there are no likely impacts or they are very minimal then move to the next section.

Ask the question: How does this proposal impact upon these determinants, for example, physical activity or diet (within Lifestyles section) in a positive or negative way? Or not at all?

Lifestyles		Vulnerable Groups
<p>(Positive) +</p> <p>Schemes for improving public transport and active travel availability will benefit everyone but be particularly important to many of the target groups. The schemes will enhance access to jobs and services including healthcare, education and training, leisure services and shopping, especially for people without access to a car.</p> <p>Better public transport and facilities for active travel should encourage increased physical activity and access to food shopping which may enable healthier diet choices.</p> <p>Over the last 20 years there</p>	<p>(Negative) -</p>	<p>Children and young people</p> <p>Older people</p> <p>People on low income</p> <p>Disabled people</p> <p>Black and minority ethnic groups</p> <p>Women</p> <p>Middle aged men</p>

<p>has been a growth in motorcycling as a leisure pursuit, with riders tending to be older with more powerful machines. Whilst over this period rates of killed and seriously injured (KSI) road traffic casualties has been declining at between 3-4 percent each year, the number of motorcyclists KSIs has been fairly constant. The risk of a motorcycle rider being killed or seriously injured continues to be far greater than that for a car driver. Whilst motorcyclists represented 0.2 per cent per cent of traffic in Wales in 2013, they made up 31 per cent per cent of fatal and serious casualties. Plans to improve road safety particularly amongst vulnerable road users are aimed at addressing these issues.</p> <p>More detailed analysis of the impact of each scheme (as the scheme is developed) will be required to appraise the impacts on target groups</p>		
<p>Social and community influences on health</p>		<p>Vulnerable Groups</p>
<p>(Positive) +</p> <p>The NTFP contains schemes to improve active travel opportunities to jobs and services. More people walking and cycling and using public transport may help improve community cohesion</p> <p>It also contains commitments to provide funding to support socially necessary bus services and continue a concessionary fares scheme</p>	<p>(Negative) -</p>	<p>General population</p> <p>Older people</p>

<p>for older people. Public and Community Transport services provide access to key services including health but also enable improved social interaction for older people helping to tackle chronic loneliness.</p> <p>Transport can improve communities but also may sever them. More detailed analysis of the impact of each scheme (as the scheme is developed) will be required to appraise the impacts on target groups.</p>		
<p>Living environmental conditions affecting health</p>		<p>Vulnerable Groups</p>
<p>(Positive) +</p> <p>The NTFP contains schemes that should encourage walking and cycling and public transport use. A switch in use from car to more sustainable modes may reduce greenhouse gas and other harmful emissions from transport.</p> <p>The Welsh Government's 'A noise action plan for Wales 2013 – 2018'¹ maps the priority areas for taking action for reducing road noise and also covers the management of railway, port and air traffic noise. The plan recognises the relationship between noise and air pollution and road safety measures and the need to look at them holistically to make sure schemes impacting on</p>	<p>(Negative) -</p> <p>There are 39 Air Quality Management Areas (AQMAs) in Wales (as of April 2014), the majority of which involve Nitrogen Dioxide from road related sources.</p>	<p>General population, children and young people, other vulnerable road users</p>

¹ <http://wales.gov.uk/docs/desh/publications/131217noise-action-plan-for-wales-en.pdf>

one do not have unintended or unacceptable consequences on the others.

As well as specific action to reduce the effect of road noise on communities, it is important when assessing the effects of proposed new transport infrastructure to ensure that it does not exacerbate existing problems.

The Noise Action Planning Priority Areas include 220 road priority areas and 27 rail priority areas confirmed and published in 2014.

Whilst over the last three decades road traffic KSIs have declined at a rate of between 3-4 percent a year, certain groups are at higher risk. 16-24 year olds continue to be at higher risk of becoming a road casualty compared to children or other adults. They represent 12 per cent of the population but 25 per cent of fatal and serious casualties. The risk of a motorcycle rider being killed or seriously injured continues to be far greater than that for a car driver. Whilst motorcyclists represented 0.2 per cent per cent of traffic in Wales in 2013, they made up 31 per cent per cent of fatal and serious casualties. The NTFP contains schemes that are designed to improve the actual and perceived safety of transport, particularly for vulnerable road users. More detailed analysis of the impact of each scheme (as the scheme is developed) will be required to

appraise the impacts on target groups		
Economic conditions affecting health		Vulnerable Groups
(Positive) + The NTFP contains schemes to improve connectivity between communities and key service and employment centres which will improve access to jobs. More detailed analysis of the impact of each scheme (as the scheme is developed) will be required to appraise the impacts on target groups	(Negative) -	Unemployed / workless
Access and quality of services		Vulnerable Groups
(Positive) + The NTFP contains schemes to improve public transport which many of the target groups rely on to access health, education and other services. The NTFP contains a commitment to fund socially necessary bus and community transport services. However, for some groups including disabled and older people, the accessibility of those services is also an issue – including getting on or off buses, lack of audio and visual destination or next stop announcements and attitudes or lack of training of drivers. To address this issue the Plan also contains schemes to improve the quality	(Negative) -	Children and young people, older people, income related groups, disabled people, refugees, asylum seekers, black and minority ethnic groups and women

<p>and ease of use of bus and community transport services.</p> <p>More detailed analysis of the impact of each scheme (as the scheme is developed) will be required to appraise the impacts on target groups</p>		
<p>Macro-economic, environmental and sustainability factors</p>		<p>Vulnerable Groups</p>
<p>(Positive) +</p> <p>The NTFP contains schemes to improve connectivity across Wales to support the economy and jobs.</p> <p>It also seeks to enhance sustainable transport options which may reduce greenhouse gas and other harmful emissions.</p> <p>More detailed analysis of the impact of each scheme (as the scheme is developed) will be required to appraise the impacts on target groups</p>	<p>(Negative)-</p> <p>Some highway schemes in particular may impact negatively or positively on biological diversity and transport emissions.</p>	<p>General population</p>

Vulnerable and/or disadvantaged population groups

The target groups you identify as vulnerable or disadvantaged will depend on the characteristics of the local population and the nature of the proposal itself. The most disadvantaged and/or vulnerable groups are those which will exhibit a number of characteristics, for example children in living poverty. This list is therefore just a guide and you may like to focus on groups that have multiple disadvantages.

Age related groups*

- Children and young people
- Older people

2. Income related groups

- People on low income
- Economically inactive
- Unemployed/workless
- People who are unable to work due to ill health

3. Groups who suffer discrimination or other social disadvantage

- People with physical or learning disabilities/difficulties
- Refugee groups
- People seeking asylum
- Travellers
- Single parent families
- Lesbian and gay and transgendered people
- Black and minority ethnic groups**
- Religious groups**

4. Geographical issues

- People living in areas known to exhibit poor economic and/or health indicators
- People living in isolated/over-populated areas
- People unable to access services and facilities

You will also want to assess the impact on the general adult population and/or assess the impact separately on men and women.

Please note that this list is a guide and is not exhaustive.

* Could specify age range or target different age groups for special consideration.

** May need to specify.

HEALTH AND WELLBEING DETERMINANTS CHECKLIST (Please note that this list is a guide and is not exhaustive)

1. Lifestyles	<ul style="list-style-type: none"> • Diet • Physical activity • Use of alcohol, cigarettes, non-prescribed drugs • Sexual activity • Other risk-taking activity
2. Social and community influences on health	<ul style="list-style-type: none"> • Family organisation and roles • Citizen power and influence • Social support and social networks • Neighbourliness • Sense of belonging • Local pride • Divisions in community • Social isolation

	<ul style="list-style-type: none"> • Peer pressure • Community identity • Cultural and spiritual ethos • Racism • Other social exclusion
3. Living/ environmental conditions affecting health	<ul style="list-style-type: none"> • Built environment • Neighbourhood design • Housing • Indoor environment • Noise • Air and water quality • Attractiveness of area • Community safety • Smell/odour • Waste disposal • Road hazards • Injury hazards • Quality and safety of play areas
4. Economic conditions affecting health	<ul style="list-style-type: none"> • Unemployment • Income • Economic inactivity • Type of employment • Workplace conditions
5. Access and quality of services	<ul style="list-style-type: none"> • Medical services • Other caring services • Careers advice • Shops and commercial services • Public amenities • Transport including parking • Education and training • Information technology
6. Macro-economic, environmental and sustainability factors	<ul style="list-style-type: none"> • Government policies • Gross Domestic Product • Economic development • Biological diversity • Climate

Recommendations

Are the impacts that have been identified above enough to warrant a more comprehensive health impact assessment?

No

If No, what are the reasons for not conducting an assessment

There is insufficient level of detail in the Plan to be able to assess comprehensively the health impacts. However, the screening has identified that more detailed analysis of the impact of each scheme (as the scheme is developed) will be required to appraise the impacts on target groups

Do any additional actions need to be taken as a result of this HIA process?

Yes

If Yes, please outline (list recommendations and/or mitigation/enhancement here)

The screening has identified that more detailed analysis of the impact of each scheme (as the scheme is developed) will be required to appraise the impacts on target groups. Further assessment will take place as part of more detailed scheme WeITAG appraisals.

If a further HIA is required, outline next steps (E.g. Date and time of scoping meeting)

Not Applicable

Have there or will there be other impact assessments conducted? I.e. Equality Impact Assessment, Environmental Impact Assessment. Or will this form part of one?

If Yes, please outline

Other impact assessments undertaken :
Equalities Impact Assessment,
Rights of the Child,
Welsh Language,
Rural proofing,
Competitions Assessment,
Privacy Impact Assessment

Welsh Language Impact Assessment Planning Stage

Title:	WLIA Reference No (completed by WLU): 15/05/07.				
Name of person completing form:	Transport Planning Unit				
Date:	May 2015				
Policy lead:	Head of Transport Policy, Planning and Partnerships				
Contact details:					
Programme/Project Type	<input type="checkbox"/> Policy <input checked="" type="checkbox"/> Project or programme <input type="checkbox"/> Legislation <input type="checkbox"/> Grant <input type="checkbox"/> Research, evaluation <input type="checkbox"/> Business change <input type="checkbox"/> Services <input type="checkbox"/> Infrastructure <input type="checkbox"/> Contracts, tenders <input type="checkbox"/> Construction, Capital <input type="checkbox"/> ICT <input type="checkbox"/> Other (Please specify below)				
Costs: How much is the projected whole life cost for the programme/project? If below £25k, then a full WLIA is not always required (see guidance).					
Under £25k	£25k - £49k	£50 - £249K	£250K - £1m	Over £1m	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
Of the above, please provide details if there are any identified costs directly associated with the Welsh language?					
How long is the programme/project expected to run?					
Up to 1 yr	Up to 2yrs	Up to 5yrs	Up to 10yrs	More than 10 yrs	Unknown
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Key milestone dates for the programme/ project:					
Individual projects/schemes set out in the National Transport Finance Plan 2015 (NFTP) will have their own implementation timetables over the next five years and beyond					
STAGE 1: PLANNING					

<p>What are the aims and objectives of the policy? What are the desired outcomes/ what constitutes 'success'?</p>
<p>The Wales Transport Strategy was published in 2008.</p> <p>The Wales Transport Strategy sets out the 17 outcomes that the transport system, and our investment in it, is intended to contribute to and which the NTFP will support the achievement of. The Strategy contains indicators of progress that are reported on annually.</p> <p>Transport impacts on everyone. The aim is for an efficient and effective transport system for Wales where good connections for national and international markets allow businesses to prosper and where everyone can access the opportunities they need to live healthy and fulfilling lives.</p> <p>The NTFP</p> <ul style="list-style-type: none"> • Provides the timescale for financing schemes undertaken by the Welsh Government • Provides the timescale for delivering these schemes • Details the estimated expenditure required to deliver the schemes • Identifies the likely source of financing to allow delivery to take place <p>Significant areas of transport policy remain non-devolved in areas such as taxi and private hire vehicle regulation, public service vehicle regulation and rail services (although operational management of the current Wales and Borders rail franchise is the responsibility of Welsh Ministers by way of a joint parties agreement). Agreement in principle has been reached on the transfer of responsibility for specifying and awarding the next Wales and Borders franchise. The next franchise will be informed by the views of stakeholders. Rail infrastructure is non-devolved. Responsibility in respect of trunk roads and motorways in Wales is devolved to the Welsh Ministers.</p> <p>Individual schemes or investment programmes funded and developed by Welsh Government in respect of transport will be subject to rigorous assessment processes, including Welsh Language Impact assessments where appropriate.</p>
<p>What policy options have been considered? and What impacts will there be if the policy is <i>not</i> implemented?</p>
<p>The NTFP supports the delivery of the Wales Transport Strategy. If the NTFP is not put in place the Wales Transport Strategy outcomes will not be achieved.</p>
<p>Does the programme demonstrate a clear link with the Welsh Government's strategy for the Welsh language - <i>laith fyw: laith byw</i>?</p>
<p>There are indirect links. The NTFP contains schemes to improve public transport, including the provision of accessible, bi-lingual information, and maintain funding for socially necessary bus services. This will assist communities to continue to thrive providing the necessary access to employment, health, education and other services.</p>

Bi-lingual road and information signs are provided on the existing trunk road network and as part of new trunk road schemes

There are some limitations in what the Welsh Government can do to influence service provision within the transport sector. For example, bus services are deregulated and the current rail franchise contract can only be amended with the agreement of the operator and at a price. However, the Welsh Language (Wales) Measure 2011 makes provision which allows the Welsh Language Commissioner, subject to regulations made by Welsh Ministers, to impose Welsh Language Standards on those who provide the public with bus services, and those who provide the public with passenger railway services. Standards are developed and imposed on organisations on a prioritisation system set by the Welsh Language Commissioner. The Welsh language will be a key consideration in the development of the next Wales and Borders franchise specification and we are working to build Welsh Language considerations into funding, for example as part of new guidance and standards for bus grants.

What are the impacts/ effects (both positive and/or adverse) on the Welsh language you have identified at the initial planning stage
i.e. Welsh speakers, Welsh language communities, Welsh medium education, Welsh learners, services available in Welsh?

There are indirect positive effects. The NTFP contains schemes to improve public transport, including the provision of accessible, bi-lingual information, and maintain funding for socially necessary bus services. This will assist communities to continue to thrive providing the necessary access to employment, health, education and other services. Traveline Cymru provides bi-lingual information about public transport in Wales. Bi-lingual road and information signs are provided on the existing trunk road network and as part of new trunk road schemes

There are major future opportunities, for example the specification for the next rail franchise, to enhance provision for the Welsh Language. Agreement in principle has been reached on the transfer of responsibility for specifying and awarding the next Wales and Borders franchise to the Welsh Government and appropriate provision for the Welsh Language will be a key consideration.

Who are the stakeholders? Are the needs of Welsh speakers and learners addressed? To what extent are Welsh language interest groups likely to respond positively to the proposals?

Transport affects everyone. Overall, the needs of Welsh speakers and learners are impacted by the NTFP only indirectly. Individual schemes brought forward will be subject to rigorous assessment processes including Welsh Language Impact Assessment where appropriate. In delivering the NTFP we will ensure we comply with the new Standards relating to the Welsh Language that will be introduced later in 2015. Where grants are awarded to local authorities or other bodies for transport schemes we will require the grantees to comply with the Standards also.

Where an assessment was not completed, or no impacts were identified, please

provide a full account for record keeping purposes? (This could be used in the Welsh Language Tribunal in future)
The NTFP has only indirect impacts on the Welsh language and Welsh speakers and learners; therefore an assessment has not been completed. Impact assessments of individual schemes will be undertaken where appropriate
What actions/ further work has been identified at the initial planning stage? e.g. data requirements, need for peer review, external engagement with Welsh speaking groups, identify stakeholders or consultation list, need to contact Welsh Language Unit for advice)?
An extensive range of stakeholders were contacted during the consultation on the draft National Transport Plan published in 2014. The consultation progress was open to responses in Welsh. We engaged with the Welsh Language Commissioner when arranging a workshop with Equalities groups.
STAGE 2: IDENTIFYING AND ASSESSING IMPACTS
<u>Impact Assessment Summary</u> Summarise the detailed impact assessment carried out together with the scores assigned.
Positive effects/ impacts:
There are major future opportunities, for example the specification for the next rail franchise, to enhance provision for the Welsh Language. Agreement in principle has been reached on the transfer of responsibility for specifying and awarding the next Wales and Borders franchise to the Welsh Government and appropriate provision for the Welsh Language will be a key consideration.
Adverse effects/ impacts:
Franchises not taking the opportunity to offer a fully bilingual service
Opportunities to promote the Welsh language e.g. status, use of Welsh language services, use of Welsh in everyday life, Welsh at work increased?
If the responsibility for specifying and awarding the next Wales and Borders Franchise is transferred to Welsh Government, the services will be required to follow Welsh Government guidelines. This could lead to an increase in Welsh in terms of signage and information as well as Welsh speaking staff.
Evidence/ data used including demographic profile when considering the effects/ impacts:
The number of Welsh speakers is typically higher in North and West Wales – areas that are mostly rural and are dependent on public transport. Links to towns and cities

are crucial in terms of employment and economic activity as well as the North / South link to Cardiff.

What is the overall anticipated likely impact on the Welsh language if this policy is taken forward based on the impact assessment/ risk assessment?

Positive:
 Adverse:
 Neutral: X
 Unknown:

Decision following IA	1. No major change	X <input type="checkbox"/>
	2. Adjust the policy to improve impacts	<input type="checkbox"/>
	3. Continue the policy with mitigation measures	<input type="checkbox"/>
	4. Stop and remove the policy	<input type="checkbox"/>

If answered 2,3, or 4 above – then answer the following:
 How will you address these impacts in order to improve the outcomes for the Welsh language? Details of mitigation measures/ action points/ alternative options to reduce adverse impacts and increase positive outcomes:

If engaging or consulting, what are your plans? What questions do you wish to ask stakeholders about the Welsh Language Impact Assessment and Welsh language related issues?

STAGE 3: POST CONSULTATION AND PREPARING FOR PUBLICATION, MONITORING AND EVALUATION

Following consultation, what changes have you made to address any Welsh language issues that were raised?

How will you monitor the ongoing effects during the implementation of the policy?

Please outline how you will continue to capture effects/ impacts in future monitoring and evaluation?

Any other comments – ongoing results of evaluations, emerging impacts

4. Declaration

Policy lead:
<i>*Please delete as appropriate:</i>
The policy <i>*does / does not</i> have an impact upon the Welsh language. Where there were identified adverse impacts or missed opportunities, the appropriate amendments and actions have been put in place.
Name: Transport Planning Unit
Department: Economy, Skills and Natural Resources
Date (s): July 2015
Signature:
Planned Review Dates:

SRO ENDORSEMENT and REVIEW	
I am satisfied that the WLIA is an accurate reflection of the programme/project at this stage of development. By signing, I am able to confirm that the Welsh Language Standards have been given the appropriate attention. I will re-assess the programme/project at key stages throughout the life of the programme/ project, including policy reviews.	
Signed: Head of Policy, Planning and Partnerships (Senior Responsible Owner)	Date: July 2015
Signed (Senior Responsible Owner)	Review Date

Signed (Senior Responsible Owner)	Review Date
Signed (Senior Responsible Owner)	Review Date

Rural Proofing Impact Assessment Checklist

Proofing Tool

This should enable you to consider the needs, desires of people, communities and businesses in rural Wales.

Policy/ Programme/Initiative to be rural proofed	National Transport Finance Plan 2015
Division/Department	Economy, Skills and Natural Resources - Planning, Policy and Partnerships
Contact Name	Transport Planning Unit
Date of review (to be completed by Rural Proofing Team)	08/09/14

Questions	Comments
<p>Q1. Stakeholders What contact have you had with rural stakeholders? Please briefly describe any events targeted at rural stakeholders.</p>	<p>Draft National Transport Plan went out to formal public consultation across Wales during winter 2014/15. The consultation included the availability of bespoke versions to meet particular needs such as language or disability and officials will be directly facilitating the consultation at a local and regional level. The consultation draft was made available via download from our website and in hard copy format. In addition there was an 'easy-to-read' version available.</p>
<p>Q2. Access Will access be an issue for rural people? (Rural people may have to travel long distances to access services). Yes _____ how will you overcome barriers? No _____ go to Q3</p>	<p>No.</p>

<p>Q3. Needs of Rural People Has the policy taken account of rural needs, e.g. older population, lack of affordable housing, language requirements?</p> <p>Yes _____ please describe the needs and the mitigation action?</p> <p>No _____ What do you plan to do to take into account?</p>	<p>Where appropriate yes. Background data informing the consultation draft National Transport Plan includes rural needs.</p> <p>The consultation draft National Transport Plan included background data on a number of issues of relevance to rural areas. These included;</p> <ul style="list-style-type: none"> • access to basic health services • the availability of a car • access to employment opportunities • access to further and higher education • access to key services by public transport
<p>Q4 (a) Impact on Services Will the policy lead to the creation of new services (positive impacts) or the closure of existing services (negative impacts)?</p> <p>Yes _____ please explain</p> <p>No _____ move to Q4(b)</p>	<p>List positive impacts: Improved rural connectivity and access to key centres and services.</p> <p>List negative impacts:</p>
<p>Q4 (b) How do you plan to overcome or mitigate any negative impacts?</p>	
<p>Q5. Rural Places-Land Does your policy require the purchase or use of land? Have you considered rural dimensions such as land value, availability or restrictive designation?</p> <p>Yes _____ how will you overcome barriers?</p> <p>No _____ Go to Q6.</p>	<p>Yes, though transport schemes do not usually require large purchases or use of land.</p>
<p>Q6. Terrain Will your policy work in</p>	<p>Overall yes, though it is acknowledged that not all aspects of transport policy, for instance</p>

<p>areas of difficult terrain, e.g. narrow roads, steep mountains?</p> <p>Yes _____ please explain how?</p> <p>If no _____ how will you overcome barriers?</p>	<p>aspirations for increased walking and cycling are will be harder to achieve in some rural areas. In addition it is acknowledged that public transport service provision is limited in remote areas and the cost of running a car is likely to be higher as well. The consultation draft National Transport Plan recognised some of these issues and seeks to outline interventions that will help address them, for instance for demand led services and access to healthcare.</p>
<p>Q7. Rural Business Is your policy relevant to SMEs or Micro Businesses?</p> <p>Yes _____ how have you taken their situation into account? No _____ go to Q8.</p>	<p>Indirectly yes, transport policy will seek to enhance access to services and key centres, particularly for business.</p>
<p>Q8. Access to Support Does your policy expect business to be able to access support? (This may be in the form of advice, training, finance etc.)</p> <p>Yes _____ What barriers will they face and how will they overcome them? No _____ go to Q9</p>	<p>No</p>
<ul style="list-style-type: none"> • Q9. Infrastructure • Does your policy depend on infrastructure such as good road/rail connections or fast broadband speeds? • Yes _____ how have you made provision for businesses in more isolated rural areas? • No _____ go to Q10 • 	<p>The purpose of the National Transport Finance Plan 2015 (NFTP) is to set out the schemes that Welsh Government will undertake to improve transport networks. These include improvements to the trunk road network (e.g. rural bypasses) and rail network (e.g. extra services on rural rail lines), as well as the strategic commitment to deliver more active travel journeys across Wales in all settlements over 2000 people.</p>
<p>Q10. Other Issues Did any other issues come up as a result of the</p>	<p>No.</p>

<p>engagement with stakeholders mentioned in Q1 or any other consultation?</p> <p>Yes _____ What were they and how have you modified your policy to take them into account?</p> <p>No _____ go to Objectives.</p>	
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Objectives

The proofing tool aims to help you consider rural realities and needs as part of the policy-making process. Now that you have completed the questionnaire, what are your main objectives to make your policy relevant and practical in a rural setting?

Please list up to five objectives:

1	Economic growth: Support economic growth and safeguard jobs with a particular focus on the City Regions, Enterprise Zones and local growth zones
2	Access to employment: Reduce economic inactivity by delivering safe and affordable access to employment
3	Tackling poverty: Maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities
4	Sustainable travel and safety: Encourage safer, healthier and sustainable travel
5	Access to services: Connect communities and enable access to key services

Thank you for completing this form. We will set a review date with you and ask you to fill in a short monitoring form. This will allow us to monitor the impact of rural proofing.

Official completing the Proofing Tool.
Name: Transport Planning Unit
Department: ES&T
Date: 07 October 2014
Signature:
Head of Branch (sign off):
Name:
Job title and department: Deputy Director – Policy, Planning & Partnership
Date:
Signature:
Review Date:

Competition Assessment Filter Test

The Competition Assessment

1. There are two stages to the Competition Assessment. The first is a quick filter that assesses whether there is a risk of a significant detrimental effect on competition. If the test results show that the risk is low (and there are no anticipated significant benefits for competition) you will only need to record the results of the filter test (including a brief description of any competition effects that are anticipated). If, on the other hand, the test results show that the risk is high you will need to contact **EST Business Unit** for further advice on whether a more detailed assessment and possible further action is needed.
2. You should consider the market that will be affected, i.e. the firms that compete against one another to sell the same or similar products or services. A regulation or proposal may impact directly on just one sector or on several, and some regulations may have indirect effects on other, linked, sectors which either supply goods or services to the affected sectors or buy products from them. (e.g. the recreational craft directive affects the engines needed for boats used for leisure purposes. Within this though there are two distinct markets: engine manufactures that make standard engines, and boat builders who modify them for use on leisure boats.) Some regulations impact almost universally on a very wide range of sectors (e.g. the national minimum wage).
3. For a meaningful competition assessment you must ensure that affected markets are correctly identified. Help and /or advice can also be obtained from the Competition and Markets Authority (CMA - formerly part of the OFT), which has published guidance on markets, entitled “Market definition” (OFT403) http://www.of.gov.uk/shared_of/business_leaflets/ca98_guidelines/oft403.pdf

The competition filter test

4. This has nine straightforward questions. Where the regulation is likely to have an impact directly on more than one sector (whether directly or indirectly) the competition filter test should be carried out for each sector affected. Where a regulation might impact on many sectors, you will need to identify those sectors that might be affected to the greatest extent. Please contact **EST Business Unit** for further advice.
5. The competition filter test is set out below, together with points to consider in answering the questions. Further detail is contained in ‘Completing competition assessments in impact assessments’ (OFT 876) together with examples and references:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/191489/Green_Book_supplementary_guidance_completing_competition_assessments_in_impact_assessments.pdf

The competition filter test	
Question	Answer yes or no

The competition filter test	
Question	Answer yes or no
Q1: In the market(s) affected by the new regulation, does any firm have more than 10% market share?	No
Q2: In the market(s) affected by the new regulation, does any firm have more than 20% market share?	No
Q3: In the market(s) affected by the new regulation, do the largest three firms together have at least 50% market share?	No
Q4: Would the costs of the regulation affect some firms substantially more than others?	No
Q5: Is the regulation likely to affect the market structure, changing the number or size of firms?	No
Q6: Would the regulation lead to higher set-up costs for new or potential suppliers that existing suppliers do not have to meet?	No
Q7: Would the regulation lead to higher ongoing costs for new or potential suppliers that existing suppliers do not have to meet?	No
Q8: Is the sector characterised by rapid technological change?	No
Q9: Would the regulation restrict the ability of suppliers to choose the price, quality, range or location of their products?	No

6. Each “yes” answer indicates a possible competition concern.

- “Yes” answers to less than half the questions suggest that the regulation is unlikely to have a significant detrimental effect on competition. As new information comes to light, this result should be re-affirmed by re-applying the filter test.
- “Yes” answers to more than half of the questions indicate that there is some risk that the regulation may have a significant effect on competition and a detailed assessment is necessary. Please contact **EST Business Unit** for further advice.

Questions 1 to 3: the market

7. Where there are a few large firms in the market, or it is difficult to establish a new firm, competition concerns are more likely.

Question 4: substantially different effect on firms

8. Will the costs fall differently on different firms? This is relevant where the costs of complying with a regulation are not proportional to output.

Question 5: changes to market structure

9. If regulations are likely to penalise certain firms, then this may affect whether those firms stay in business. This could then alter the number or size of firms in the market. The most likely case is where small firms are affected more than large ones are.

10. Consider whether firms that face a greater impact will be able to stay in the market given the additional costs they face. If they have to raise prices as a result of the regulation will customers move to other suppliers?

Questions 6 and 7: penalising new suppliers

11. Consider whether new suppliers to the market would be affected differently from existing suppliers. An example would be where new firms must meet higher standards immediately, while established firms have a longer period in which to meet them. This could make it harder for the new firms to compete. However, such an effect might be offset by new firms not having to face the costs of changing existing equipment and/or processes, or where existing suppliers have already, voluntarily, decided to carry out the actions required under the regulation.

Question 8: technological change

12. New technologies may advantage some companies over others who may be driven out of the market. Consider whether technological change will affect the number or size of firms in the market. Where only small changes in technology are happening continuously, this question should be answered “no”.

Question 9: restrictions on suppliers

13. Will the regulation stop suppliers providing products or services that they would otherwise provide? An example would be a regulation imposing minimum standards, thus preventing suppliers from selling lowest cost or quality options. Further examples would be regulations imposing price restrictions or restrictions on what firms use to make their products. If locations are restricted, customers may suffer, especially if there are local markets.

Presenting the results of the competition filter test

14. The findings of the competition filter test should be written up as part of the draft regulatory impact assessment (and should also be included in the final impact assessment if no detailed assessment is required). You should include a clear statement setting out whether there is likely to be any detrimental effects on competition, with reasoning and evidence presented to support this conclusion. If you anticipate any beneficial effects, you should assess these and include them in the write-up. This will improve internal and external consultation and inform Ministers.

The detailed assessment

15. The aim of the detailed assessment is to understand in more depth the potential competition impacts identified whilst carrying out the competition filter test. The supplementary Green Book guidance “Completing competition assessments in impact assessments” provides detailed guidance on how to approach the detailed assessment:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/191489/Green_Book_supplementary_guidance_completing_competition_assessments_in_impact_assessments.pdf

Children's Rights Impact Assessment**Children's Rights Impact Assessment (CRIA) Template**

Title / Piece of work:	National Transport Finance Plan 2015
Related SF / LF number (if applicable)	
Name of Official:	Transport Planning Unit
Department:	Economy, Skills and Natural Resources – Policy, Planning & Partnership
Date:	July 2015
Signature:	

Six Steps to Due Regard



Step 1. What's the piece of work and its objective(s)?

You may wish to include:

- A brief description of the piece of work
- What the time frame for achieving it is?
- Who are the intended beneficiaries?
- Is it likely that the piece of work will affect children?
- Will the piece of work have an affect on a particular group of children, if so, describe the group affected?

National Transport Finance Plan 2015

The purpose of this Plan is to:

- Provide the timescale for financing schemes undertaken by the Welsh Government
- Provide the timescale for delivering these schemes
- Detail the estimated expenditure required to deliver the schemes
- Identify the likely source of financing to allow delivery to take place
- The Plan affects all residents and visitors in Wales
- The Plan seeks to improve access to services and facilities across Wales and some interventions will affect particular groups of children, e.g.
 - Connectivity to key sites, including schools
 - Social services journeys
 - Targeting particular areas to address poverty issues
 - Healthier and more active travel
 - Reducing the number of people killed or seriously injured in road traffic collisions
 - Road safety improvements outside schools on the trunk road network
 - Leisure and recreational journeys

Step 2. Analysing the impact

- What are the positive and/or negative impacts for children, young people or their families?
- Where there are negative impacts; what compensatory measures may be needed to mitigate any negative impact?
- How will you know if your piece of work is a success?
- Have you developed an outcomes framework to measure impact?
- Have you considered the short, medium and long term outcomes?
- Do you need to engage with children & young people and/or stakeholders to seek their views using consultation or participatory methods?
- Do you need to produce child friendly versions of proposals/consultations?

Overall it is expected the Plan will have a positive impact for children, young people and their families as;

- **The Plan seeks to improve access to services and facilities across Wales**
- **The Plan seeks to promote safer and more active travel journeys and encourage more healthy lifestyles**
- **The Plan seeks to contribute to the tackling poverty agenda**
- **The Plan will include commitments on monitoring to measure ongoing effectiveness and success**
- **The Plan interventions are structured around short, medium and long term impacts**
- **The Plan is not intended to have a negative impact however Individual interventions will have a CRIA undertaken where appropriate to mitigate any negative impacts**
- **The consultation draft of the National Transport Plan published in 2014 considered methods of engaging directly with children and young people**

Step 3. How does your piece of work support and promote children's rights?

Dependant upon the impact of your piece of work, use balanced judgement to assess:

- Which UNCRC articles are **most** relevant to the piece of work? Consider the articles which your piece of work impacts upon.
<http://uncrcletsgetitright.co.uk/images/PDF/UNCRCRights.pdf>
- How are you improving the way children and young people access their rights?
- What aspects of children's lives will be affected by the proposal?
- What are the main issues that the CRIA should focus on?
- Does the piece of work help to maximise the outcomes within the articles of the UNCRC?
- If no, have any alternatives to the current piece of work been considered?

Whilst there is no single article that covers the rights to access basic services or to enjoy a healthy lifestyle, articles 6, 12, 23, 24 and 31 are relevant to the Plan.

- **Article 6 – Right to life - the Plan seeks to reduce the number of young people killed or seriously injured in road traffic collisions and to promote safer and more active travel journeys**
- **Article 12 – Right to have a say – the Plan seeks to ensure young people have say in the provision transport services**
- **Article 23 – Children with disabilities – the Plan seeks to ensure that disabled**

children and young people should enjoy the same opportunities, in particular in the provision of public transport services

- **Article 24 – Environment – the Plan acknowledges the impact of transport on the environment and seeks to address that through air quality and noise management, road safety improvements and promoting more active travel journeys**
- **Article 31 – Right to play – the Plan seeks to promote more active travel journeys for leisure and recreation and address road safety concerns.**

Overall, the Plan seeks to improve access to services and facilities across Wales and to promote safer and more active travel journeys, encourage more healthy lifestyles and contribute to the tackling poverty agenda

All aspects of children’s rights that involve travel are potentially affected and the Plan seeks to improve those situations

Step 4. Advising the Minister and Ministerial decision

When giving advice and making recommendations to the Minister, consider:

- The ways in which the piece of work helps to maximise the outcomes within the articles of the UNCRC?
 - Has any conflict with the UNCRC articles within the proposal been identified?
 - Consider the wider impact; does the proposal affect any other policy areas?
 - With regard to any negative impacts caused by the proposal; can Ministers evidence that they have allocated as much resources as possible?
 - What options and advice should be provided to Ministers on the proposal?
 - In relation to your advice on whether or not to proceed with the piece of work, is there any additional advice you should provide to the Minister?
 - Is it appropriate to advise the Minister to reconsider the decision in the future, in particular bearing in mind the availability of resources at this time and what resources may be available in the future?
 - Have you provided advice to Ministers on a LF/SF and confirmed paragraph 26?
 - Is the advice supported by an explanation of the key issues?
-
- **The Plan seeks to improve access to services and facilities across Wales and to promote safer and more active travel journeys and encourage more healthy lifestyles with relevance to articles 12, 23 and 31**
 - **The Plan seeks to reduce the number of people killed or seriously injured in road traffic collisions and undertake road safety improvements outside schools on the trunk road network with relevance to articles 24 and 31**
 - **The Plan seeks to contribute to the tackling poverty agenda**
 - **No conflict with the UNCRC articles have been identified**
 - **Transport impacts on many other policy areas and relevant impact assessments have been undertaken where required**
 - **The Plan seeks to work with other key services such as education and health to ensure the key issues are addressed**
 - **The Plan will be monitored and reviewed as and when necessary**
 - **The relevant advice will confirm the key issues which are:**

- **Connectivity to key sites, including schools**
- **Social services journeys**
- **Targeting particular areas to address poverty issues**
- **Healthier and more active travel**
- **Reducing the number of people killed or seriously injured in road traffic collisions**
- **Road safety improvements outside schools on the trunk road network**
- **Leisure and recreational journeys**

Step 5. Recording and communicating the outcome

Final version to be retained on i-share

Evidence should be retained that supports:

- How the duty has been complied with **(Steps 1-3 above)**
- The analysis that was carried out **(Steps 1-3 above)**
- The options that were developed and explored **(Steps 1- 3 above)**
- How have the findings / outcomes been communicated? **(Step 4 above)**
- ‘Tells the story’ of how the assessment has been undertaken and the results **(Step 4 above)**
- **CRIA has been completed although the Plan already seeks to take account of children’s rights through its targeted funding schemes**

Step 6. Revisiting the piece of work as and when needed

In revisiting the piece of work, consider any monitoring, evaluation or data collection that has been undertaken:

- Has your piece of work has had the intended impact as set out in Step 2.
- Have you engaged with stakeholders to discuss how the policy or practice is working.
- If not, are changes required.
- Identify where improvements can be made to reduce any negative impact.
- Identify any opportunities to promote children’s rights, bearing in mind any additional availability of resources at this time.
- **The consultation draft National Transport Plan was available in an ‘easy read’ format and accessible versions of the National Transport Finance Plan 2015 will be available via the internet**
- **Consultation included engagement with the Children’s Commissioner**
- **The Plan will be regularly monitored and evaluation will be used to make any necessary changes**

Budgets

As a result of completing the CRIA, has there been any impact on budgets?

It is important that where any changes are made to spending plans, including where additional allocations have

No

<p>been made, that this has been assessed and evidenced as part of the CRIA process.</p>	
<p>Please give any details:</p> <p>No, although some transport budgets are already targeted toward children’s transport needs</p>	

Monitoring & Review

<p>Do we need to monitor / review the proposal?</p>	<p>No</p>
<p>If applicable: set the review date</p>	<p>Month / Year</p>

Privacy Impact Assessment Screening

Title of Proposal:	National Transport Finance Plan 2015
Department:	Economy, Skills and Natural Resources
Lead Official:	Transport Planning Unit
Information Asset Owner:	Head of Transport Planning Policy and Partnerships
PIA Reference Number:	<i>id:A11327549</i>

1. Please describe your proposal:

- (i) *If this is a change to an existing system/ project/ process/ policy then please outline the present arrangements and how personal data is currently processed.*
- (ii) *Detail how the new system/ project/ process/ policy will work, including how the personal data will be processed and whether the personal data will be shared with 3rd parties.*

Details:

The purpose of this Plan is to:

- Provide the timescale for financing interventions undertaken by the Welsh Government
- Provide the timescale for delivering these schemes
- Detail the estimated expenditure required to deliver the schemes
- Identify the likely source of financing to allow delivery to take place

2. Will the proposal involve the processing² of information that could be used to identify individuals (personal data)?

No – There is no need to complete the remainder of this form. Please forward

your answers to IRU at DataProtectionOfficer@wales.gsi.gov.uk

Yes – Please complete the remainder of the form.

3. Has privacy impact screening or assessment already been carried out?

Yes – Please provide details below. No

Details of completed PIA (date; outcomes)

4. Please tick the personal data items that will be processed:

Personal

- | | |
|---|---|
| <input type="checkbox"/> Name | <input type="checkbox"/> Telephone Numbers |
| <input type="checkbox"/> Home Address | <input type="checkbox"/> Date of Birth |
| <input type="checkbox"/> Business Address | <input type="checkbox"/> Driving Licence Number |
| <input type="checkbox"/> Postcode | <input type="checkbox"/> Passport / ID Card Number |
| <input type="checkbox"/> Email Addresses | <input type="checkbox"/> Photographs / images (which could be used to identify an individual) |
| <input type="checkbox"/> Unique identifying number
e.g. store loyalty card, library card etc | <input type="checkbox"/> Other (please specify) |

² The term 'processing' includes a wide range of activities such as collection, use, disclosure, retention or disposal of information.

Sensitive

- | | |
|---|---|
| <input type="checkbox"/> Racial / Ethnic Origins | <input type="checkbox"/> Biometric data e.g. DNA, finger-prints |
| <input type="checkbox"/> Political opinions | <input type="checkbox"/> Personal financial information (e.g. bank or credit card details) |
| <input type="checkbox"/> Religious beliefs | <input type="checkbox"/> Mother's maiden name |
| <input type="checkbox"/> Trade Union membership | <input type="checkbox"/> NI Number (or equivalent) |
| <input type="checkbox"/> Physical / mental health or condition | <input type="checkbox"/> Tax, benefits or pensions records |
| <input type="checkbox"/> Sexual life | <input type="checkbox"/> Health or social service records e.g. Housing or Child Protection |
| <input type="checkbox"/> Criminal & court records (inc. alleged offences) | <input type="checkbox"/> Employment records (inc. self-employment and voluntary work) |
| <input type="checkbox"/> Educational records | <input type="checkbox"/> Other (please specify) |

Details:

5. For the personal data being processed, please indicate:

<p>Who the Data Controller is: <i>(see notes section for the definition of a Data Controller)</i></p>	<p><i>Details: In the case of joint data controllers, please indicate the personal data each has responsibility for.</i></p>
<p>Any Data Processors: <i>(see notes section for the definition of a Data Processor).</i></p>	<p><i>Details: In the case of data processors, please indicate the personal data each has responsibility for.</i></p>
<p>Will the data be shared?</p>	<p><i>Details: Please specify if the data will be shared internally with other parts of the Welsh Government or externally with third parties.</i></p>

	<i>Also indicate if the personal data being shared is non-identifiable / anonymised.</i>
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6. What is the legal basis for processing the data?

Details:

All of the Welsh Government's powers are derived from statute. Please identify the legal power the Welsh Government is exercising to carry out this proposal.

7. Will the proposal involve new or significantly changed processing of personal data about each individual?

Details:

For example, have you been collecting personal information from individuals for a particular purpose and would now like to use that information for a different purpose?

Data Handling

8. Will the personal data be consolidated, linked or matched with data from other sources?

Yes – Please provide details below. No – Go to Q9.

Details:

For example, are you planning to compare or link the data that you collect with data held in another database?

9. Does the proposal involve new or changed data collection, retention or sharing policies / practices for personal data?

Yes – Please provide details below. No – Go to Q10.

Details:

Technology

10. Will the proposal involve the introduction of privacy-intrusive technologies such as:

Yes – Please provide details below. No – Go to Q11.

- | | |
|---|--|
| <input type="checkbox"/> Smart cards | <input type="checkbox"/> Digital image and video recording |
| <input type="checkbox"/> RFID tags
<i>(radio-frequency identification)</i> | <input type="checkbox"/> Profiling, data mining or logging of electronic traffic
<i>(process to identify patterns in large data sets)</i> |
| <input type="checkbox"/> Biometrics | <input type="checkbox"/> Locator technologies (e.g. GPS, mobile phone tracking) |
| <input type="checkbox"/> Visual surveillance (e.g. CCTV) | <input type="checkbox"/> Other (please specify Details below) |

Details:

Identity

11. Will the proposal involve new or changed identity management or authentication processes?

Yes – Please provide details below. No – Go to Q12.

Details:

12. Will the proposal have the effect of enabling identification of individuals who were previously anonymous?

Yes – Please provide details below. No

Details:

When complete, a copy of this document must be forwarded to the Information Rights Unit (IRU): DataProtectionOfficer@wales.gsi.gov.uk and copied to your [Information Asset Owner](#)

Notes

Data controller means a person who (either alone or jointly in common with other persons) determines the purpose(s) for which and the manner in which any personal data are, or are to be, processed.

A data controller must be a “person” recognised in law i.e.:

- individuals;
- organisations; and
- other corporate and unincorporated bodies of persons.

Data controllers will usually be organisations, but can individuals e.g. the self employed / sole traders. Even if an individual is given responsibility for data protection in an organisation, they will be acting on behalf of the organisation, which will be the data controller.

In relation to data controllers, the term ‘jointly’ is used where two or more data controllers act together to decide the purpose and manner of any data processing. The term ‘in common’ applies where two or more data controllers share a pool of personal data that they process independently of each other.

Data controllers must ensure that any processing of personal data for which they are responsible complies with the DPA. Failure to do so risks enforcement action, even prosecution, and compensation claims from individuals.

Data processor means any person (other than an employee of the data controller) who processes the data on behalf of the data controller.

Data processors are not directly subject to the DPA (although most will also be a data controller in their own right for the processing they do for their own administrative purposes). Data controllers remain responsible for ensuring their processing complies with the DPA, whether they do the processing in-house or by engaging a data processor. Where roles and responsibilities are unclear, they will need to be clarified to ensure that personal data is processed in accordance with the data protection principles.

For completion by IRU:

Is a formal PIA assessment required for this proposal?

Yes No

No personal data being processed.

Has advice on DPA compliance been provided?

Yes No

N/A – No personal data being processed.