

**North Yorkshire County Council**  
**Business and Environmental Services**

**Executive Members**

**26 January 2018**

**Community Transport Funding**

**Report of the Assistant Director – Transport, Waste and Countryside Services**

**1.0 Purpose of Report**

- 1.1 To update the Corporate Director – Business and Environmental Services (BES) and BES Executive Members on funding applications for Community Transport (CT) and to seek approval to award grants.

**2.0 Background**

- 2.1 At its meeting on the 26 July 2011, the Council's Executive approved a methodology for distribution of grant funding for Community Transport in North Yorkshire and delegated authority to the Corporate Director Business and Environmental Services in conjunction with Executive Members, to award grants up to £100,000.
- 2.2 This report seeks approval to determine grant applications where sufficient information is available for full project assessment.

**3.0 Summary of Application**

- 3.1 Four applications by registered charities are being considered in this report and have been assessed against the guidelines agreed by Members. Project assessment sheets are included at Appendix 1 and a summary is set out in paragraph 4 below.
- 3.2 As part of the assessment process the application has been circulated to a grants panel which involves staff from Health and Adult Services (HAS), Stronger Communities and Integrated Passenger Transport (IPT). No objections have been raised.

**4.0 Application Assessment – Full Application**

- 4.1 Scarborough Dial a Ride is requesting a contribution towards the purchase of a fully accessible minibus. Dial a Ride provides access to health care, day and respite services, shopping and other essential services. The service is a lifeline for the individuals using it.
- 4.2 Bedale Community Minibus wishes to replace a minibus, which is now incurring high maintenance and repair costs. The new vehicle would enable them to continue to provide the following services: weekly shopping service for residents in villages to attend the weekly market in Northallerton, transport for school children with special needs and learning difficulties attending recreational activities, provision of a patient transport service for GP surgery appointments, transport for elderly and disabled individuals attending social functions and transport for youth organisations e.g. Scouts and Guides.

- 4.3 Hambleton Community Action (HCA) runs a ‘Wheels to Work’ scheme, which enables individuals aged 16 and over to get to work, training or education via a moped loan scheme. The current van, which is used by the coordinator to deliver and collect mopeds (an essential element of the scheme), is 12 years old with high mileage, a recent inspection reported the gearbox and clutch are failing. HCA is therefore applying for funding towards the cost of a new van.
- 4.4 Age UK, Selby District, has applied for funding towards the replacement of an old vehicle, which is currently used on a daily basis to provide essential shopping trips, access to social centres and trips and outings. Age UK Selby District works with older adults across the district, including those experiencing rural isolation. Without this support the organisation will be forced to reduce the current provision.
- 4.5 Table 1 Summary of Applications

<b>Applicant</b>	<b>Description</b>	<b>Cost £ 2017/18</b>	<b>Total £</b>	<b>Recommendation</b>
Dial a Ride (Scarborough and District)		30,888	30,888	Approve
Bedale Community Mini Bus		24,750	24,750	Approve
Hambleton Community Action		9,000	9,000	Approve
Age UK, Selby District		45,000	45,000	Approve
<b>TOTAL</b>			<b>109,638</b>	

## 5.0 Legal Implications

- 5.1 The Council is entitled to award grants to promote well-being within the County under Section 2 of the Local Government Act 2000 (as amended), subject to being compliant with the European rules on State Aid.
- 5.2 A state aid assessment has been undertaken to consider whether the grant funding for any of the four projects above for community transport could constitute state aid within the meaning of Article 107 (1) of the Treaty on the Functioning of the European Union (TFEU). In order for this to be the case, all elements of Article 107 (1) TFEU need to be present, that is:
- the aid granted is imputable to the State; and
  - the aid distorts, or threatens to distort competition; and
  - the aid favours certain undertakings or the production of certain goods; and
  - the aid affects trade between Member States.
- 5.3 The first element of the test above is satisfied as the aid is being provided by North Yorkshire County Council.
- 5.4 It is considered that the second element of the test is not satisfied. The provision of the grant to any of the four applicants above would not distort, or threaten to distort competition, in the community transport market, because competitive suppliers have no interest in this market.

- 5.5 The vehicles which will be purchased by the grant recipients will be used to deliver services which are not attractive to commercial operators. In addition, the vehicles will not be used for any commercial contracts for a minimum of five years following the award of the grant.
- 5.6 On this basis, the criteria for State aid will not be satisfied and therefore it is considered there will be no state aid to the grant applicants on this occasion.
- 5.7 The grant applicants will be required to enter into a grant agreement with the County Council which will be drafted by legal services.

## **6.0 Equalities Impact Assessment**

- 6.1 Consideration has been given to the potential for any adverse equality impacts arising from the proposed standards. It is the view of officers that the proposals will not have significant adverse impact on any groups of people with protected characteristics identified in the Equalities Act 2010. Proper regard has been given to the public sector equality duty and a 'decision not to EIA' document has been completed and is appended at Appendix 2.

## **7.0 Financial Implications**

- 7.1 The financial implications for the financial year, 2017/18, are set out in Table 1 above. Assuming the recommendations are accepted, this is affordable from the community transport element of the IPT base budget.

<h2><b>8.0 Recommendation</b></h2>
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| <ul style="list-style-type: none"><li>8.1 That the Corporate Director – Business and Environmental Services approves grant funding to the four applicants for the projects listed in Table 1 at 4.5.</li></ul> |
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IAN FIELDING

Assistant Director – Transport, Waste and Countryside Services

Author of Report: Lucy Moss-Blundell

Background Documents: None

<b>Project Name</b>	<b>Accessible Minibus</b>	<b>Jan 2018</b>		
<b>Name of Organisation</b>	<b>Dial a Ride (Scarborough &amp; District)</b>			
<b>Main contact name</b>	Julie Banks			
<b>Telephone</b>	01723 354434	<b>Email:</b> Julie@scarboroughdialaride.org		
<b>Total funding requested</b>	30888			
<b>PROJECT DESCRIPTION:</b>				
Scarborough Dial a Ride is requesting a contribution of 75% towards the purchase of a fully accessible Renault Master minibus that will incorporate a Braun hydraulic internal pillar lift; fold out side steps with integral hand rail and hi-vis grab rails. The vehicle will be capable of accommodating up to 12 seated passengers or 2 passengers travelling in wheelchairs plus 4 seated.				
Daily services are available enabling access to healthcare, day and respite care and support groups etc				
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	High demand for the services, above average population of older adults and low car ownership. Increasing number of clients living in small villages.		
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	Clients are able to access health services, as well as do their own shopping (53%). Helps to reduce isolation gives them a more positive outlook (33%), makes them feel healthier (24%) and stops them being lonely (27%).		
<b>Meets or exceeds quality standard (Yes/No and evidence)</b>		Midas training provided to all driving staff. Organisation provides contract services and therefore meets the required safety standards.		
<b>Demonstrates organisational efficiency, financial management and partnership approach</b>	Y	Good use of volunteers, efficient scheduling systems mean staff ratios are low compared to the number of journeys provided.		
<b>Quantified benefits of the project (yes/no and value per year)</b>	Y	29000		
Is funding request for core support				No
Does the organisation hold commercial contracts for transport				Yes
Would approval of the grant give a competitive advantage				No
<b>Comments</b>	<b>Sustainable and high-quality service, which makes excellent use of volunteers. Efficient scheduling and tracking system used to maximise efficiency.</b>			
	Approve			

<b>Project Name</b>	<b>Replacement minibus</b>	<b>Date: January 2018</b>		
<b>Name of Organisation</b>	<b>Bedale Community Minibus</b>			
<b>Main contact name</b>	Malcolm Bloor			
<b>Telephone</b>	01677 425329	<b>Email:</b> m.bloor@btinternet.com		
<b>Total funding requested</b>	£33000 (total minibus value)			
<b>PROJECT DESCRIPTION:</b>				
<p>The bus which the BCM is seeking to replace was registered in 2012 and is now incurring higher maintenance and repair costs. Services provided include: Weekly shopping service for residents in villages to attend weekly market in Northallerton, Provision of transport for school children with special needs and learning difficulties to attend recreational activities, Provision of a patient transport service for GP surgery appointments, Provision of transport for elderly and disabled to attend social functions e.g. Theatre trips, outings and social events, transport for youth organisations e.g. Scouts and Guides, and other youth groups.</p>				
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	Valuable local services, only travel option for many individuals.		
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	Service meets NYCCs Equality Objectives (Council Plan), 2016-2020 by providing: access to essential services; employment opportunities for young people not in education, employment and training and those with a disability; and improves physical accessibility around towns.		
<b>Meets or exceeds quality standard (Yes/No and evidence)</b>	Y	Midas training delivered in house.		
<b>Demonstrates organisational efficiency, financial management and partnership approach</b>	Y	Organisation makes good use of volunteers. Board members involved in day to day operations.		
<b>Quantified benefits of the project (yes/no and value per year)</b>	N/A	Yr1 1237 (50%)	Yr2 1237	Yr3 1237
Is funding request for core support				No
Does the organisation hold commercial contracts for transport				No
Would approval of the grant give a competitive advantage				No
<b>Comments</b>	<b>Excellent range of services, dedicated board of trustees and good use of volunteer drivers to ensure the service is cost-effective to provide.</b>			
<b>Recommendation</b>	Approve			

	<b>Wheels 2 Work</b>	<b>Date: January 2018</b>	
<b>Name of Organisation</b>	<b>Hambleton Community Action</b>		
<b>Main contact name</b>	Andy Reddick		
<b>Telephone</b>	01609 780458	<b>Email:</b> wheels2work@hambletoncommunityaction.org	
<b>Total funding requested</b>	9000		
<b>PROJECT DESCRIPTION:</b>			
<p>Provision of affordable transport (motor scooters) to enable individuals 16 and over get to work, training or education. The co-ordinator uses a van to administer the scheme; this is a crucial part of the scheme.</p> <p>The current van is 12 years old with high mileage, a recent inspection reported the gearbox and clutch are failing.</p> <p>This application is for 50% of the cost of a new van.</p>			
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	Increasing demand for the service,	
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	Improving access to employment opportunities for young people not in education, employment and training and those with a disability	
<b>Meets or exceeds quality standard (Yes/No and evidence)</b>		CBT training provided as well as safety equipment.	
<b>Demonstrates organisational efficiency, financial management and partnership approach</b>	Y	Recent expansion of project to cover Harrogate and Craven districts, in addition to Hambleton and Richmondshire, within existing staffing levels.	
<b>Quantified benefits of the project (yes/no and value per year)</b>	Y	50 individuals using scheme in a 12 month period	
Is funding request for core support			No
Does the organisation hold commercial contracts for transport			No
Would approval of the grant give a competitive advantage			No
<b>Comments</b>	<b>The scheme achieves positive outcomes in terms of clients leaving the scheme with employment opportunities or access to ongoing training or education. Valuable service which targets individuals with no other means of appropriate transport.</b>		
<b>Recommendation</b>	Approve		

<b>Project Name</b>	<b>Wheels in Motion</b>	<b>Jan 2018</b>
<b>Name of Organisation</b>	Age Uk, Selby District	
<b>Main contact name</b>	Jackie Mook	
<b>Telephone</b>	01757 704115	<b>Email:</b> Jackie@ageukselby.co.uk
<b>Total funding requested</b>	45000	
<b>PROJECT DESCRIPTION:</b>		
To replace an old w/c accessible minibus, which is currently used on a daily basis to provide rural shopping trips, journeys to social centres, trips and outings. The current vehicle is frequently having mechanical failures which is causing service disruption and costing large amounts of money in repairs.		
<b>Clear evidence of unmet need (Yes/No and evidence)</b>	Y	Decline in public transport services. The need for transport has been identified by the Community Engagement Forum. Age UK receives frequent referrals for people who are in need of transport services.
<b>Supports the Council's priority outcomes (Yes/No and evidence)</b>	Y	<ul style="list-style-type: none"> <li>• Access to essential services;</li> <li>• Improves physical accessibility around towns.</li> </ul>
<b>Meets or exceeds quality standard (Yes/No and evidence)</b>		Excellent internal management systems, IPT will work with Age UK to ensure quality standards are being met for all transport provision.
<b>Demonstrates organisational efficiency, financial management and partnership approach</b>	Y	Transport operates as a project within Age UK, which also provides advice, information and support services on behalf of older people.  Project makes use of volunteer drivers
<b>Quantified benefits of the project (yes/no and value per year)</b>	N/A	Not specified
Is funding request for core support		No
Does the organisation hold commercial contracts for transport		No
Would approval of the grant give a competitive advantage		No
<b>Comments</b>	<b>Valuable service which provides access to a range of activities on a daily basis. The organisation is well-placed to provide transport and is able to directly refer clients from other Age UK services, ensuring the service is targeted at those most in need.</b>	
<b>Recommendation</b>	Approve	

<b>Record of decision that Equality Impact Assessment is not required</b>	
<b>Directorate and service area</b>	BES Directorate, IPT
<b>Name and contact of officer(s) taking decision that EIA not required</b> Lucy Moss-Blundell (lucy.moss-blundell@northyorks.gov.uk)	
<b>What are you proposing to do?</b>	
<p>Funding of £832k was provided by DfT for community transport and the Community Transport sector is invited to apply for funding by identifying and providing evidence of demand. This decision that an Equality Impact Assessment is not required examines the grant program</p> <p>At its meeting on the 26 July 2011 the Council's Executive approved a methodology For the distribution of grant funding for Community Transport in North Yorkshire and delegated authority to the Corporate Director (BES) to award grants up to £100,000.</p> <p>In order to assess whether additional funding is appropriate or necessary, application forms are considered first by officers within Integrated Passenger Transport (IPT), then by a cross-directorate grants panel, before being presented to the Corporate Director (BES), in consultation with Executive County Council members.</p>	
<b>Why are you proposing this?</b>	
<p>The Community Transport Strategy for North Yorkshire recognises that there should be appropriate access to community transport services across the county. The community transport sector has a role to play in the delivery of the strategy.</p> <p>The Community Transport Strategy acknowledges that the type and location of services should be dictated largely by the individual operators, based on their local knowledge. In addition, the local authority and Clinical Commissioning Groups can provide demographic or higher level information as well as being able to identify gaps where there is limited access to, or no local bus services available.</p>	
<b>Does the proposal involve a significant commitment or removal of resources?</b>	
No. As the proposal will result in a grant award, resources for Community Transport services will either be maintained or improved.	
<b>Will this proposal change anything for customers or staff? What will change?</b>	
All changes, if any, will be on an ad hoc basis. In all instances changes will be driven with the focus on continuous improvement for the benefit of transport sustainability.	
<b>Will the proposal make things worse for people with protected characteristics (age, disability, sex, disability, gender reassignment, religion or belief, pregnancy or maternity, marriage or civil partnership)? (Customers, staff etc.).</b>	
No, new or replacement vehicles will maintain or improve things for people with protected characteristics	
<b>How do you know? Do you have any evidence to support your assessment?</b>	

<p>By its very nature, Community Transport is set up to improve services following the identification of gaps in existing services. Maintaining or improving level of service will improve transport opportunities for individuals, including those with protected characteristics.</p>	
<p><b>If there might be a negative impact on people with protected characteristics can this impact be reduced? How?</b></p> <p>No adverse impact is anticipated for any type of end user group as a result of the principles of the CT strategy, or its application through the grant programme. However, funding is finite and decisions taken to prioritise where limited resources should be spent may disadvantage one organisation over another.</p> <p>This can be justified as NYCC does not have a duty in this area, rather it is a discretionary power, and discretion can be exercised to support policy objectives.</p>	
<p><b>Could the proposal have a significant negative impact on some people with protected characteristics or a less severe negative impact on a lot of people with protected characteristics? If “Yes” more detailed analysis should be undertaken and an EIA completed.</b></p> <p>No adverse impact is anticipated</p>	
<p><b>Does the proposal relate to an area where there are known inequalities (e.g. disabled people’s access to public transport)?</b></p> <p>Yes.</p>	
<p><b>Could the proposal have a greater negative impact on people in rural areas?</b></p> <p>As all Community Transport operators are invited to apply for funding and it is not a competitive process at this stage, it is not felt that this proposal has any negative impact on people or operators in deeper rural areas.</p>	
<p><b>Could the proposal have a worse impact on people with less money?</b></p> <p>No greater adverse impact has been identified</p>	
<p><b>Will the proposal have a significant effect on how other organisations operate (e.g. partners, funding criteria, etc.). Do any of these organisations support people with protected characteristics?</b></p> <p>No adverse impact is anticipated for any type of operator, as a result of the principles of the CT strategy, or its application through the grant programme. However, funding is finite and decisions taken to prioritise where limited resources should be spent may disadvantage one organisation over another.</p>	
<p><b>Do the answers to the previous questions make it reasonable to conclude that there will be no or very limited adverse impacts on people with protected characteristics?</b></p>	<p>Yes</p>

<b>Will there be no or limited adverse impacts on people in rural areas?</b>	Yes
<b>Further analysis and full EIA required</b>	No
<b>Decision not to undertake EIA approved by (Assistant Director or equivalent)</b>	<i>Ian Fielding</i>
<b>Date:</b>	<i>19.01.18</i>